

# Elgin South



# contents

- Preface
- Introduction
- Vision
- Policy Context
- 1.0** Previous Masterplan Summary
- 2.0** Elgin South
  - Existing Development
  - Constraints / Opportunities
- 3.0** Revised Masterplan Layout
  - Glassgreen School Site
  - 20 Minute Neighbourhood
  - Mix of Uses
  - Access and Connectivity
  - Density
  - Building Heights
  - Frontages
  - Affordable and Accessible Housing
  - Parking Strategy
- 4.0** The Landscapes of Elgin South
  - Hierarchy of Open Space
  - SuDS
  - Wayfinding and Public Art
- 5.0** Phasing
  - Phasing Growth
  - The Three Village
  - Character Areas - Site Wide
- 6.0** Phase 1 - Glassgreen Village
  - Design Concept Diagrams
  - West Village Core
  - Pedestrian Movement
  - Cycle Movement
  - Vehicle Movement
- 7.0** Character Area Manual
- 8.0** Sustainable Design and Construction
  - Biodiversity
  - Carbon Emissions
  - Climate Change and Resilience Adaptation

Revision	Date	Description	Prepared / Checked
ISSUE	08/02/2021	SUBMISSION DOCUMENT	VARIOUS / MH
A	26/02/2021	REVISED FOLLOWING MEETING WITH MORAY COUNCIL - 18/02/2021	VARIOUS / MH
B	17/06/2021	REVISED FOLLOWING TRANSPORTATION COMMENTS - 23/05/2021	VARIOUS / MH
C	02/07/2021	REVISED FOLLOWING TRANSPORTATION COMMENTS - 22/06/2021	AT / RG / MH
D	09/07/2021	REVISED FOLLOWING PLANNING COMMENTS - 22/06/2021	AT / RG

# preface

The Elgin South Masterplan has been updated to ensure that it is consistent with the new Moray Local Development Plan (MLDP) 2020. This will allow it to be adopted as Supplementary Guidance. It also provides an opportunity to review the phasing and 'sense check' the Masterplan proposals. Various planning policies and societal changes also drive this.

This Masterplan update should be read in conjunction with the original Masterplan document, dated May 2017. It should be noted that it is not intended to replace that version, rather it is placed alongside it and both should be cross-referenced as required.

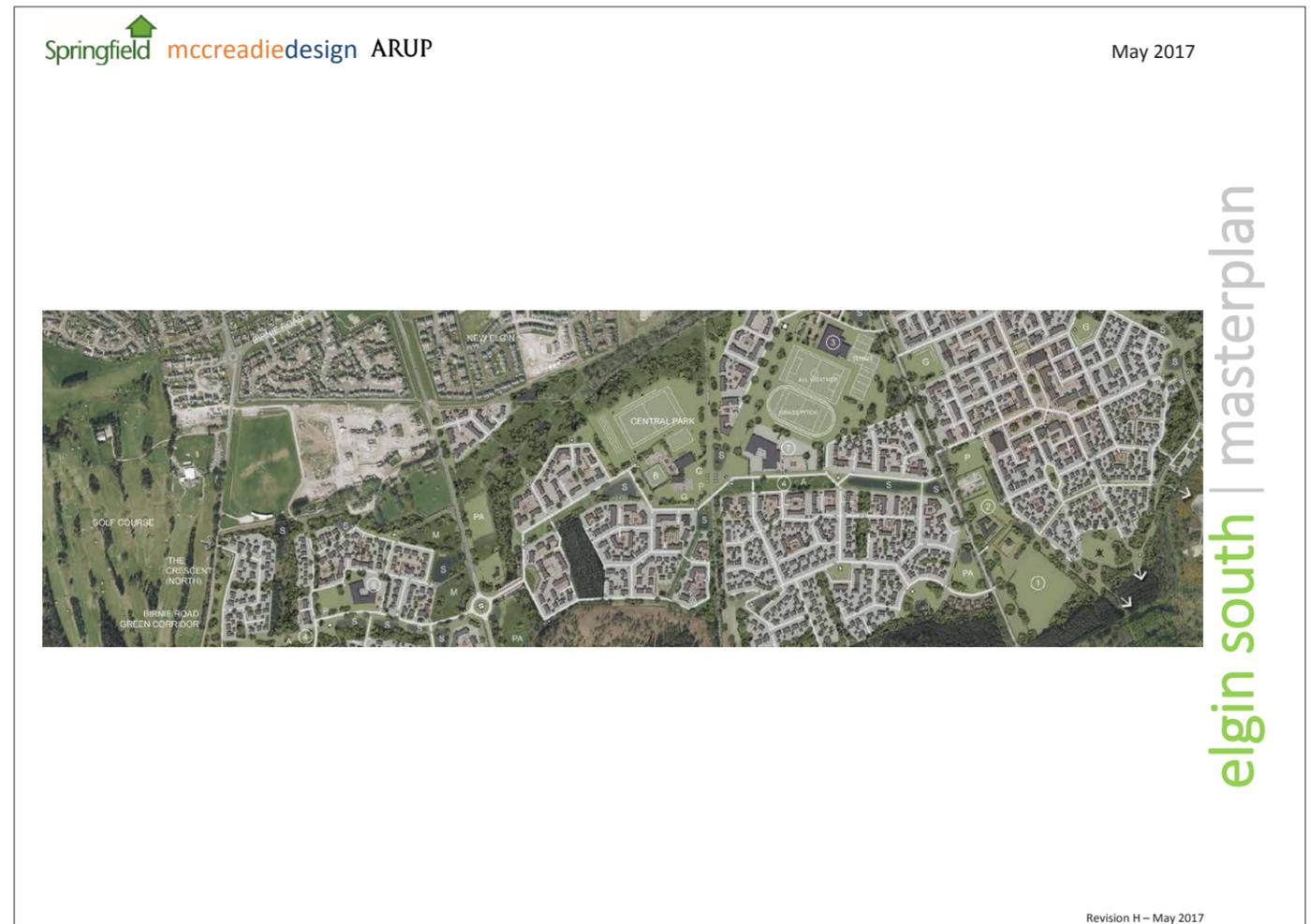
An 8 week public consultation has been undertaken as part of the Supplementary Guidance adoption process. This attracted a range of comments from internal MC and external consultee stakeholders on several aspects. These have been taken on board and incorporated into the revised document.

## Elgin South Masterplan Update

The opportunity to review and update the Masterplan comes five years after its preparation began. It comes at a point when the country is in the midst of great physical, societal and economic upheaval brought about by the Coronavirus (Covid-19) Pandemic. Its full impacts are still to be realised and its legacy is as yet unknown, however it is evident that it will bring about fundamental change to the way we live, work and travel. It is clear that people's homes have taken on ever greater importance. Similarly access to safe, well-connected amenity space and recreational places has been crucial along with private gardens and proximity to shops and services. Home working needs to be fully accounted for by providing flexible living spaces/home offices and good broadband connectivity. Communities such as Elgin South embrace these principles. The emphasis should be to ensure a strategic delivery of a good place which is health and wellbeing enhancing within the entire masterplan site.

Scottish Government is also working on Reforming the Planning System to ensure it works to 'strengthen the

contribution planning can make to inclusive growth, to delivering housing and infrastructure and to empowering communities... (and) addressing climate change' (Scottish Government). This will come forward within National Planning Framework 4 expected in Autumn 2021 which consolidates Scottish Planning Policy and NPF 3 into one.



# introduction

The Elgin South Masterplan was adopted in May 2017 to guide the long-term strategic growth of the city to the south up to 2045. The proposals include approximately 2,500 homes, two primary school sites and the Moray Sports Centre.

Preparation of the Masterplan began in early 2015 to pull together an ambitious programme of stakeholder workshops, community engagement and significant design development work – all of which culminated in its adoption as Supplementary Guidance by Moray Council. Allied to this, was the submission and approval of a first phase planning application for 870 homes, Moray Sports Centre and two school sites in 2018 to let works commence.

Since then, a new Moray Local Development Plan has been approved, in July 2020. Meanwhile several other significant matters have arisen that ensures the Masterplan should be updated. The key outcomes emerging in the NPF4 ranging from a transition to net-zero; a wellbeing economy; resilient communities; and better, greener places also ensures more emphasis of these is needed within the Update.

At Elgin South we believe that many of these are being done already – building more homes that people need, redesigning communities to reduce their carbon emissions from the buildings themselves via energy efficient, fabric first, sustainably constructed homes to ensuring they are well-connected to existing and proposed facilities and services with good active travel links and public transport links and access to high-quality openspace. We also deliver high levels of affordable homes, working to reduce inequalities for those who cannot access the property ladder.

However we recognise that more needs to be done. The Climate Emergency and Covid-19 means that we all need to respond to the challenges of reducing our emissions, reversing biodiversity loss and building back better, greener places. Elgin South will be delivered up to 2045 therefore it is well-placed to use its existing and proposed green and blue infrastructure and its proximity to current and proposed community infrastructure,

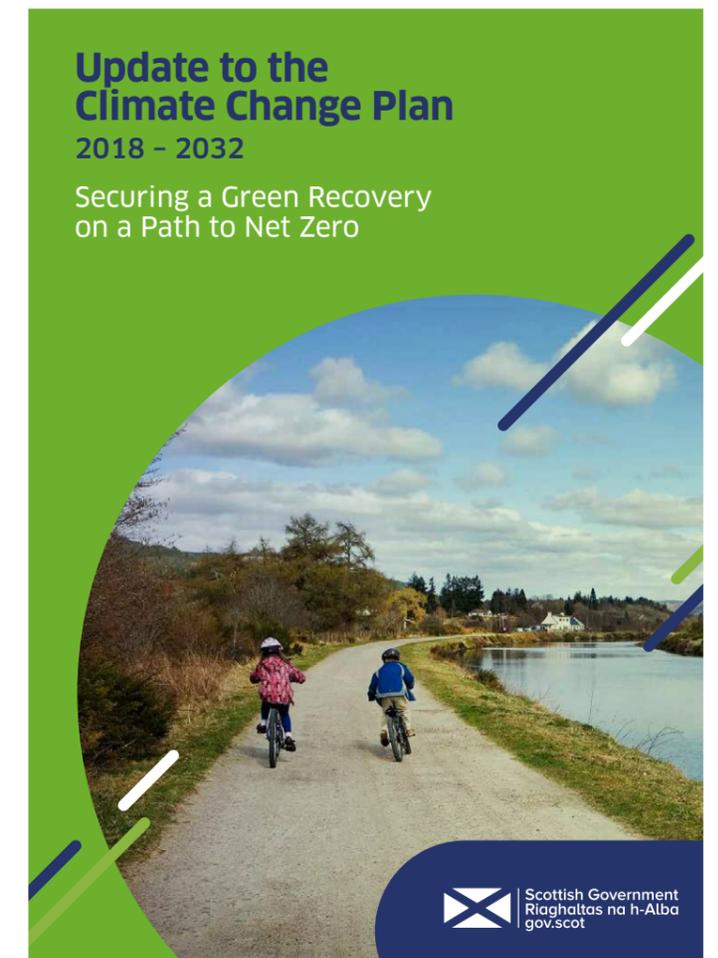
facilities and services. It must be responsive to new requirements and better choices for more sustainable living. Our built environment and linkages to the natural environment foster healthy lifestyle choices – walking to the shops, to school or to the Sports Centre. Similarly it must prove resilient to climate change including the potential for more frequent storms, heightened flood risk and greater variances in temperatures, this needs to be built in from the onset.

**The other factors for updating the Masterplan are highlighted below.**

- The stand-off distances required for avoiding a high-pressure gas pipeline which bisects the site are much greater than originally envisaged and a larger safeguarding corridor is needed. SGN confirmed during the determination of the first phase planning application that stand offs should be between 32m, 70m and 85m either side of the pipe in the inner/middle and outer offset zones. Previously these had been 18m – which had been indicated during the preparatory Masterplan work. Therefore the densities and total number of houses with these zones has been reduced to no more than 50. Please refer to the Constraints diagram for further details.

- Areas of flood risk extent have been clarified and encroach into some areas further than originally thought. These have been added to the constraints maps. Natural Flood Risk management approaches are at the core of Elgin South – by avoiding prone areas, utilising existing and proposed wetlands for floodwater storage and enhancing blue/green infrastructure.

- Poor ground conditions and landownership issues on parts of the site. These are not insurmountable but nonetheless have required a shift in focus of the phasing of development from the Linkwood village in the east, to Glassgreen in the west. These are fundamental issues that are inextricably linked, high costs associated with remediating ground conditions or foundation solutions have a direct impact on land costs and deliverability. Land in the east is under option to Springfield but ownership remains with the original landowner and



# introduction

higher than envisaged costs are directly impacting the viability of commencement here and consequently land values. The landowner doesn't wish to relinquish control for a reduced land value at this time. Landownership in the west is primarily under the control of Springfield at a more viable cost. We will continue to work with parties to overcome these issues, meantime an altered approach to phasing to the west where better ground conditions exist ensures that we can continue to deliver much-needed and sought after housing in Elgin.

- Demand for housing at South Elgin has been exceptional, the period after the first Covid 19 lockdown has reinforced this. With all of our existing and established Elgin sites sold out our focus is now to deliver the various phases of Elgin South. Several large sites at Bilbohall, Lochyhill and elsewhere in Moray are constrained, at least temporarily. The increased pressure to release homes for sale and meet demand can be met here at Elgin South. Elgin South can deliver housing land in sufficient numbers to address any shortfalls in the short to medium term.

- The Glassgreen School Site previously shown at 1.8ha in the original Masterplan and planning permission has been increased to 2.5ha to bring it in line with Education requirements. Its location has also been repositioned so it is more centrally located in the Elgin South site. This is subject to ground condition surveys and final agreement by Moray Council.

- The proposed A96 (T) Aberdeen to Inverness Road Dualling route has been chosen and finalised. This shows a junction immediately to the south of the site, fundamentally changing accessibility to the wider area. We have shown this on our drawings to reflect the much-altered nature of the area post dualling and the increased accessibility and potential for less through traffic in Elgin. We recognise that traffic will increase on the A941 and some local areas but are committed to promoting a more balanced, active travel-centric approach therefore have looked to reassess the roads-based network at Elgin South. Public transport links will also be strengthened.

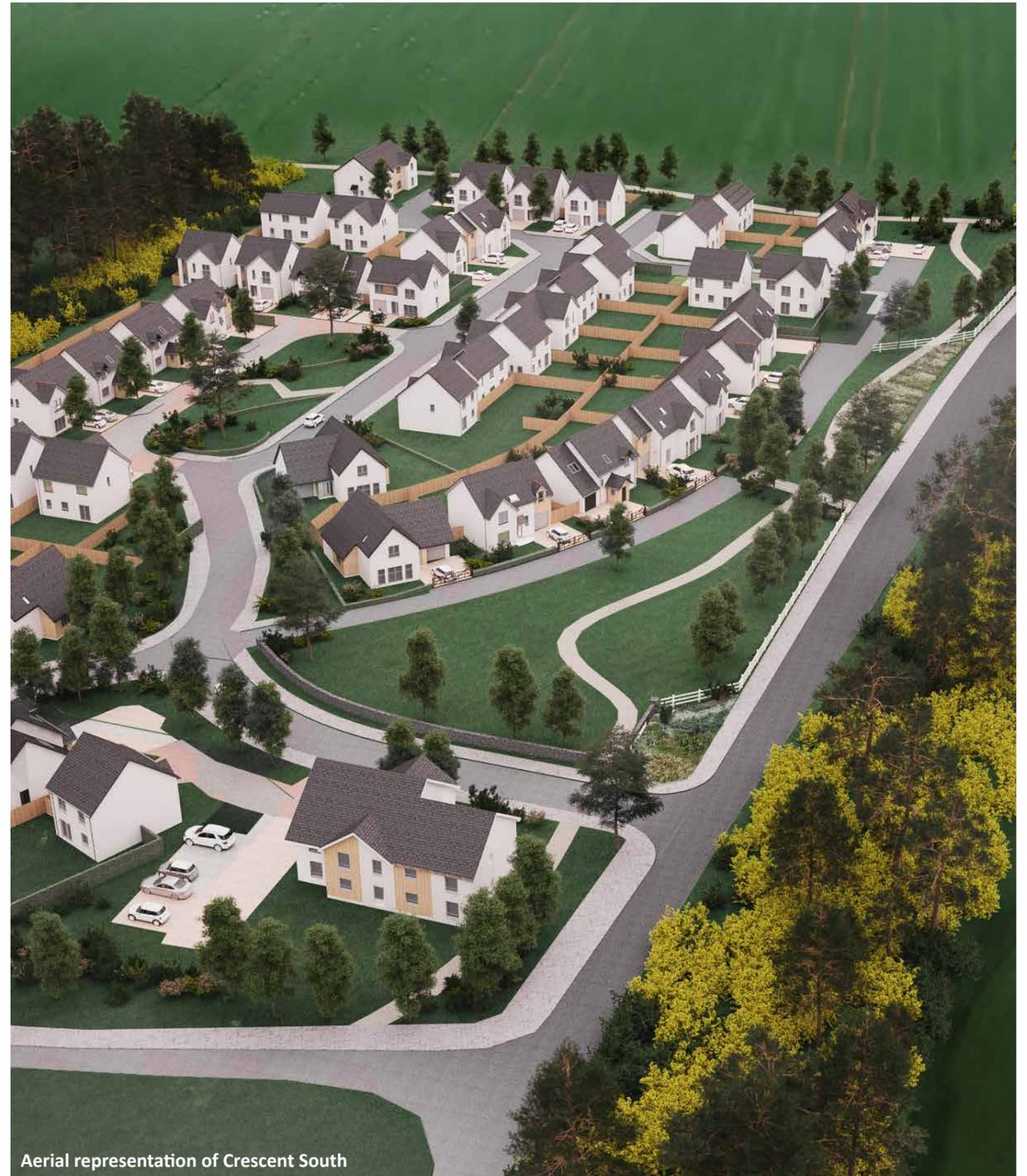
- Linkages to employment land – a new area of employment land is shown in the MLDP immediately to the south of Elgin South, while land at Barmuckity is now being taken up for industrial and commercial uses, ensuring it now has closer links to jobs and services than before.

## Stakeholder Engagement

The original Masterplan was subject to public consultation in November 2016 as part of its adoption as statutory Supplementary Guidance. This included a drop-in exhibition held jointly by Springfield Properties PLC and Moray Council where members of the public and community council could view the proposals.

The Elgin South Masterplan Update has been subject to further public consultation as part of the formal Supplementary Guidance adoption process. This was for a period of 8 weeks and feedback received is to be reported to Moray Council's Planning and Regulatory Services Committee. Comments were provided by internal Moray Council departments and external consultees. No representations from members of the public were received.

Springfield shall work with existing and new residents to promote 'inclusive communities.' Elgin South shall be a place which gives its occupants full and even access to resources, and promotes equal treatment and opportunity. We shall work with community groups, individuals and other interested parties to engage with the community from the early stages of development. By providing much upfront community infrastructure earlier, this aids with community cohesion and better integration.



Aerial representation of Crescent South

# vision

The Vision for Elgin South is largely unaltered. The themes of Sustainability, Identity and Character continue to be key in creating a successful and sustainable new '20 minute neighbourhood' to the South of Elgin, one which promotes healthy and active lifestyles and is based upon three villages with their own distinct character and identity.

Elgin South will be a successful place to live and work. New practices and technologies will facilitate better and more balanced live/work and travel choices. We will take advantage of the site's existing location – its unrivalled access to woodlands, walking routes and blue/green infrastructure to deliver 'nature-based solutions to drainage, active travel links and openspaces that promote biodiversity and healthy lifestyles. We must recognise that people need choices, therefore it will have good access to the dualled A96 for car travel, to effective bus links and to good car-free routes for walking, cycling and wheeling.

'Elgin South will be a distinctive, sustainable place where strong placemaking and active travel will be the overriding priorities.'

## Healthy Living

The promotion of healthy living is at the heart of Elgin South. The Moray Sports Centre has been delivered as a central component of the Masterplan for the benefit of the local community, Elgin and the wider region. This, alongside a central park, new primary schools and a new health centre, will be delivered to promote an integrated approach to education, health, sports and recreation.

There will be a focus on pedestrian and cycle links ensuring a well-connected and accessible urban realm, with extensive blue/greenspaces and an enhanced landscaped character, to encourage active travel in support of promoting healthy living, wellbeing and an active lifestyle. Elgin South will support better travel choices by being a 20-minute neighbourhood with access to schools, shops, walks and the countryside all nearby. Inclusiveness, sense of community and health inequality will be directly addressed by ensuring fair access to facilities, to high-quality open and green spaces and to travel with vibrant and thriving streets that are walkable

and accessible, attractive and not dominated by car parking and tarred surfaces.

## Sustainability, Zero-Carbon and Climate Change

A sustainable community is proposed, with the need to make a positive contribution to climate change recognised. In addition to the promotion of healthy living as part of a sustainable lifestyle, a range of buildings for live/work and neighbourhood uses will be promoted alongside new homes. Homeworking – either as a personal choice or as is one of the hallmarks of the Covid 19 Pandemic is an essential part of our work lives, it has never been so crucial and our homes must be flexible and adaptable enough to support this. Good IT connections and energy efficient homes are fundamental to this.

Active travel choices including cycleways, green corridors and countryside linkages are promoted encouraging sustainable movement and links to public transport.

Buildings, particularly community buildings, will deliver high standards of energy efficiency and ensure Elgin South makes a positive contribution to climate change reductions in both construction and use. Opportunities for renewable energy, nature conservation and tree planting/green corridors will be promoted. Options for Electric and low emission vehicles are to be integrated into all of the homes and businesses.

Nature-based solutions to drainage, recreational openspace and to communal landscaping will provide homes and habitat for wildlife – either new or restored and enhanced including the Linkwood Burn.

## Identity

Whilst being recognised as a major expansion of Elgin, Elgin South will be a distinctive place in itself creating a sense of identity for those living and working there, as well as those visiting it and passing through it. It will be by definition a working and living example of the 20 minute neighbourhood.

This will be achieved by the development of three new villages, each with its own identity.

- Linkwood Village forms the focus for the healthy living culture being promoted. It includes the Moray Sports Centre, central park, new Linkwood Primary School, and an additional community hub.

- Easter Linkwood Village, to the east of Linkwood Village, will be focussed on a harder landscaped public realm drawing upon a more traditional layout style incorporating features consistent with historic settlement planning in Moray and the North of Scotland.

- Glassgreen Village, to the west of Linkwood Village and immediately east of the golf course, will reflect a greener approach to the design of the public realm. This will also include a new primary school in the longer term.

## Character

Whilst each village will have its own identity it is also important to promote a variety of character within the villages.

To achieve this a broad range of "Character Areas" are identified in each village to compliment and reinforce the identity of each of the villages. Each character area is defined and the Masterplan sets out how each will be achieved by delivering a range of differing features including building aesthetics, boundary treatments, gateways, development blocks, accent buildings/vista stoppers, key buildings and frontages along with roads hierarchy and active travel routes. See the Character Area Manual for further reference.



# policy context

## Moray Local Development Plan 2020

The Masterplan is being reviewed due to the adoption of the MLDP in July 2020 with its new proposals and policies. This replaces the previous 2015 LDP under which the original Masterplan was prepared. As part of this adoption process, the associated suite of Supplementary Guidance is required to be revisited to ensure it is consistent with the new MLDP 2020.

The land at Elgin South is contained within various designations including R19 - Easter Linkwood and Linkwood, R20 - Glassgreen and LONG2 - Elgin South.

The MLDP 2020 places placemaking, sustainable economic growth and infrastructure delivery at the centre of its aims. It guides development in Moray up to 2030. This is implemented via a series of primary, development, environmental and delivery policies including: Placemaking; Development Principles; Housing; Biodiversity; Open Space; Long Term Housing Reserves amongst others. Please refer to: <http://www.moray.gov.uk/downloads/file133546.pdf>

Any future phases of Elgin South or changes to the areas already consented will require to be the subject of a planning application(s). Please refer to those planning policies in the MLDP 2020 or in place at the time for further details of requirements and to ensure compliance.

## National Policy

National policy is currently set out in the National Planning Framework 3 (NPF 3) and in Scottish Planning Policy (SPP). Both documents date from June 2014 and are the most recent and up-to-date expressions of national planning policy, to which significant weight should be given. Work to replace both of these is now underway. SPP will be amalgamated into the NPF and provide the spatial priorities and policy drivers for Local Development Plans to bring forward. A NPF4 Position Statement was published in Autumn 2020 with the final draft expected in late 2021 – at its core it aims to deliver greener design, more homes and infrastructure

investment along with combating and adapting to Climate Change, moving to zero-carbon living and promoting biodiversity and health. The better integration of land use, transportation and development that can work to support a sustainable, greener recovery post Covid-19 are key to its outcomes.

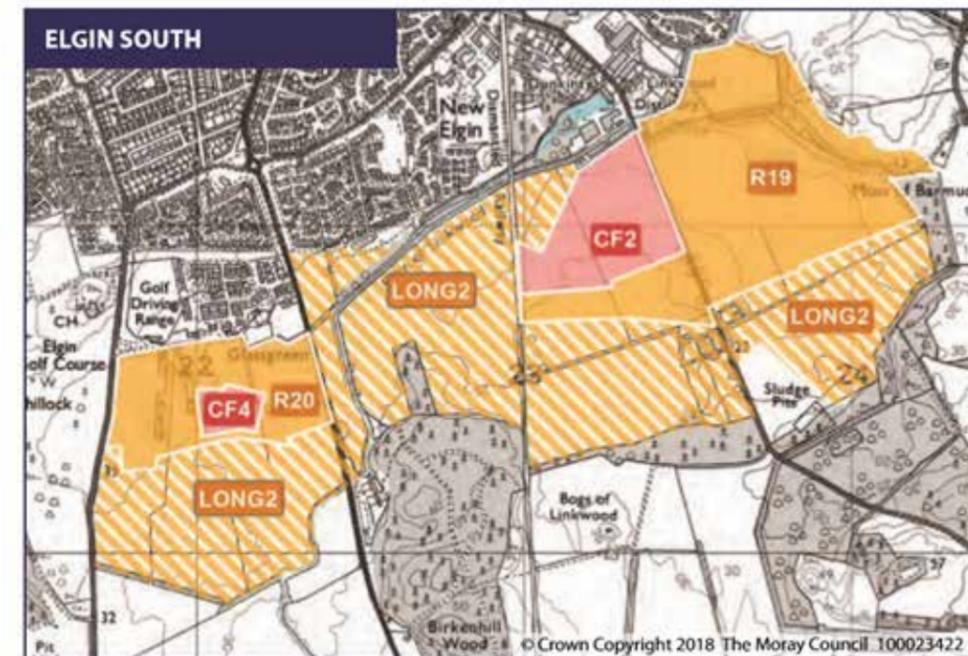
Designing Streets (2010) sets out the Scottish Government's aspirations for design and the role of the planning system in delivering it. This statement sits alongside Creating Places (2013) as policy for architecture and is a material consideration in determining planning applications. It places an emphasis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

Elgin South will deliver the 6 qualities of a successful place set out in national policy:

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

## Strategic Environmental Assessment

At the time of preparation of the original Masterplan, Screening was carried out as part of the Strategic Environmental Assessment (SEA) process. Moray Council concluded that a SEA was not required at that time. A further SEA screening has taken place for this Masterplan Review and it has again been found that an SEA is not required.



# 1.0 Previous Masterplan



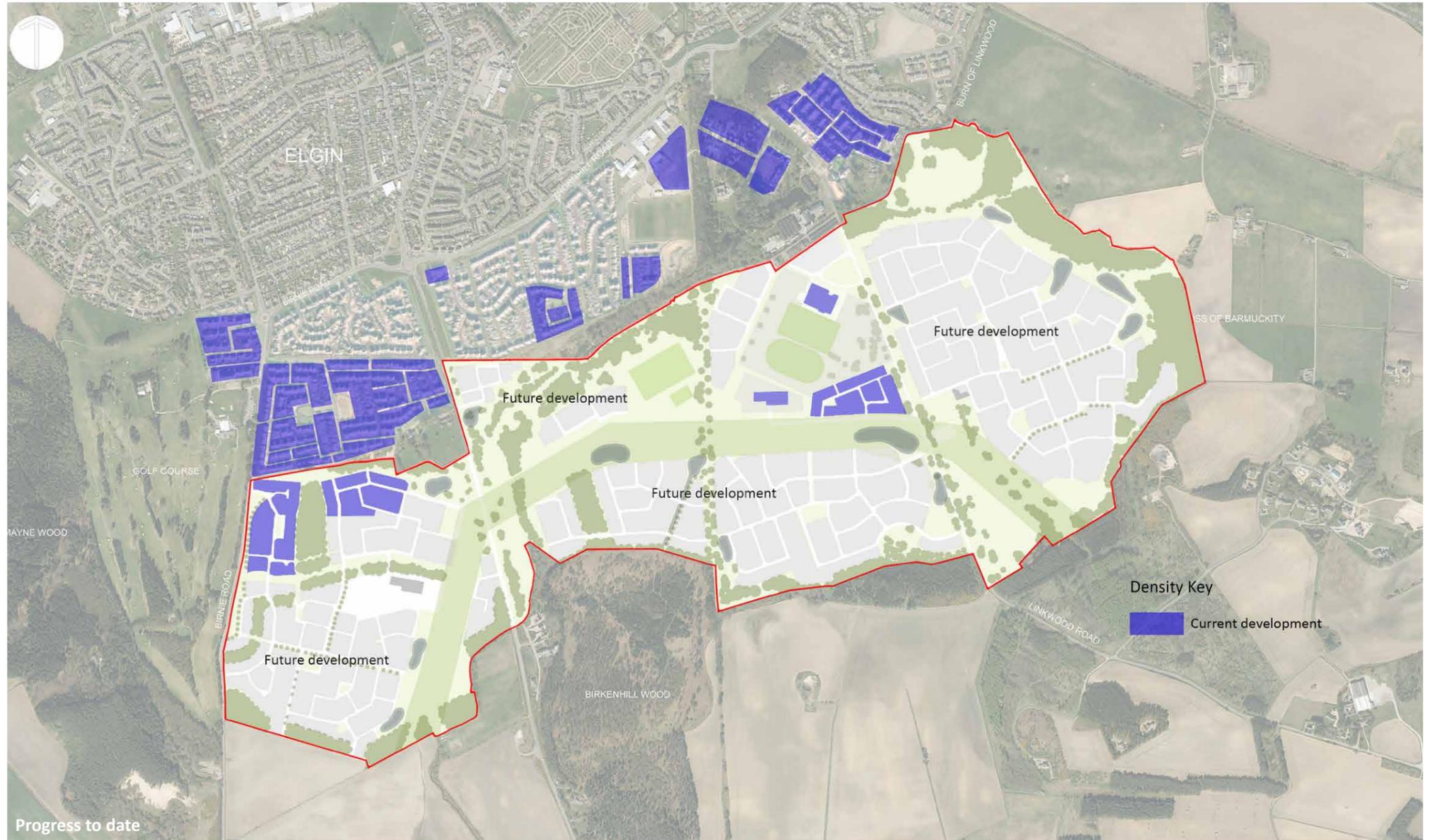
Elgin South Masterplan Approved May 2017

# 2.0 Elgin South - Progress To Date

At the time of this Masterplan Update, the Moray Sports Centre has been constructed and is operational.

The new Linkwood Primary School is completed and is open for the school year beginning in 2021. This, alongside the MSC ensures that Elgin South has a strong focus on community facilities, delivered early in the development, not just to serve the new residents but the existing population of Elgin and Moray.

Established developments to the north of the Elgin South site boundary including Linkwood and The Range are now fully completed and are recognisable neighbourhoods in the local area. Within Elgin South itself, the first residents moved in to their new homes in Crescent North in August 2020, now completed. Affordable homes in South Glassgreen have been handed over to the tenants. The next phase at Village Garden off Linkwood Road commenced in November 2020.



# Existing Development



Cladding to match the tree lined backdrop (Dunkinty)



Hard and soft boundaries (Dunkinty)



Active frontage onlooking green space (Crescent North)



Projecting and recessed balconies (Glassgreen South)



Typical house types and material palette (The Range)



Play park and central green (The Range)



Feature projections on to a shared drive (Linkwood Steading)



Bespoke frontage onto green space (Linkwood Steading)

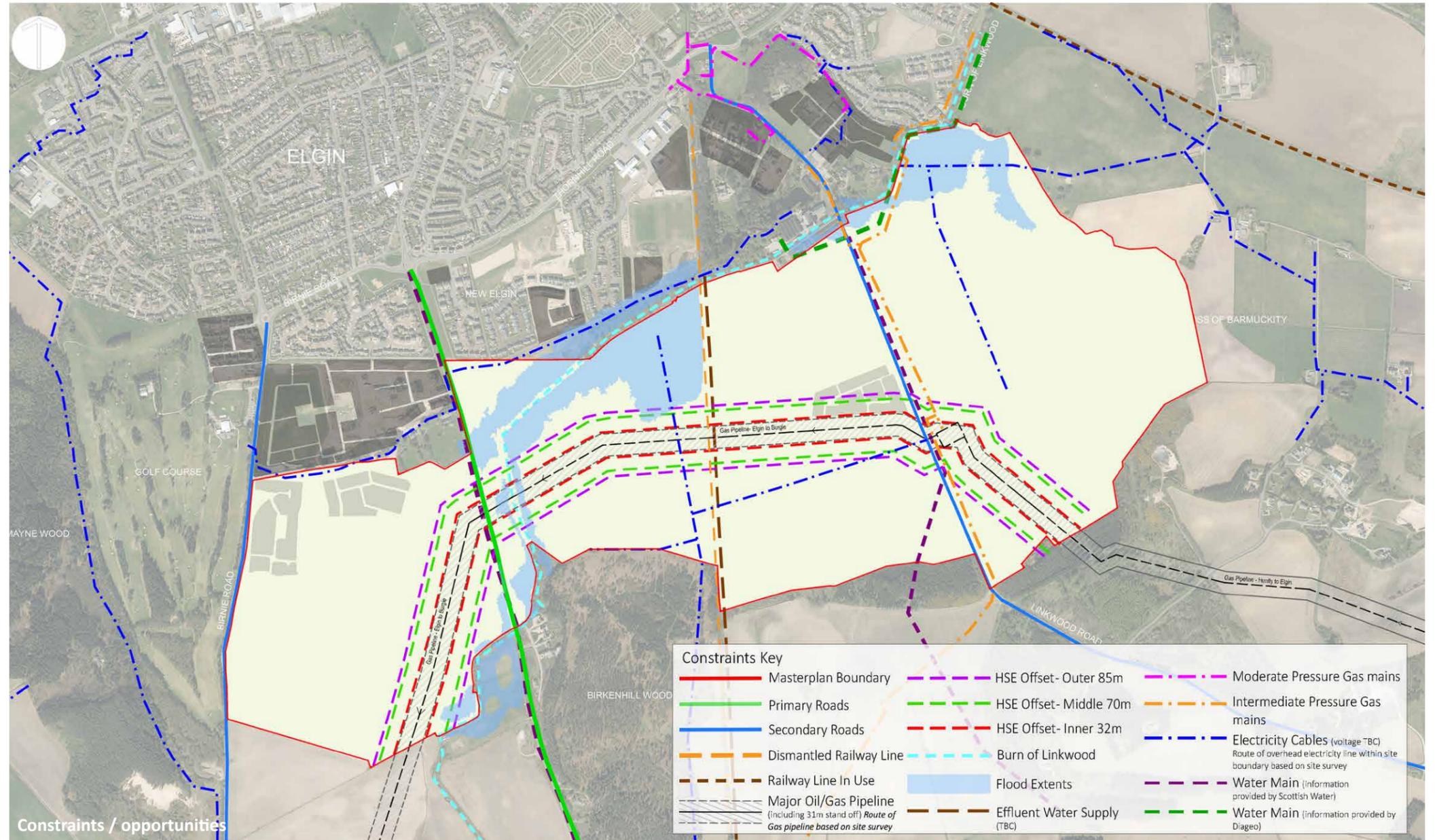
# Constraints / Opportunities

The design of the development has evolved as more information has become available – flood risk and pipeline standoffs primarily. As parts of Elgin South are constructed, the overall Masterplan layout can now be honed to reflect what is built, what is due to come forward and those areas more likely to be altered as a result of constraints, the enlarged school site at Glassgreen and other factors.

The existing former railway line will act as a spine for active travel along with the proposed 'Arc Park' which will run west to east. The extensive green fringes of the site will provide excellent natural amenity and recreational opportunities. The Linkwood Burn allows significant blue/green infrastructure to be created while allow opportunity to enhance the watercourse itself and improve its condition, along with others such as the distillery and other landowners.

Existing road and public transport routes shall form the basis of the infrastructure provision for Elgin South - significant improvements have already taken place at Linkwood Road and also at Birnie Road. The A941 will be the focus of much of the development at Glassgreen. It is important that appropriate levels of roads fronted development creates residential development that is naturally traffic calmed to the benefit of residents and roads users alike.

Existing utilities capacities shall be reinforced and expanded. The gas pipeline will not be disturbed by any works or development at any time.



# 3.0 Revised Masterplan Layout

As part of this Masterplan Update significant work has been undertaken to 'sense check' the proposals. This includes updating the masterplan layout to ensure it better reflects parts of the site already constructed, being built or due for commencement.

The wider site layouts have also been subject to further design development to check constraints such as the high pressure gas pipeline standoff is correct, along with other infrastructure and services. Areas of South Glassgreen in particular have been revisited to update house type mixes and to incorporate an enlarged and reconfigured school site for the west.

Crucially the proposed phasing of the Elgin South development has been revisited and now aims to better reflect the likely build out of the site. Continuing to focus, at least in the short-term on the western Glassgreen village, after the completion of Crescent North, South Glassgreen and Village Garden respectively.

## Updated Masterplan – summary of changes from previous version

The most significant changes proposed to the Masterplan via this Update include:

- A review of the phasing, moving future phases to the east and those to come forward sooner to the west. Please refer to the updated Phasing Plan for further details;
- An enlarged second school site, increased from 1.8ha to 2.5ha is shown in Glassgreen village in the west. This is also repositioned marginally further southward to be located more centrally within the wider Elgin South site and to benefit better from road and active travel linkages. A range of neighbourhood retail, flexible commercial and community hub units ground floor units will be provided at The Square, close to the Glassgreen School Site and aims to provide a strong core focal point for the western village. Further details are provided later.
- The gas pipeline safeguarding zones required have been increased and this has led to changes to the



# Revised Masterplan Layout

developable areas across the three villages;

- The number of pipeline road crossings has been reduced to avoid costly and technically challenging engineering requirements.

- A review of flooding data points to slight increased areas of Indicative Flood Risk. This has had an impact on the overall layout of the site;

- The overall developable area has been altered to accommodate these constraints and requirements, with particular changes shown in the central village where pockets of development are reduced. The overall number of homes is unchanged at 2500 approximately due to increased densities;

- The overall number of roads has been reviewed and reduced recognising the A96 dualling route to the south and renewed push for active travel;

- An enlarged pipeline corridor or 'Arc Park' takes on renewed focus as the main active travel corridor to ensure choice of walking, cycling and wheeling. Elgin South is intended to be fully a '20 minute neighbourhood.'

- The shift in delivery away from the east to the west entails that a series of new planning applications will come forward in due course for the remainder of South Glassgreen, the former school site, Crescent South along with The Square/The Campus and Birnie Wood West. It is likely that between 50-60 homes per year will be delivered.

- A renewed focus on Placemaking via Character Areas is borne from the new requirements of the MLDP 2020, along with Biodiversity, Climate Change and Car Parking details to bring into sharp focus these key matters. The character areas have been reimagined and their total number increased;

- A Character Areas Manual forms part of the update showing how pockets of the proposed Elgin South development are to be broken down into several clearly distinctive and discernible 'places.'

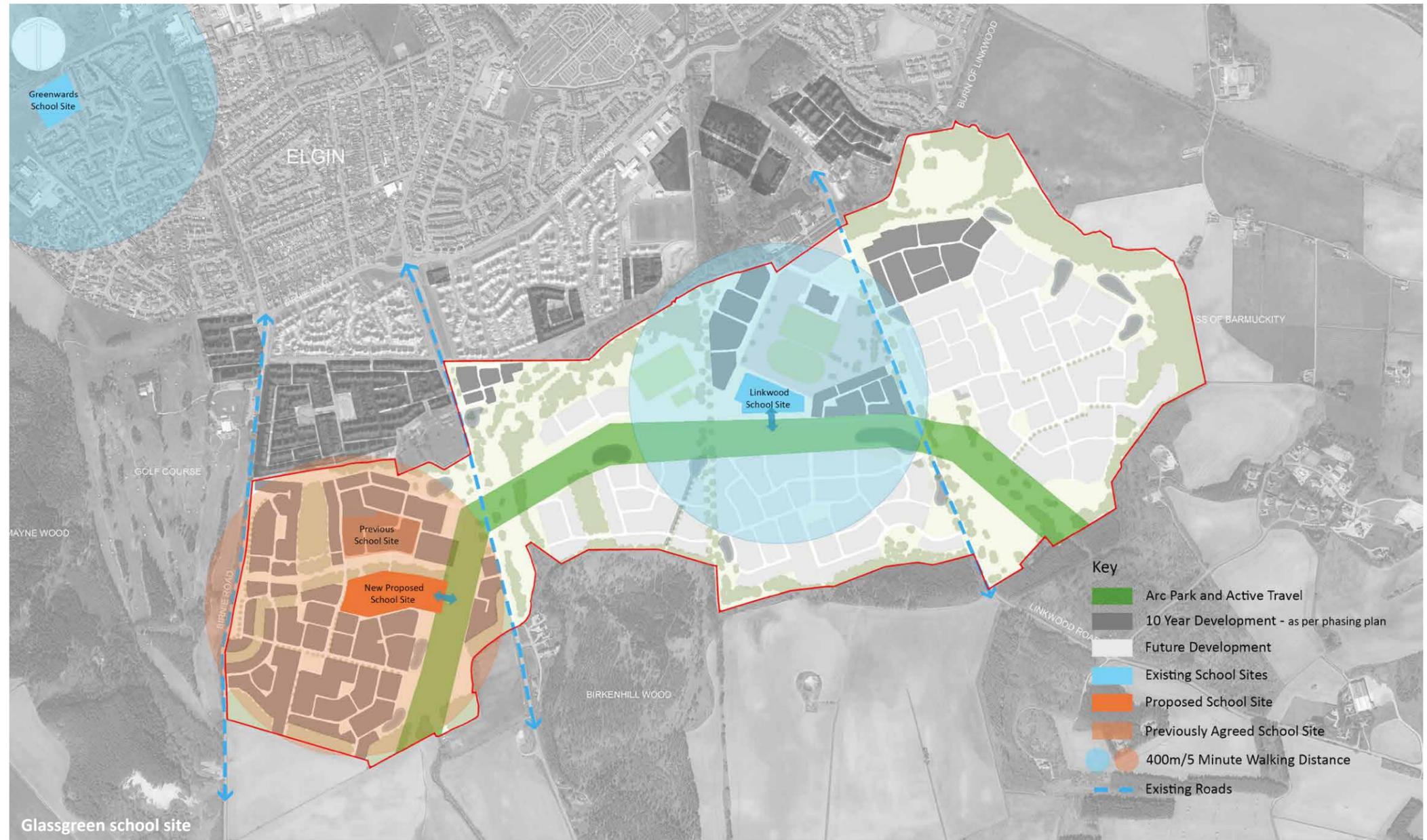


# Glassgreen School Site

As the proposals at Elgin South have come forward and the early phases commenced it has become apparent that there are several substantive reasons to relocate the school site at Glassgreen.

The Glassgreen School site is to be increased to 2.5ha to bring it in line with updated Education requirements and the site size requirements identified in the MLDP. The original Masterplan and extant first phase planning permission (16/01244/APP) indicated a site reserved for 1.8ha, as had been previously agreed. This increase to 2.5ha would bring it into line with the school site at Linkwood. By moving it south it would also be more centrally located in the Elgin South site and its likely pupil catchment. These likely catchments are not yet available at the time of writing and will be subject of the ongoing School Estates Review.

Measures to mitigate the crossing of the A941 Rothas Road will be advanced with Moray Council including Signalised Crossings where speed limits allow and a suitable Grade Separated Crossing outwith 40mph areas. These will be progressed in tandem with individual applications for Glassgreen Village.





# The 20 Minute Neighbourhood

Elgin South will be a 20 minute neighbourhood. There is growing interest in creating places in which most of people's daily needs can be met within a short walk or cycle. The benefits of this approach are multiple:

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

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

This diagram shows main facilities and services - both proposed and existing, highlighting how Elgin South relates to existing areas of New Elgin, Linkwood and Duncansfield. Key active travel links and public transport routes will be enhanced and extended.



20 Minute Neighbourhood Key

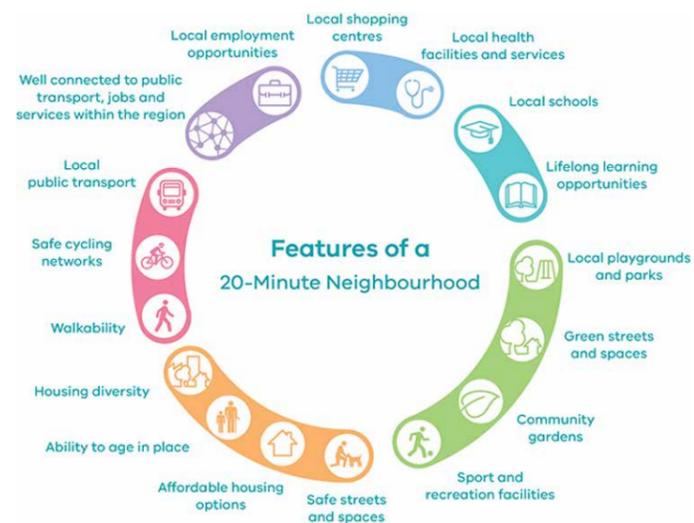
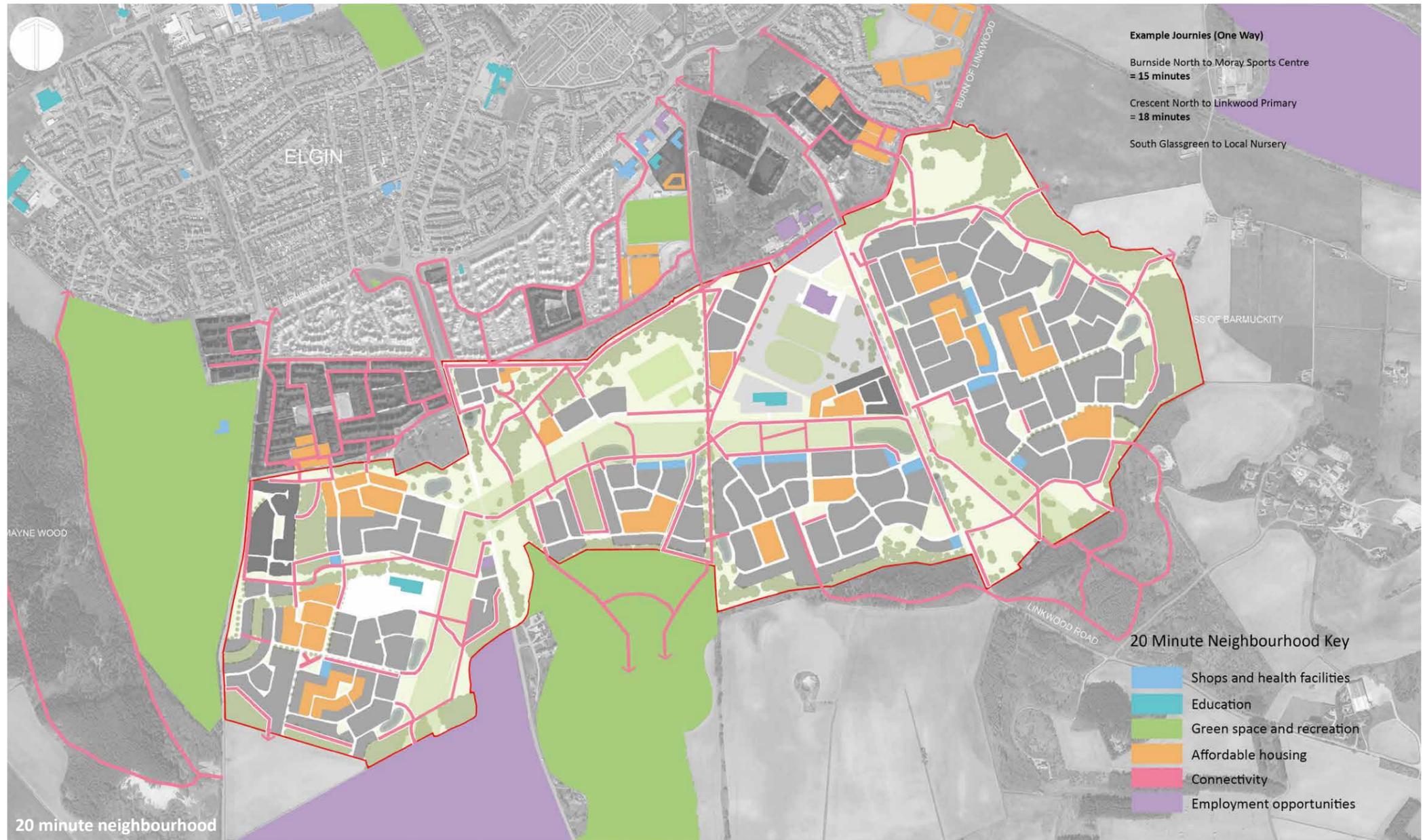
<b>Local Facilities</b>	<b>Education</b>	<b>Green Space and Recreation</b>	<b>Development and Tenure</b>	<b>Connectivity</b>	<b>Employment</b>	<b>20 Minute Walking</b>
Local Health Facilities	Local Schools	Sports Facilities	Affordable Housing	Walkable Routes	Employment Opportunities	1.6km/1mile Diameter
Local Shops		Play Areas	Housing Diversity	Safe Cycle Networks		
		Green Streets	Safe Streets and Spaces	Local Transport Routes		
		Community Gardens				
		Allotments				

# The 20 Minute Neighbourhood

The 20 minute neighbourhood scenario is defined as including “higher density, mixed use development that targets access to public green space, a range of affordable house types, public transport and active travel. The higher density provides the critical mass to support local services and amenities to achieve a mixed use area that can help to reduce car usage.” (SG Improvement Service)

The concept of 20 minute neighbourhoods will be promoted by the forthcoming NPF4 due to be released in Autumn 2021.

Elgin South will promote higher densities to provide a critical mass of population to support local services and amenities within a walkable distance, and enable local business and employment opportunities – hence the ‘20 minute neighbourhood’. We recognise the need for more flexible space, hub and retail/community uses on ground floors to support mixed uses in the neighbourhood core areas and 3-4 storey buildings as mixed, part commercial and residential key buildings.



## Features of a 20 minute neighbourhood

Copyright- State Government of Victoria, CC BY

# Mix of Uses

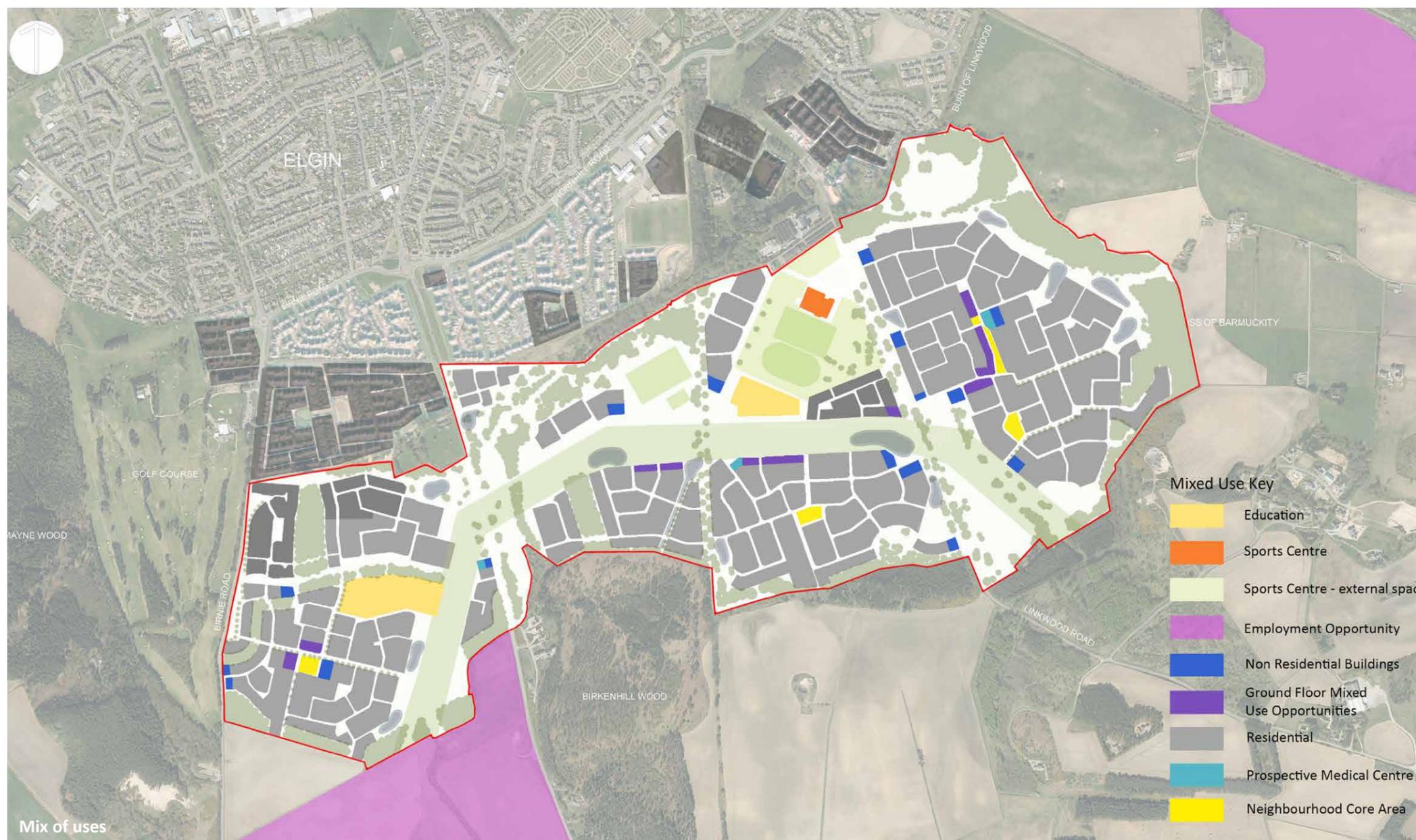
Potential mixed use buildings will be designed to have flexible ground floor spaces such that these can be adapted to residential uses if required. These buildings will be built for commercial uses first before residential uses could be considered in the event uptake is limited. The mix of proposed uses will encourage 24 hour activity and a vibrant mixed community where people live, play and work. All within a 20 minute walk or cycle journey time.

The eastern village core will ultimately include a mix of retail, commercial, leisure and community facilities which include the Moray Sports Centre. The new Linkwood Primary School is also located close to the Moray Sports Centre which sits to the west of Linkwood Road and is also within close proximity to the main footpath / cycle path connections running north-south. These may share complimentary facilities including sports pavilion and multi-use sports pitches. A second primary school site is identified and located to the west. Consideration is also being given to provision of a Health Centre (location to be agreed with potential sites shown).

Potential mixed use buildings in western areas will be designed around The Square village core area. Glassgreen will be close to the existing golf course and driving range, Birkenhill Wood and local shops at Springfield Road. Nursery facilities, playparks and schools are all close at hand. Access to greenspace and parkland will also be nearby.

A number of key buildings are to be identified. These typically include distinctive buildings like the schools, Moray Sports Centre, prospective health centres and other feature buildings which will be located within the village core areas. However, in general, key buildings may also be highlighted by a mix of the following:

- location and orientation;
- massing, form or height
- material change, colour or contrasting emphasis;
- elevational or gable emphasis or accent, such as projection, recess or balconies;



# Access and Connectivity

## Network Hierarchy

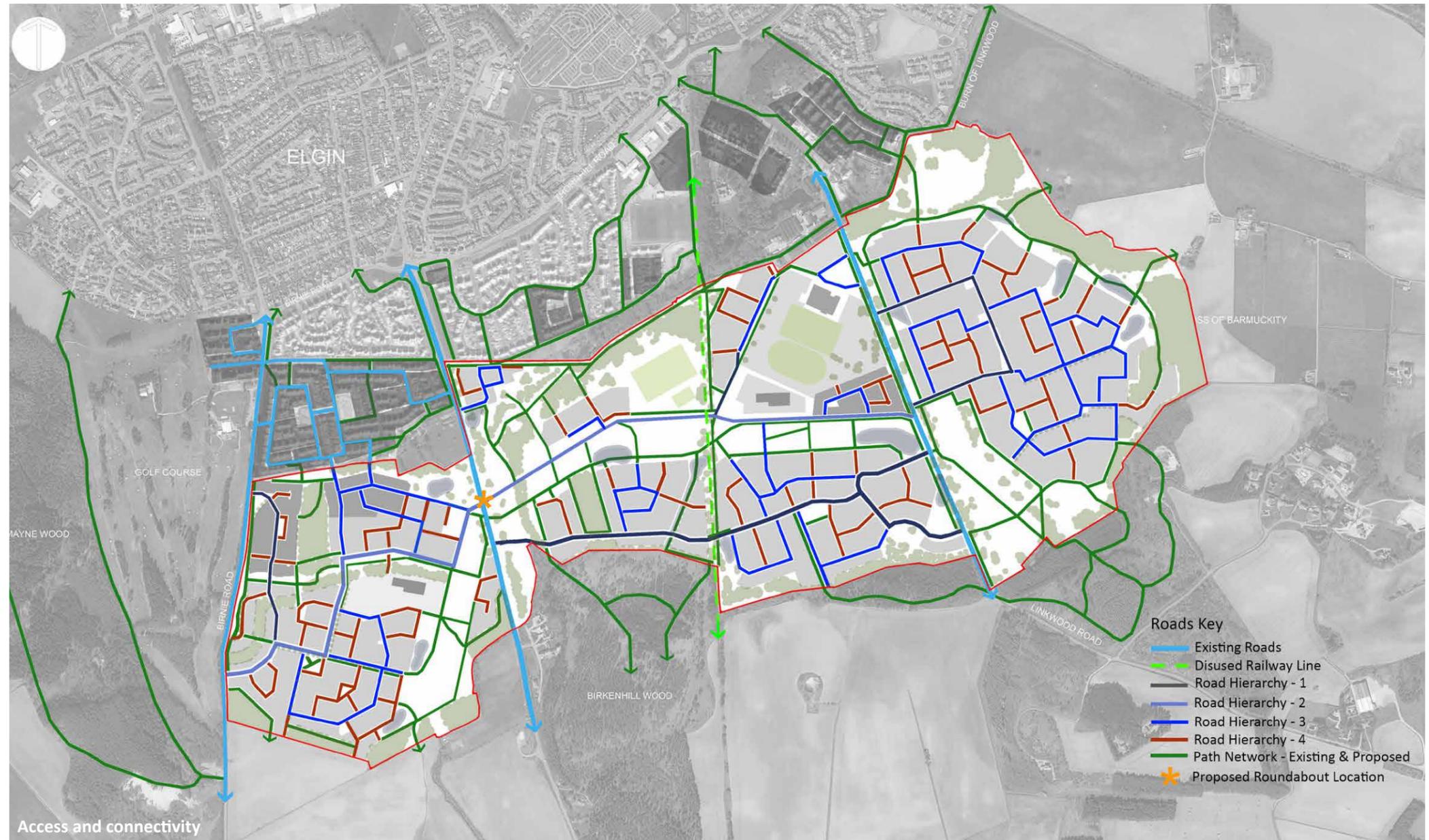
Please note that detailed provisions relating to roads and transportation should be cross-referenced back to the original 2016 Masterplan document.

In developing the transportation aspects of the masterplan careful consideration has been given to ease of access and circulation by a range of travel modes. This has been achieved through early recognition in the design process of where future residents and visitors will want to walk and cycle to/from, such as schools, leisure and sports facilities, community facilities, public transport hubs, local shops and parks/open spaces. This ensures that the area encompassing the masterplan is both easy to access and easy to get around, which helps to create a strong sense of place. Importantly, the Elgin South masterplan is not seen as a separate community, rather it will be an integral element within the wider urban area.

Accordingly, an important component of developing the access strategy for Elgin South is the development of safe, direct linkages, particularly those which promote sustainable modes of travel. Such linkages shall connect the masterplan area to both the current southern boundary of Elgin, but also developments such as Linkwood Steadings and The Range. Furthermore, the masterplan also considers further future potential expansion of Elgin by creating new opportunities by connecting the masterplan area to areas beyond its immediate boundary. Existing connections can be fully taken advantage of to ensure that this is done.

Within the masterplan area a street hierarchy has been developed that considers pedestrians first and private motor vehicles last. This is in keeping with the Scottish Government policy document 'Designing Streets', and is one of the core principles contained within the document. This approach ensures that trip making by pedestrians and cyclists is given priority over all other modes of travel.

The street pattern will provide a range of street types, each designed to satisfy its role in the movement



# Access and Connectivity

framework, and by the design and arrangement of streets the layout will influence preferred route choice and mode of travel. As stated in *Designing Streets*, “Conventional cul-de-sacs are strongly discouraged. The preference is for networked routes and spaces which connect new residential and mixed-use areas together and link with existing development forms. Short cul-de-sacs may occasionally be required because of topography, boundary or other constraints.” There may be limited exceptions to this principle, particularly on the outer edges of certain character areas where development fronts onto green or woodland edges to reflect the transition from an urban to rural surroundings. In such instances, cycling and pedestrian linkages will always be provided to maximise permeability and connect natural desire lines.

In terms of both cul-de-sacs and shared private driveways, measures to address space requirements for bins and access for refuse collection vehicles will be addressed. Appropriate distances to bin collection points will be accounted for in all cases.

The internal masterplan road network will be designed in such a way as to naturally reduce traffic speeds, with residential streets designed to be capable of becoming mandatory 20mph zones. Reductions in vehicle speeds will be achieved through the positioning of buildings, location of street furniture, tree and shrub planting and surface changes rather than through vertical traffic calming measures.

## A941/A96 linkages and evidence base

The phasing and delivery of the road linkages associated with the Elgin South masterplan, including the road link between the A941, the now operational Moray Sports Centre and the connection to the A96(T) interchange, will be informed by a detailed traffic modelling exercise which considers vehicular movements across the wider Elgin area. A Transport Appraisal will identify the timing of future E-W connections throughout the site and to the wider area.

## Birnie Road/A941 principles

Since the adoption of the Masterplan, the preferred alignment of the proposed A96(T) ‘Dualling Inverness to Aberdeen’ highway scheme has advanced and been confirmed by Transport Scotland (TS). The Hardmuir to Fochabers section, which includes Elgin, has been aligned such that it runs along the southern boundary of the existing built-up area. A proposed interchange between the trunk road and the local road network is to be located south of the proposed masterplan area. This will take the form of a raised embankment and cutting, sited within the Birkenhill Woods.

This new interchange will undoubtedly offer improved accessibility between the masterplan area, the newly aligned A96(T) and the wider region, but it is also expected to result in an increase in the volume of local traffic movements along the A941 Rothes Road. Despite this, the proposed by-pass will bring significant benefits in the form of helping to reduce traffic volumes through central Elgin, with subsequent improvements in road safety and air quality for residents and visitors alike.

The precise location of a new roundabout junction on the A941 shall be reviewed to ensure that it has sufficient spacing from the existing junctions to the north and the new A96(T) Elgin South junction, but also the high-pressure gas pipeline and flood risk extents associated with the Linkwood Burn.

The future design and treatment of both Birnie Road and the A941 must successfully achieve self-enforcing speeds for vehicles. Detailed development proposals will identify potential solutions as to how this could be achieved in accordance with the key principles set out below.

A single design solution is highly unlikely to have a significant enough effect to achieve a self-enforcing speed limit over the extent of the development frontage. Measures required are likely to include a combination of development frontage, junction and crossing features, road alignment, landscaping and visual design features taking into consideration the status of both routes and



the existing high proportion of heavy goods vehicles using Birnie Road.

Detailed development proposals will also comply with the following key principles for Birnie Road;

- The relocation of speed limits and the introduction of a reduced speed limit can only be supported if measures are designed and provided to encourage lower speeds.
- Birnie Road must have a 6.0 metres (minimum) width from the southern extent of the Masterplan area to the Sandy Road roundabout.
- A 3.0-metre-wide, off-carriageway active travel route on the eastern side of Birnie Road will be provided.

To the south of the Golf Course access junction, a 2.0m wide verge will be provided on the western side of road.

- The operational capacity of Birnie Road is to be designed to reflect the additional travel demand associated with proposed development.

The relocation of speed limits on the A941 can only be supported if measures/development are designed and provided to encourage lower speeds i.e. frontage development. If no change to the national speed limit is proposed then accesses/roundabout and bus infrastructure would need to be designed on the basis of the national speed limit.

Previous extents of internal roads are to be rationalised

# Access and Connectivity

to reduce costly pipeline crossings which are discouraged by Scottish Gas Networks. This in turn allows for a more enhanced Active Travel Corridor on the pipeline route which will not be broken by roads. This also recognises that the A96(T) dualled route will permanently alter the nature of the area. Traffic modelling and an updated Transport Strategy are provided – see Appendix xx TBC.

## Linkwood Road

To date, significant upgrading works including a new pedestrian bridge, pedestrian crossing and road widening/other improvements works have taken place. These ensure that the road is now suitable for increased rates of traffic associated with the MSC and Linkwood Primary Schools. Further works will take place related to further development in the eastern villages as required.

## Elgin South Road and Infrastructure Delivery timings

### Linkwood Village V1

- Linkwood Road widening and improvements – part completed;
- Linkwood Road active travel routes and bridge crossing – completed;
- Linkwood Road replacement bridge – commencement of 476th house accessed by Linkwood Rd.

### Easter Linkwood V2

- Linking Road Hierarchy 1 routes – as per development phasing;
- Bus Route west – east – as per development phasing;
- Arc Park and other green travel works (Public Access Plan)– as per development phasing

### Glassgreen Village V3

- Glassgreen Village serviced school site – TBC with Moray Council - expected 2027 opening
- Former railway line improvements – completion of Birkenhill Woodedge
- A941 priority junction – 51 SGG house completion – expected Summer 2022
- A941 Roundabout – west and east development

trigger - expected 2030

- A941 Grade Separated active travel crossing – completion of 100th house at phase 1C- expected 2025
- Birnie Road widening and improvements – part completed remainder Crescent South access opening;
- Birnie Road active travel routes - completion of Lower Burnside – expected end 2028;

## Active Travel

A renewed shift towards active travel for everyday journeys and the arterial cross site routes via walking or cycling is presented. Pedestrian and cycling permeability through the masterplan area is an important consideration to ensure a well-connected network of routes that relate to the key desire lines for users. This is exemplified by elements such as the pedestrian/cycle path ‘spines’ using the alignment of the now disused railway line and the east to west green corridor.

Public transport will be able to be extended and/or diverted further into the site as development proceeds. The aim to encourage and increase sustainable and active modes of trip making is highlighted in the Moray Local Transport Strategy and the Moray Local Development Plan (MLDP) 2020.

The active travel route shall be focussed on the Arc Park and shall connect the greenspaces of Elgin South to the Moray Sports Centre, Linkwood Primary School, Glassgreen Primary School site and the residential areas. Active travel links are, where possible, intended to provide for all abilities and ages ensuring equality to every resident. Please refer to the updated Public Access Plan – this shows potential for crossing Linkwood Burn will be explored for core path EG60.

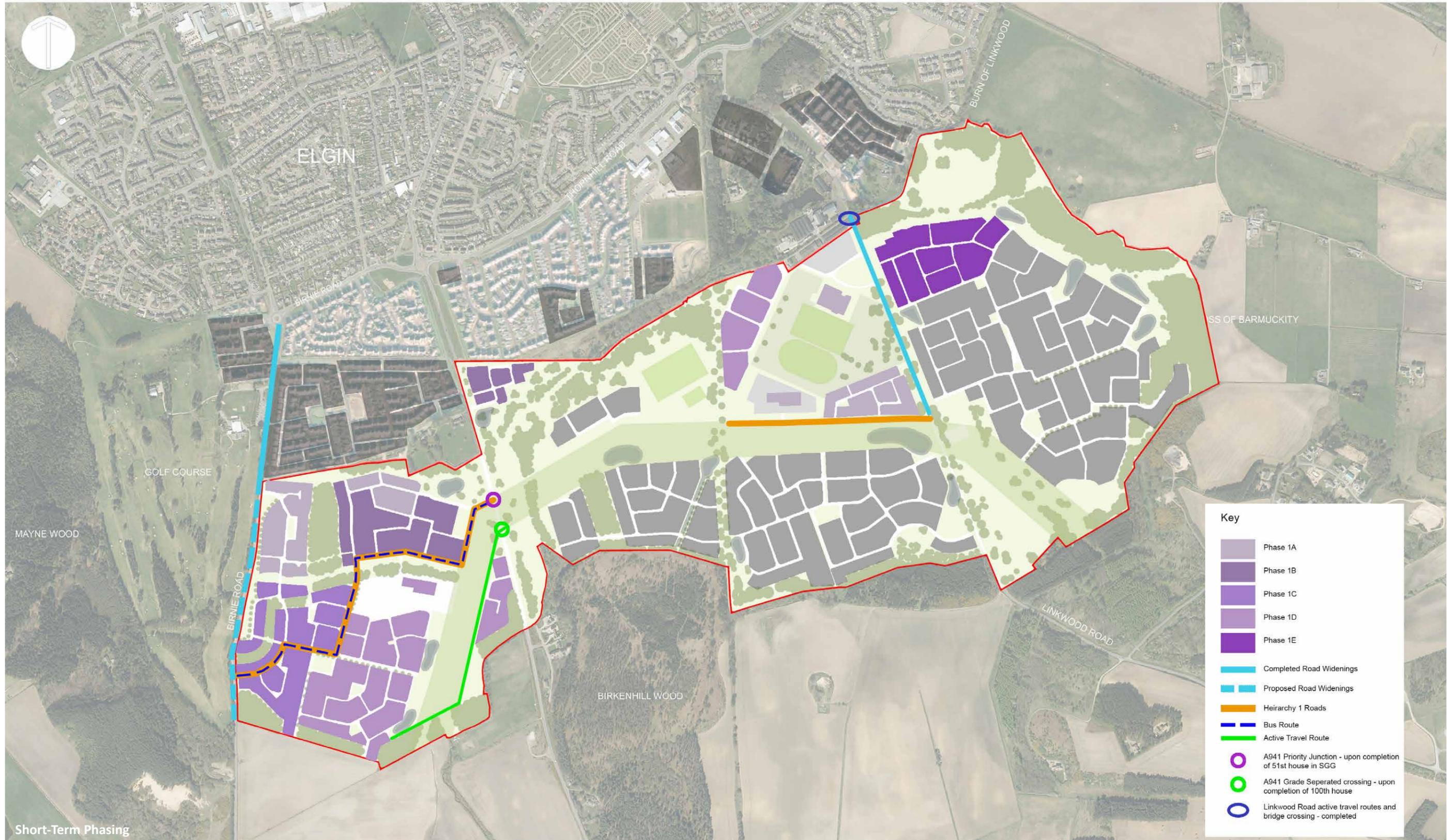
Public transport routes will be provided through the heart of the new character areas along the primary routes. The various new neighbourhoods will also be well connected to the existing surrounding cycle network by 3m cycleways and footpath network by 2m footpaths. Strong and safe connections through areas of open space including the west to east – traffic calming, self-enforcing speed limits and appropriate

road crossings including Grade Separated Crossings, as required. This should encourage people to walk and cycle across the A941 to work and create a truly walkable neighbourhood. These routes and network improvements shall be implemented at an agreed interval when relevant development phases are coming forward.

For further details on Linkwood Road and other elements please refer to the original 2017 Masterplan and the updated Transport Strategy.

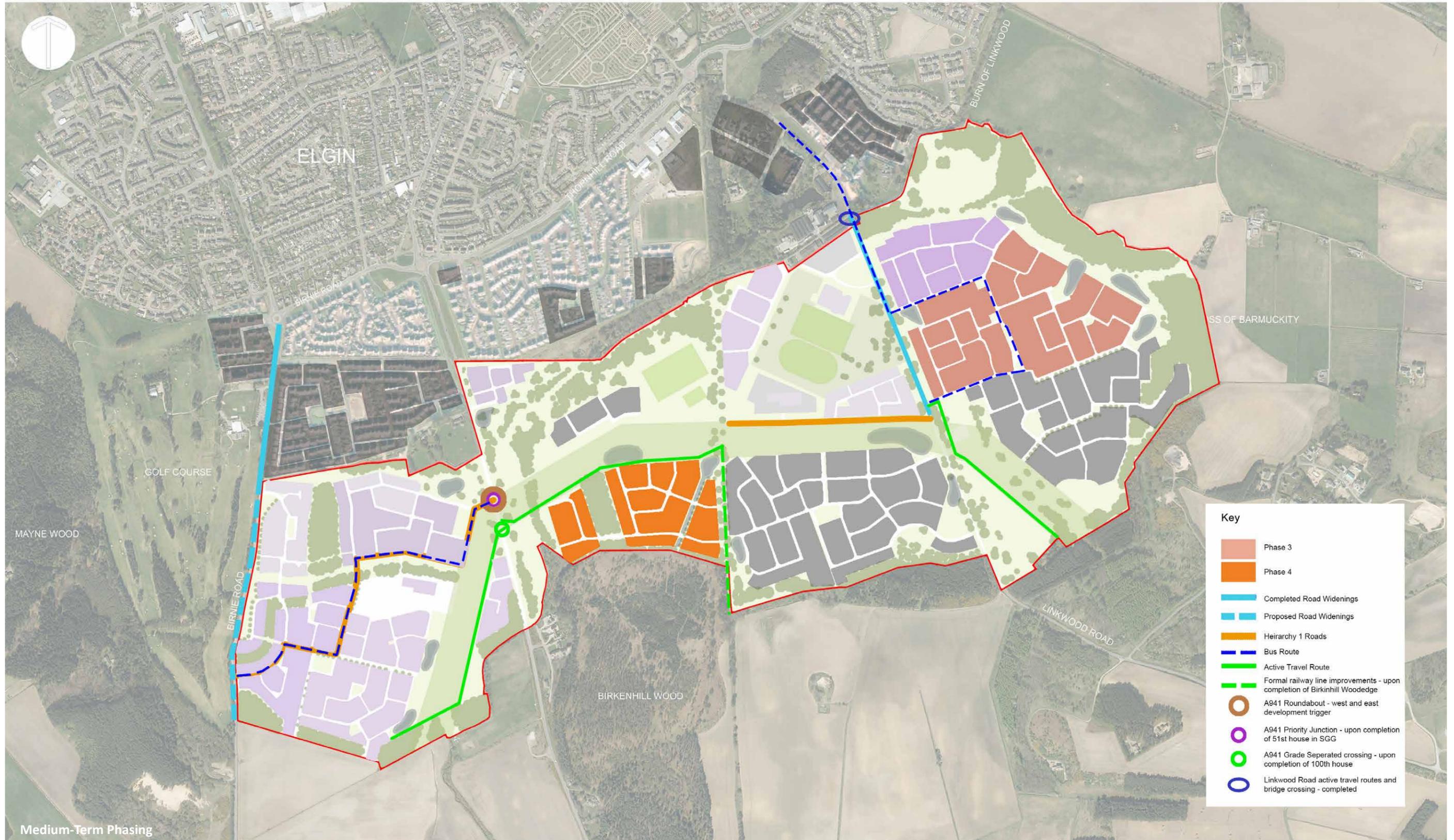


# Access and Connectivity



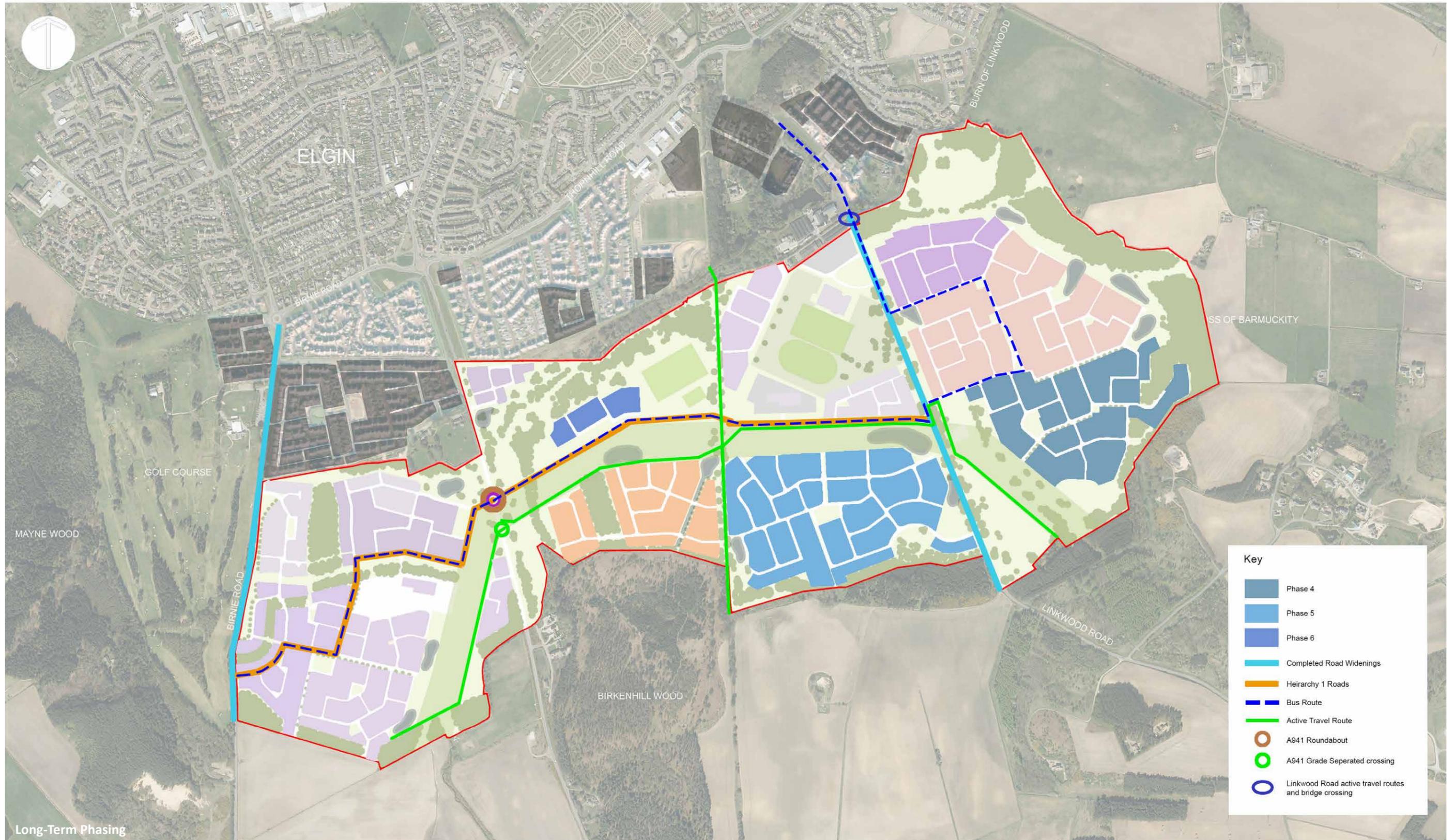
Short-Term Phasing

# Access and Connectivity



Medium-Term Phasing

# Access and Connectivity

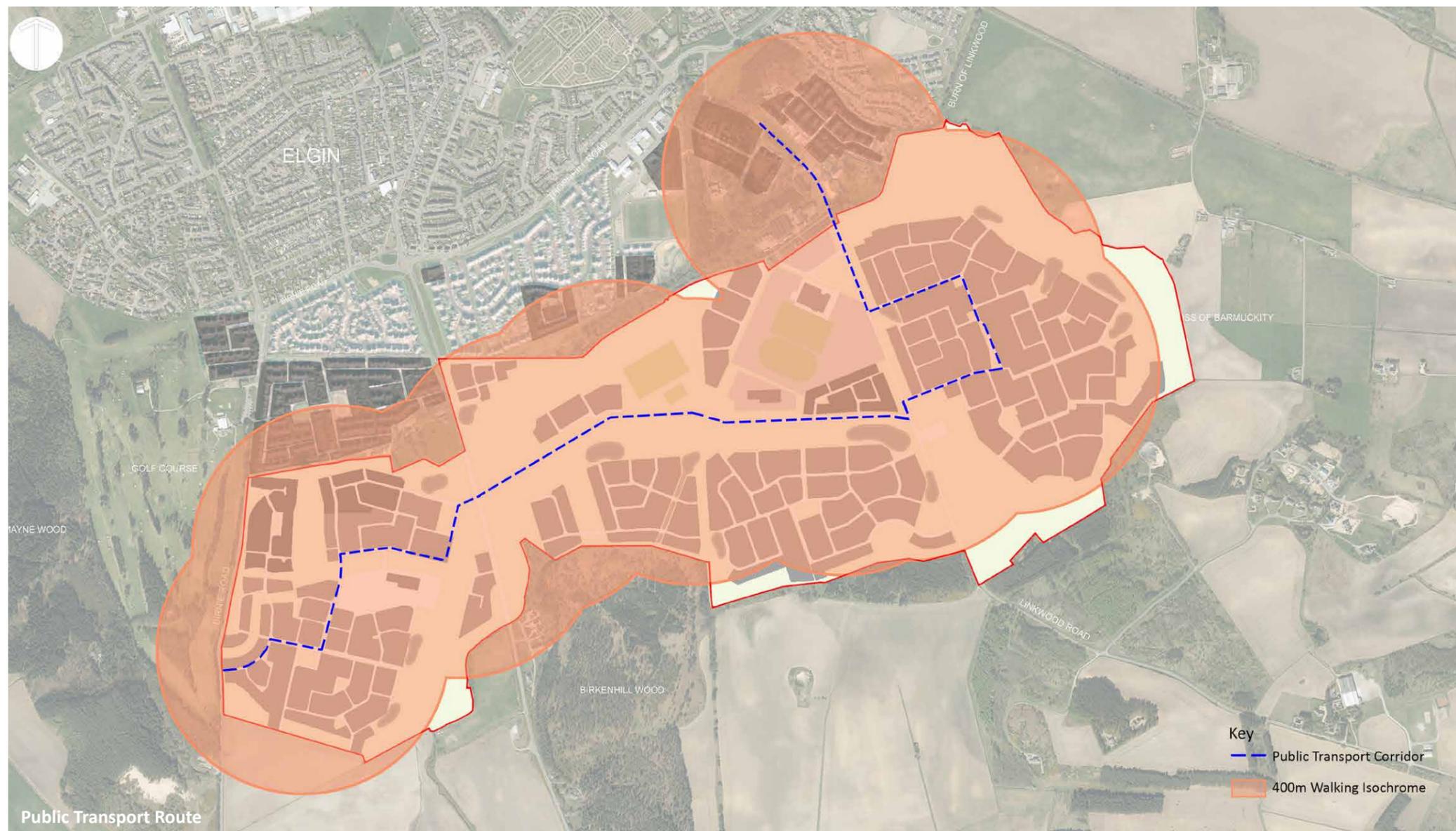


Long-Term Phasing

# Public Transport

The existing public transport network to the north of Elgin South passes through existing residential areas around the city centre, along Thornhill Road and Reiket Lane. The Masterplan identifies a new bus route through the development, running along the Primary Streets – with an established new route along Linkwood Road to the MSC, while others utilise the A941 Rothies Road. A route will be provided that bisects the site from west to east via the internal roads at 6.0m width. These routes will be extended to ensure that all residents of Elgin South will live within 400m of a public transport stop, the guideline distance set out within Scottish Planning Policy. Bus routes should be designed to cater for 12m buses, be informed by swept-path analysis with roads and straighter alignments for easier passage for buses. The right balance will need to be struck between facilitating bus access and discouraging larger vehicle traffic 'rat running.'

It is to be agreed between Moray Council, Springfield and the Bus Operating Company that the most likely initial service to be introduced in to new areas of the development would be through the diversion or re-routing of the existing 33A/C service.



# Density

A broad mix of scale and massing will be provided within the approximately 2,500 no. homes planned.

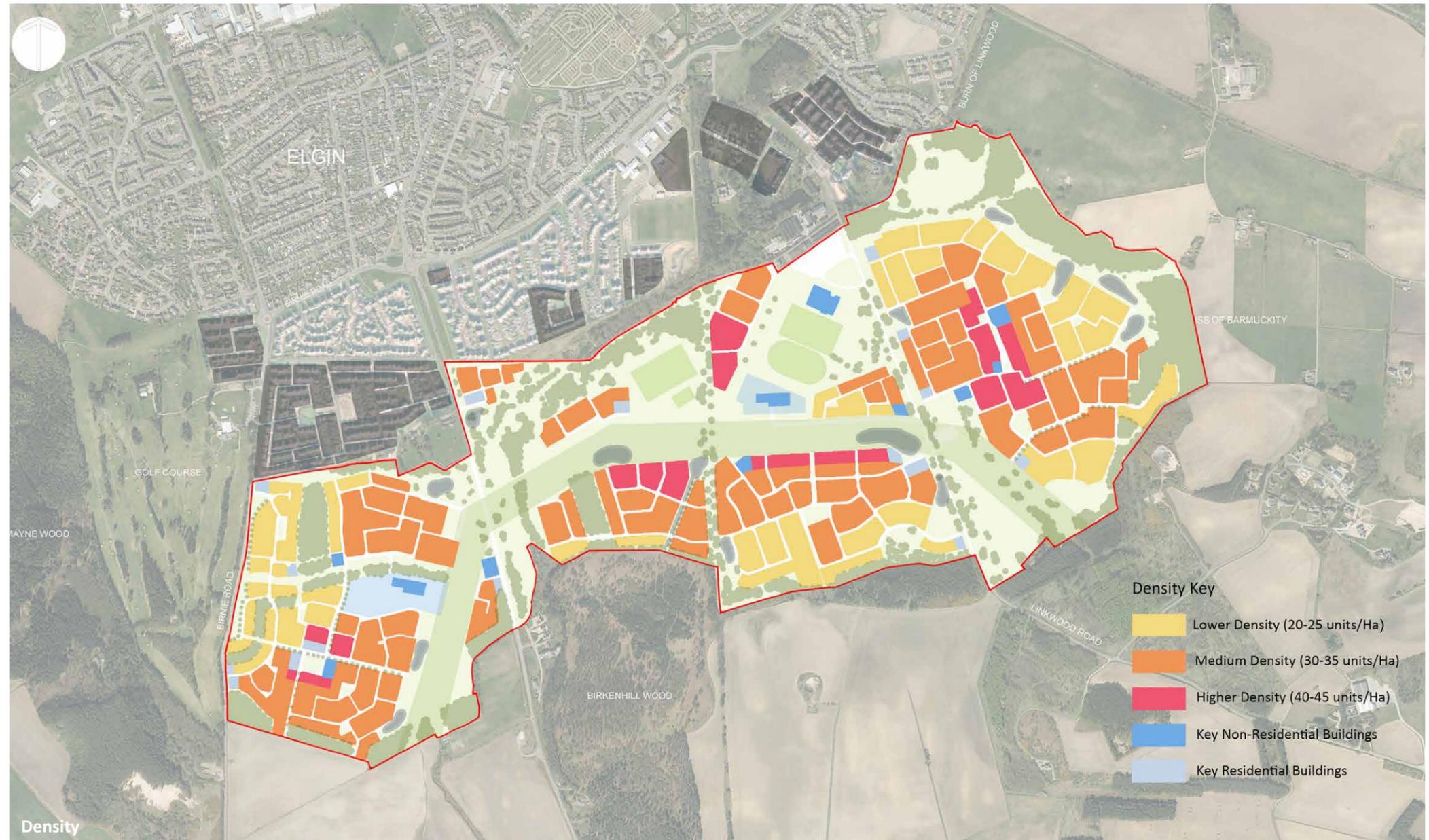
Higher built form follows the principle streets and reinforces gateways into the settlement. The higher edges and areas will include a diverse mix of uses.

Joined up or terraced forms are located close to the principle streets with semi-detached and linked detached housing along secondary and tertiary streets. Individual houses are proposed for the woodland edges.

Scale varies from 3 storey along parts of principle streets to predominantly 2 storey with some 1.5 and 1 storey at the edges.

This broad approach allows for a range of house types to come forward in a number of phases, including terraces, apartments, detached and semi-detached houses. These can be delivered across the masterplan to meet different market demands. In addition, feature buildings at key locations include the Moray Sports Centre, Linkwood Primary School and various other community facilities.

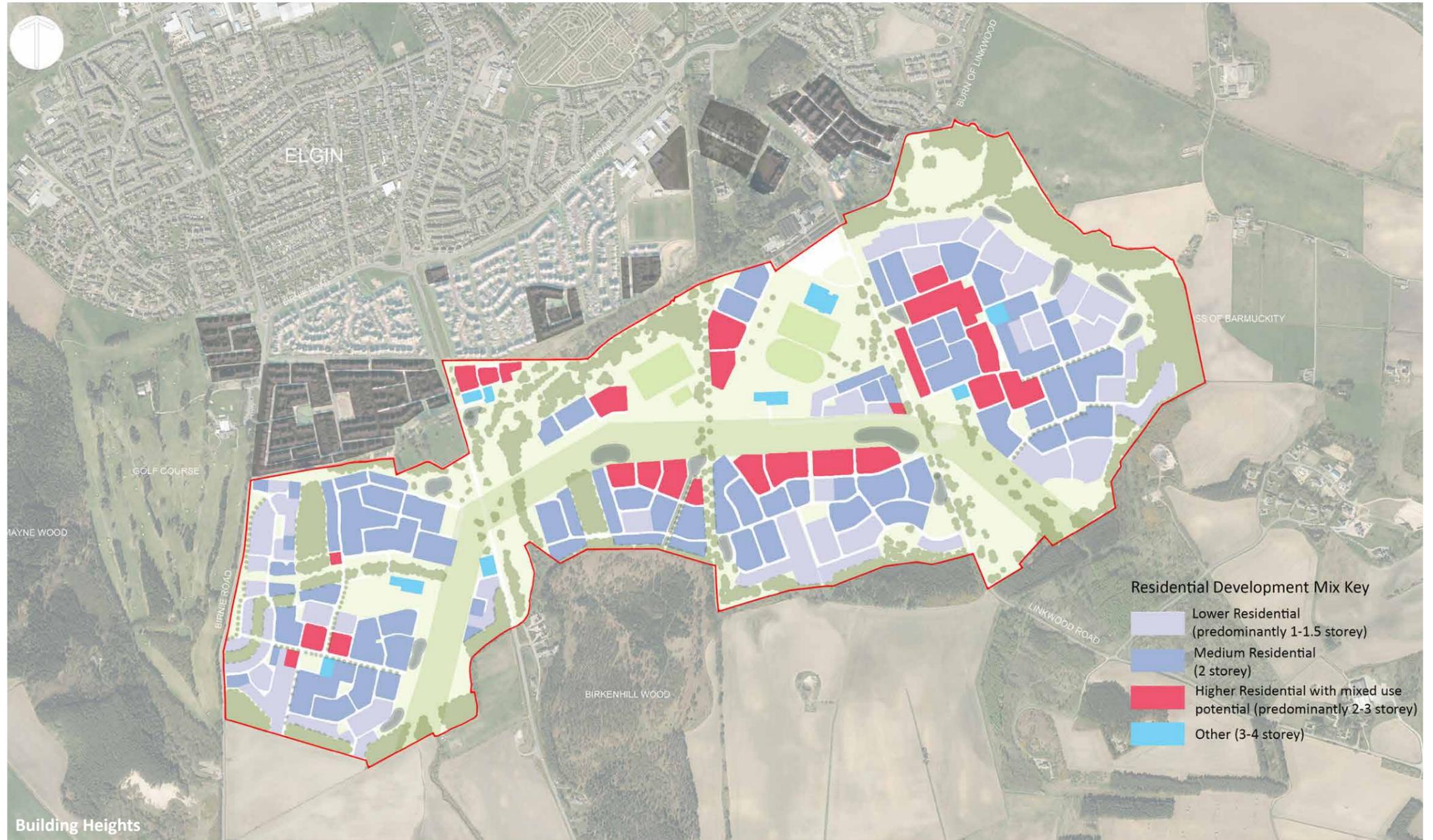
Given the variety of densities, a wide range of house types is proposed. The proposed house types will continue to be flexible to allow for an adaptable and mixed-use development over time.



# Building Heights

The site is naturally divided into three sections, which each portray an individual density structure. Each section is determined by the surrounding infrastructure, built environment and wider context which, together with a mix of uses, will collectively create a diverse architectural character.

In terms of scale, the higher density areas will form up to 3 storeys, gradually decreasing to primarily 2 and 1.5 storey round the perimeters of the site but also including single storey housing in areas as appropriate.



# Frontages

Key buildings highlighted on the earlier Mixed Use diagram are located throughout to identify potential community hubs. The buildings themselves will be flexible and be able to provide a mix of uses to accommodate future community uses/needs.

The proposed layouts within each character area includes a mixture of positive and active public frontages along with private areas. These fronts mainly act as part of the entrance into each site or principal thoroughfares and along roads, pavements and cycle paths. The idea is to provide a positive frontage to each of the character areas to provide outward, site sensitive development and to continue those strong frontages through into the development areas.

The frontages will visually engage with common open spaces, streetscenes and other public realm areas ensuring security in terms of overlooking and passive surveillance of public space. Where these front onto road, where practicable they will be set at a level that ensures that the road is not higher or lower to achieve better driver behaviour. Direct access properties would also assist with this.

Key buildings and dual fronted 'corner turners' will be utilised to ensure properties look distinctive and are responsive to their context and outward looking. Each key building will have a distinguishing colour palate and boundary enclosures to provide way markers.



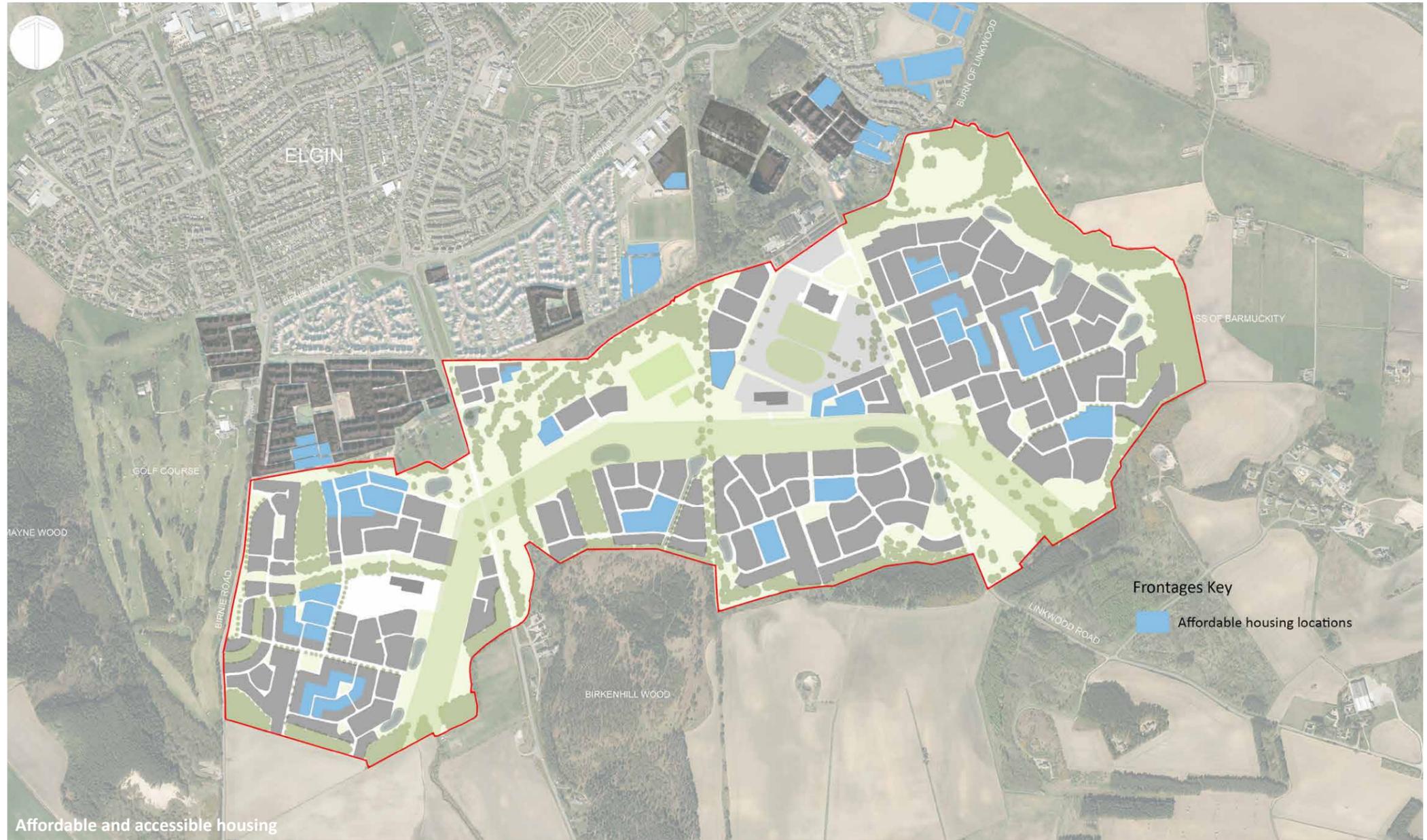
# Affordable and Accessible Housing

Elgin South will provide affordable housing in line with the 25% proportion of all homes as required by SPP and the MLDP 2020. This housing will be provided on-site and will be distributed across the masterplan area, at locations as indicated below and integrated so as to ensure a 'tenure blind' fashion. The type of affordable housing will be determined on a site-by-site basis in discussions with Moray Council.

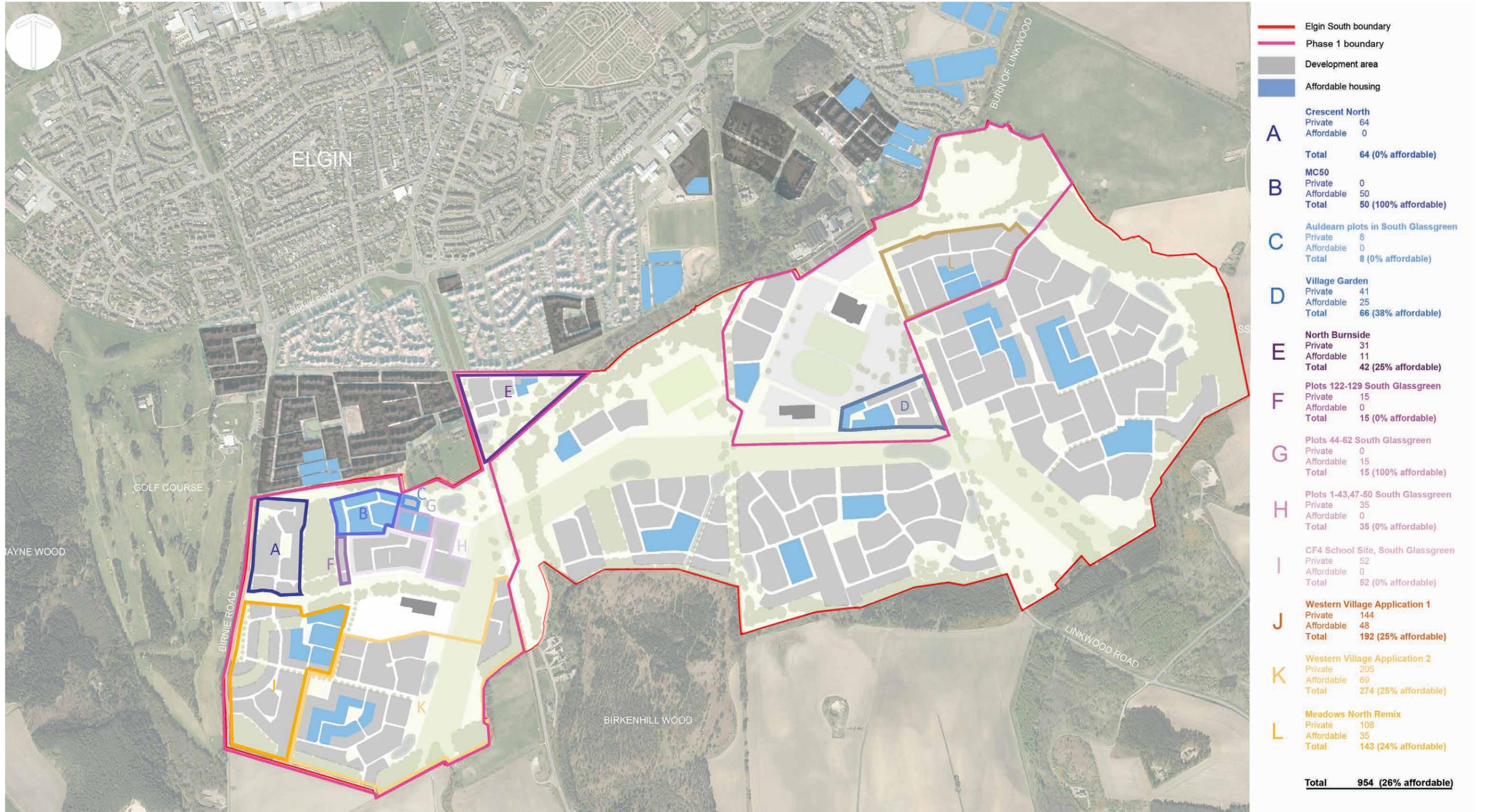
Mixed tenures will be provided to create a mix of households available for potential residents from apartments to larger family homes and bungalows.

Accessible Housing will be provided for 10% of private market housing to be made up to wheelchair accessible standard.

All housing will have shared access to the same level of amenity, distance to facilities and site active travel infrastructure.



# Affordable and Accessible Housing



# Parking Strategy

## Parking

All car parking is to be in line with Moray Council Car Parking Standards. We note the MLDP 2020 requirements that on 'all streets a minimum of 50% of car parking must be provided to the side or rear and behind the building line with a maximum of 50% car parking within the front curtilage or on street, subject to the visual impact being mitigated by hedging, low stone boundary walls or other acceptable treatments that enhance the streetscape.'

Parking is predominately provided to the rear of building lines, through side drives or parking in courtyards to ensure parked cars are as inconspicuous as possible. This is set behind building lines insofar as possible. Mitigation in the form of varied mature hedging, semi-mature trees and boundary treatments is proposed for screening.

Parking for flats or commercial units is indicated as a maximum row of 4 spaces, broken up by areas of planting. Any associated visitor parking is located close to flats.



Garage and front parking



Side parking

## Electric Vehicle Charging

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



Shared surfaces

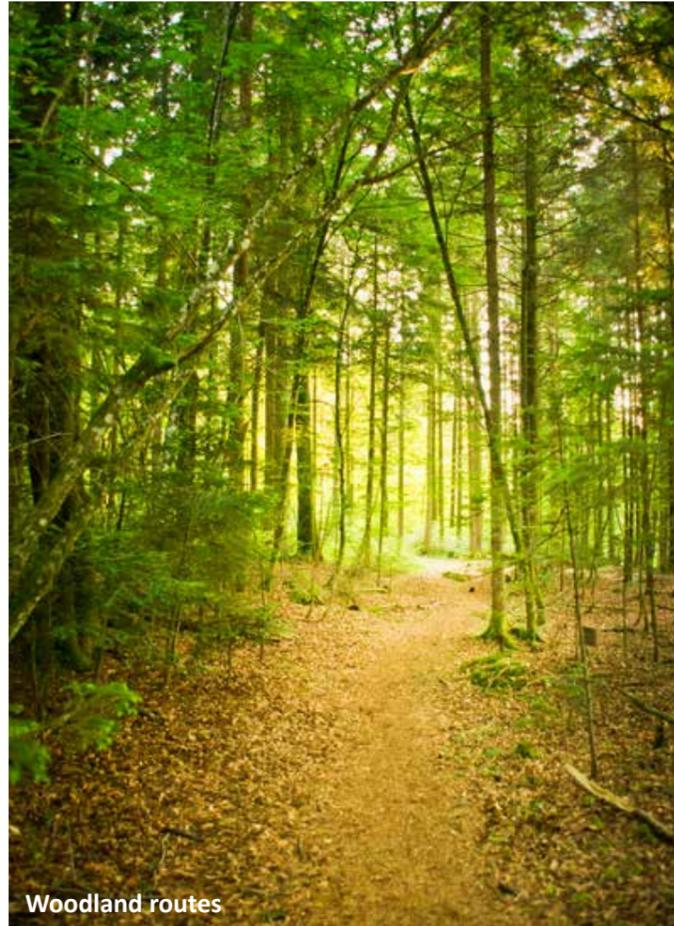


Parking courts with landscaped buffers



# The Landscapes of Elgin South

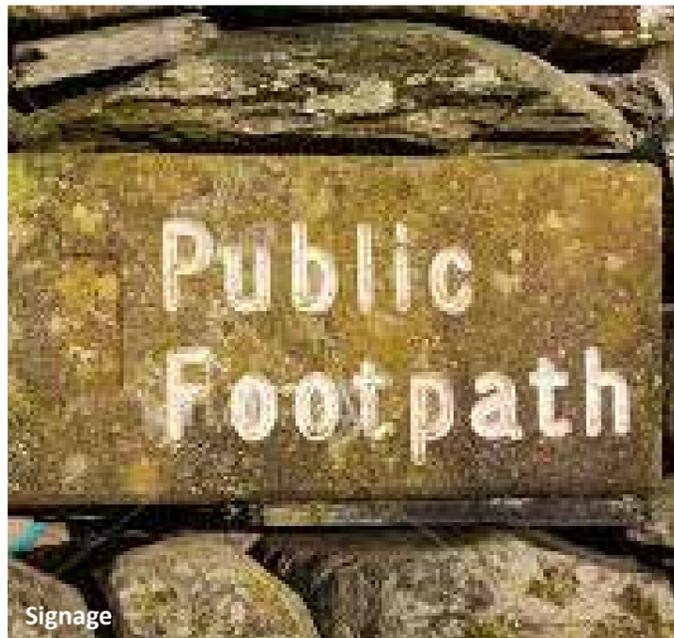
The Landscapes of Elgin South illustrates the broad range of landscape character areas that will be promoted as an integral part of this development strategy. These form the focus for a broad range of formal and informal activities and leisure pursuits with more formal sports activities focused around the Moray Sports Centre and Central Park linked via the Arc Park and other networks of paths and green corridors to more informal landscapes which will be seen to frame the overall development form. These will be maintained by the developer.



Woodland routes



Linear park landscaping



Signage



Natural playpark



Open amenity space

# Hierarchy of Open Space

The openspaces of Elgin South are intrinsic to its fabric, offering amenity, recreation and exercise alongside biodiversity, landscape and nature opportunities. They will provide an essential interface with the environment and community. They will include formal gardens, wildflower meadows to wetlands and riparian walks. The hierarchy of spaces offers the following:

## Central Park

A large expanse of open space within Elgin South has been identified as a 'Central Park.' This will function as a neighbourhood park and be delivered alongside The Avenue character area. This will extend from the middle of the development to the north and into the Linkwood Burn river corridor providing scope for a broad range of activities and interests to the benefit of the wider community. The Central Park will form the community focus to Linkwood Village and beyond. The design of the park will follow on from a further consultation process however, it is considered that its character and quality would draw upon the quality of the local environment. The form and delivery of this large-scale asset is one for discussion between Springfield Properties PLC, Moray Council and other community partners. A Community Transfer model or other solution could be explored to hand over the whole area or parts to the community. It is recognised that no burden shall be passed onto Moray Council. The delivery of this would be dependent on the delivery of further areas of development in the central and eastern villages.

## Linear 'Arc' Park

There will be a clear hierarchy of publicly accessible open space provided across Elgin South, from pocket parks located across each of the villages through to the central East-West Linear 'Arc Park', potentially accommodating various leisure uses, including allotments, sitting out areas, informal recreational areas and gardens. This east-west Linear 'Arc Park' will form the backbone of the whole development and from this all areas of the development form will be accessible, including public transport facilities. Enclosed and managed open space facilities have been and will continue to be provided within the two primary school sites as well as the Moray



# Hierarchy of Open Space

Sports Centre, the latter of which is to be seen as a major asset to Elgin and the wider region.

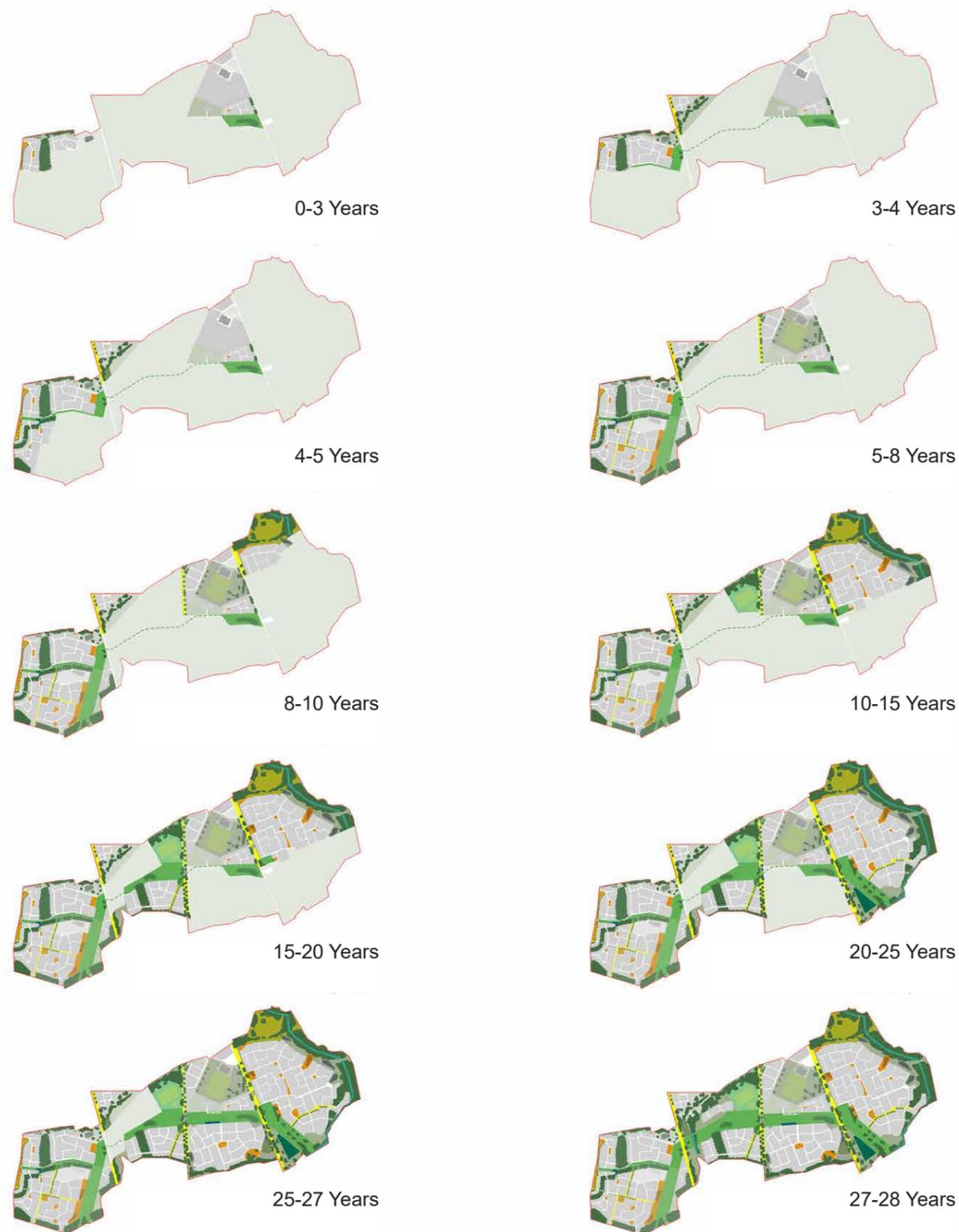
## Site Fringes and Margins

These areas will be managed for more informal recreation with grass mown paths, allotments and wetlands. These will allow nature and biodiversity to become one of the focal points of Elgin South. The 'Linky' and its mature woodland bordering the watercourse will continue to be a focus of the area with modest improvement and enhancements to increase access and to account for higher use.

## Advanced Planting and Open Space Programme

The areas of advanced planting identified shall be delivered as per each related phase. Thereby planting at Glassgreen village will need to be implemented in due course to establish and frame the development. Open space areas similarly will correspond with adjacent phases of development. Please refer to the Phasing Plan for details.

It is envisaged that the Arc Park and Central Park will be delivered in incremental phases as development reaches into the middle areas of the Elgin South development. Local parks and open space will be delivered in South Glassgreen and North Burnside as those phases are constructed. Open space including a play park has been delivered as part of the Linkwood Primary School and Moray Sports Centre in the east. Please refer to the Phasing Plan for details. We are committed to providing appropriate levels of usable open space for residents and other users proportionate to the level of development progressed. Suitable triggers to bring forward the more strategic open space elements are to be agreed with Moray Council prior to construction. Playparks will be installed, maintained and inspected at the developers expense.



Delivery of Open Space

# SuDS

As part of the 'sense-checking' of the development proposals the broad indicative location and size of the SuDS facilities has been updated.

These will require to be designed to be part of multifunctional blue/green open space, adding to overall biodiversity of the landscape and placemaking of Elgin South. Final layout, configuration and engineering design of the SuDS will be informed by each phase coming forward to meet the requirements of the Council and SEPA. This will include swales, rain gardens and ponds as appropriate to ensure a network of solutions. Linkwood Burn enhancements and environmental schemes will come forward related to respective phases.

There will be a strategic approach to surface water management throughout the masterplan area, developing a blue/green corridor with measures that comply with the principles of the CIRIA C753 Manual. In regard to seeking environmental enhancements and promoting place making, in addition to ensuring water quality, these features should actively promote biodiversity.

SuDS facilities maintenance responsibilities will be dependent on siting and location. Roadside SuDS will typically be Scottish Water, by agreement. Springfield and Screen Autumn will maintain all other elements.



# Wayfinding and Public Art

Wayfinding is a key aspect of the placemaking approach taken in the design of the Masterplan for Elgin South and this has been achieved through several means.

Firstly, an easily understandable network of roads and paths that creates a logical movement pattern. These form a hierarchy from the main spine roads, running both north-south and east-west, through residential access roads and on to lanes and shared access courts. Memorable buildings and 'vista stoppers' that close views or act as focal points further add to the legibility of the street. Good linkages to the MSC, schools and new cemetery will be clearly marked. Natural features and the existing Elgin South environment will form the backbone of the path network. We will reuse existing structures where possible in the formation of these trails.

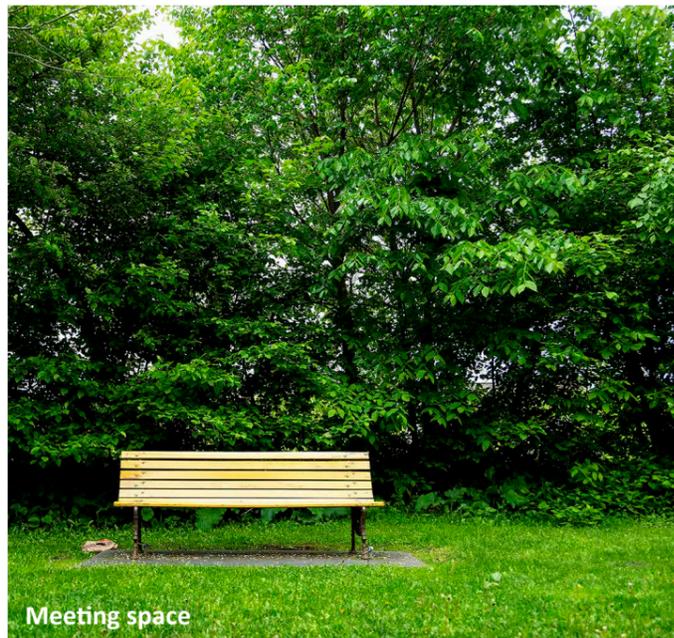
In broad terms much of the wayfinding trails and public art shall take the form of traditional recreational markers, street furniture and more natural sculpted landscaping. Public art shall be agreed per application phase and be subject to discussions with Moray Council at the time.



Wayfinding signage



Sculpted landforms



Meeting space



Indicative public art



Indicative public art

# Wayfinding and Public Art

The introduction of Public Art and landscape features can help to build on this sense of place and importantly local identity. The proposals for Elgin South allow for a range of public art features to be introduced at key locations from larger 'gateway' reference points, like the proposed roundabout on the A941 and junction with Glassgreen Village, and Linkwood Village, through to features introduced along the path network.

Locations where it is considered that works of art could make a positive contribution to the Elgin South community have been highlighted on the diagram opposite. These are located at key nodes, core areas or other prominent locations.

The opportunity for focal points in the form of public art exists throughout the Elgin South development, particularly in the Arc park open space. This may be in the form of landscape, wayfined routes as well as installations.

The focal points and landmarks must be delivered through the implementation of the masterplan, the emerging phasing plan and the detailed planning applications.



# 5.0 Phasing

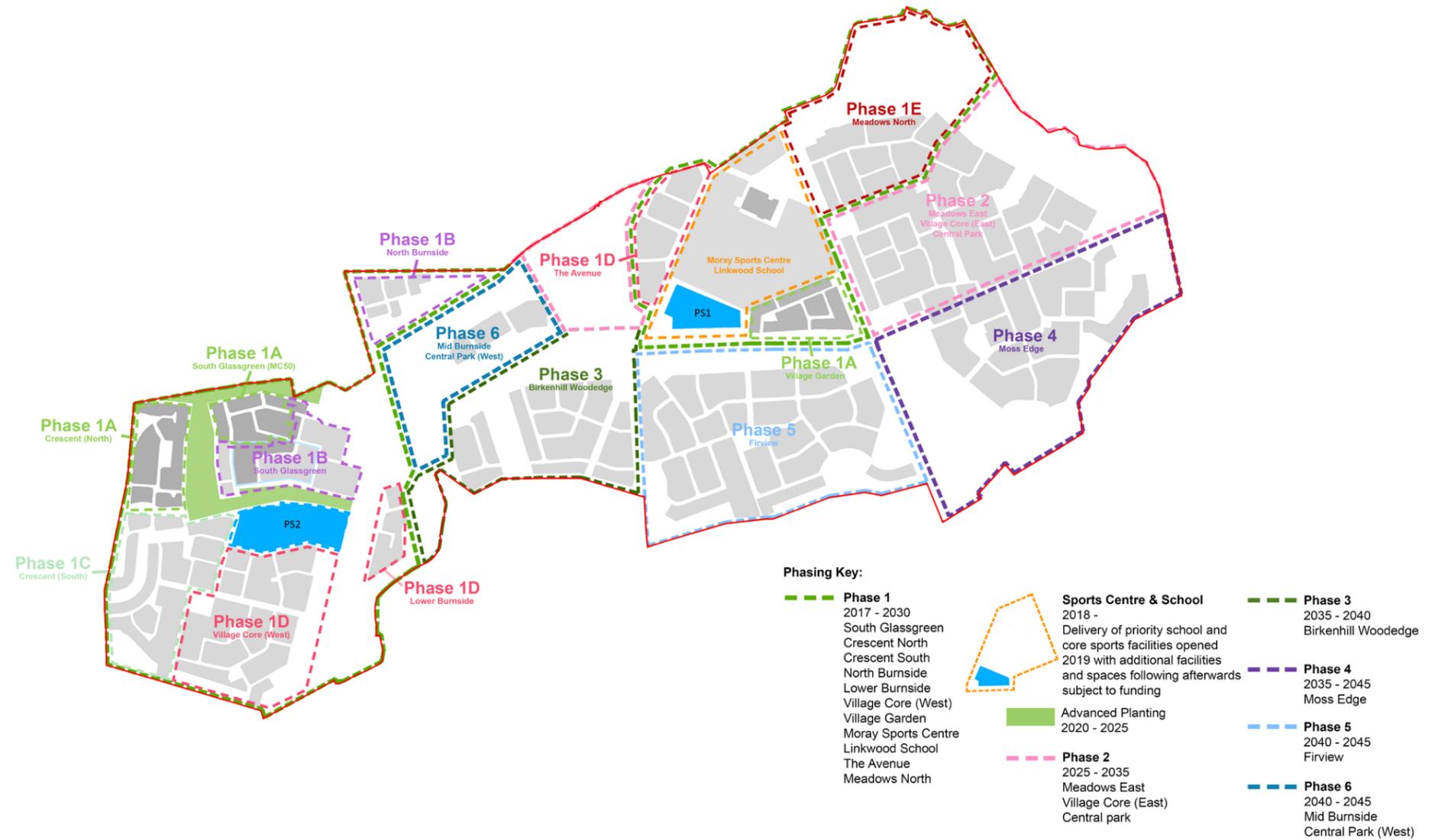
The proposed phasing of Elgin South is to be adjusted to take account of altered priorities, landownership and technical reasons.



The delivery of Elgin South and the timing of that delivery has switched to the west and concentrated within Glassgreen Village. Landownership matters and ground condition challenges have led to us wishing to deliver development here with phasing refocused.

Work on phases at Village Core and Meadows East in the east will commence in due course depending on these landowner aspirations. Ownership of these latter areas currently remains with the previous landowner while terms are negotiated to allow them to progress. It should be noted that the transfer of landownership of the sites in the west including North Burnside is much more commercially viable to Springfield, therefore can be delivered more quickly.

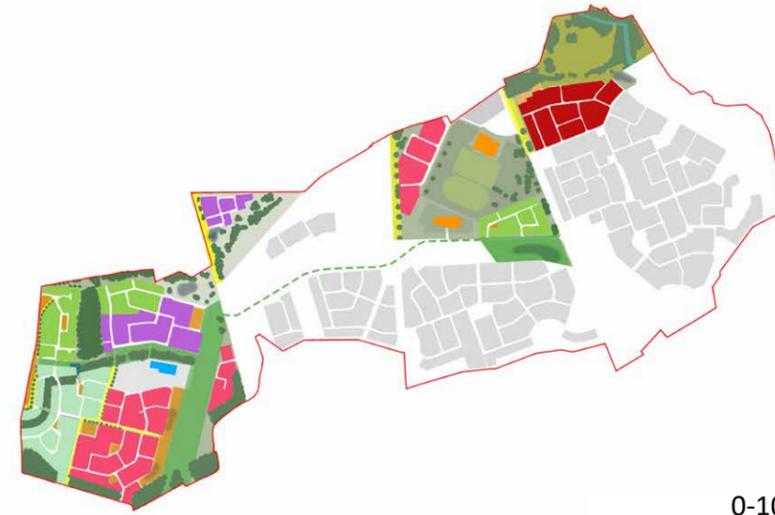
The creation of village cores will be at the forefront of the respective phases to create neighbourhood hubs. The new Glassgreen School Site will come forward alongside phase 1 proposals for Birnie Wood East, The Campus and Lower Burnside due in 2023.



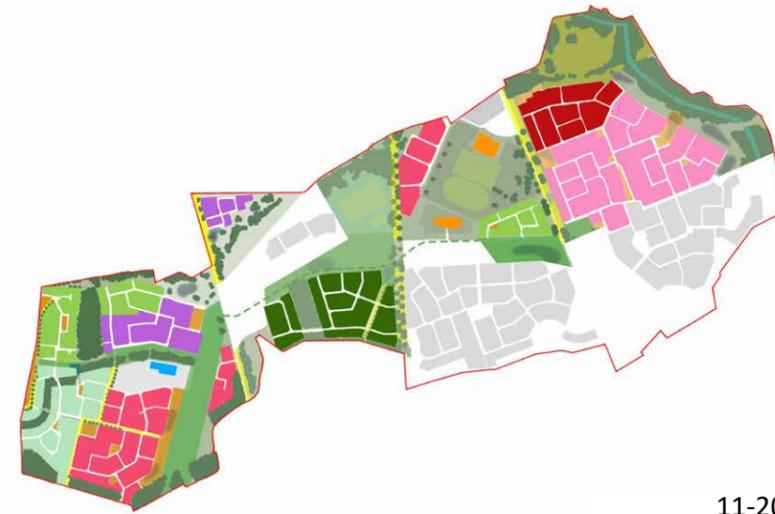
Phasing plan

# Phasing Growth

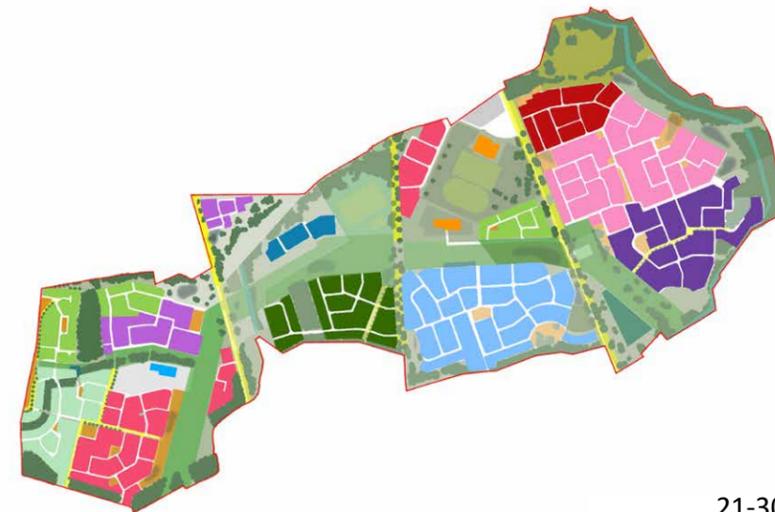
Works have recently commenced at Village Garden in the east to affirm our commitment to delivery of all of the site in the longer term, this sits alongside Linkwood Primary School and the Moray Sports Centre, which are both now fully constructed. Work is well advanced at South Glassgreen in the west – Crescent North and the first phase of 50 affordable homes is almost complete and we would like to continue to complete the balance of this area. Construction could commence in 2021 and be completed by 2023 at the earliest. North Burnside would be undertaken from 2022 to 2024. Thereafter moving into other areas of Glassgreen including Crescent South, The Square and Birnie Wood West. It is likely that between 50 – 60 homes per year would be delivered depending on market conditions.



0-10 Years



11-20 Years



21-30 Years

Phasing delivery plans

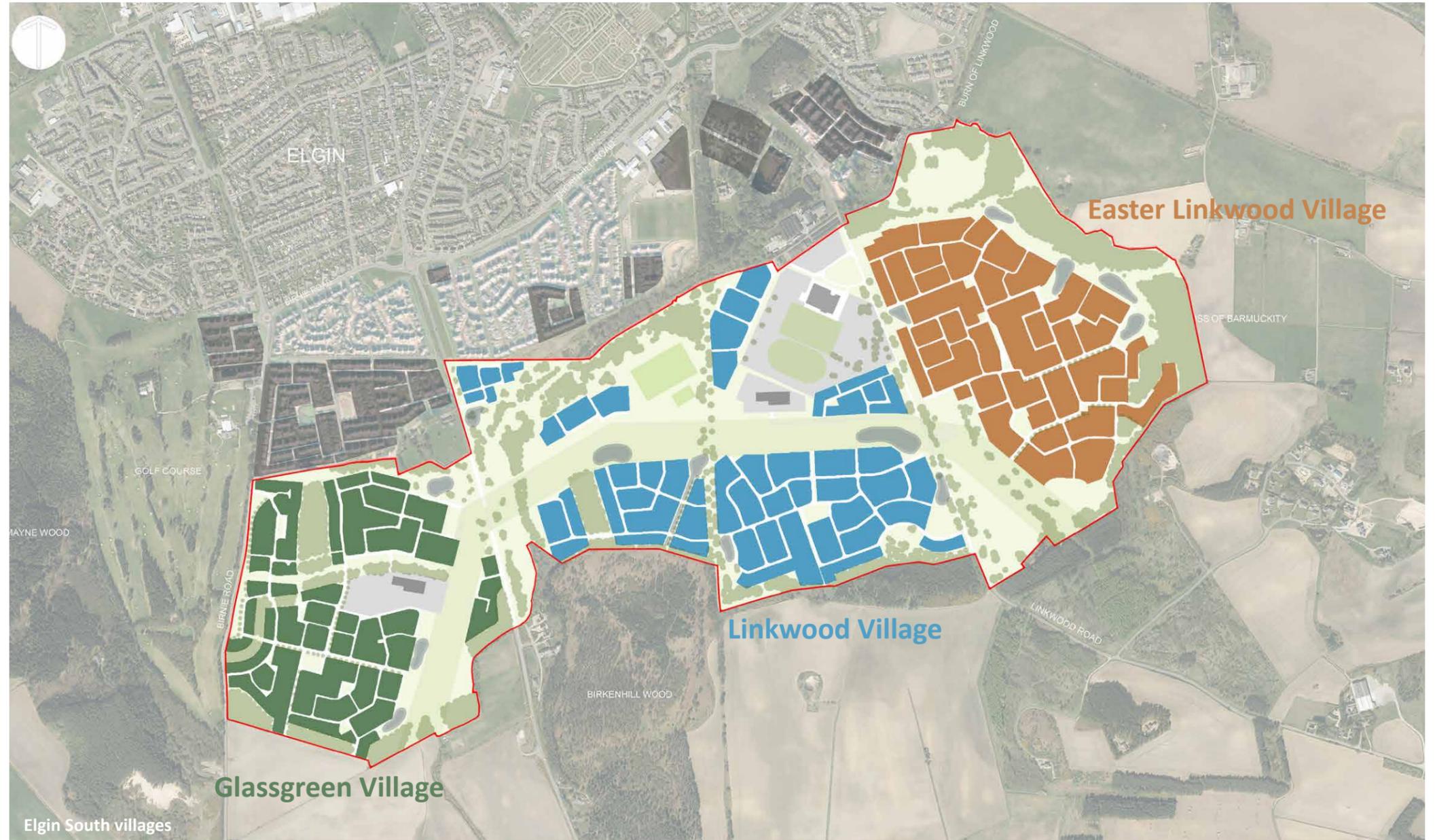
# The Three Villages

Elgin South will be seen as a new quarter to Elgin but consisting of three village forms all connected by the 'Landscapes of Elgin South.' These are: Glassgreen Village, Linkwood Village and Easter Linkwood.

Each village will have its own feel and character in relating to its location and context. Glassgreen Village has strong connections with both the golf course and the Arc Park and will connect both by a linear tree lined park similar to the hole of a golf course. It will accommodate the western school and a village core with a range of amenities.

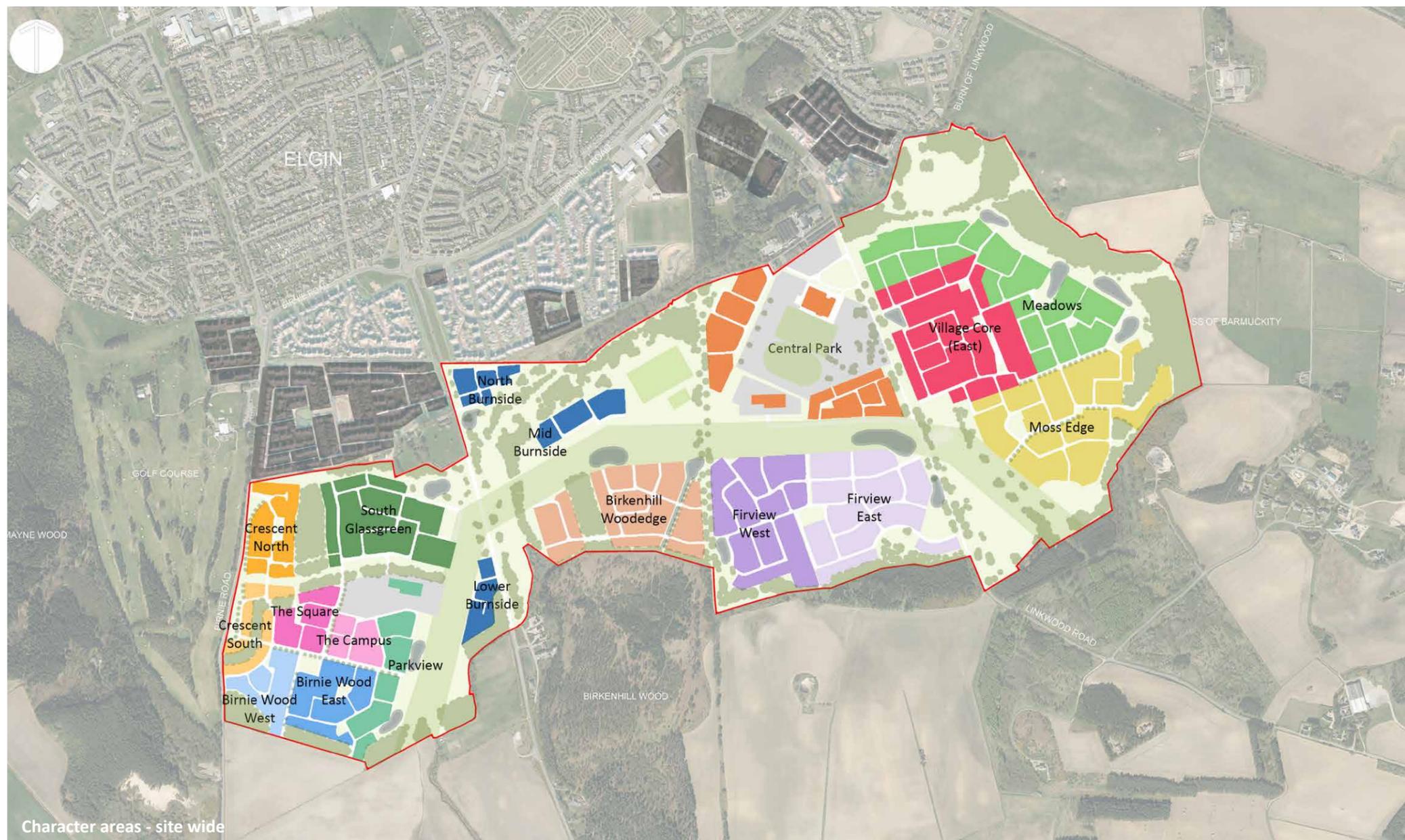
Linkwood Village has a long edge to the Linear Park with an outlook to open space and activity. In contrast the southern edge backs on to woodland providing a range of walking opportunities. As the village sits centrally in the Masterplan it hosts key leisure spaces with the sports centre and Central Park which can be accessed by all.

On the eastern edge Easter Linkwood Village will have a denser feel surrounded and enclosed by the surrounding woodland. The natural environment will provide a soft backdrop to the development whilst encouraging biodiversity and recreational use. An eastern village core will provide amenities and employment opportunities for local residents.



# Character Areas - Site Wide

The villages will be further broken down by a series of Character Areas to come forward at such a time that development will be subject to any planning application(s). At present with our predominant focus switching to the west, specific detailed character areas are concentrated there for the time being. Additional character areas details for placemaking purposes will be added for the other villages at subsequent review and Update stages.

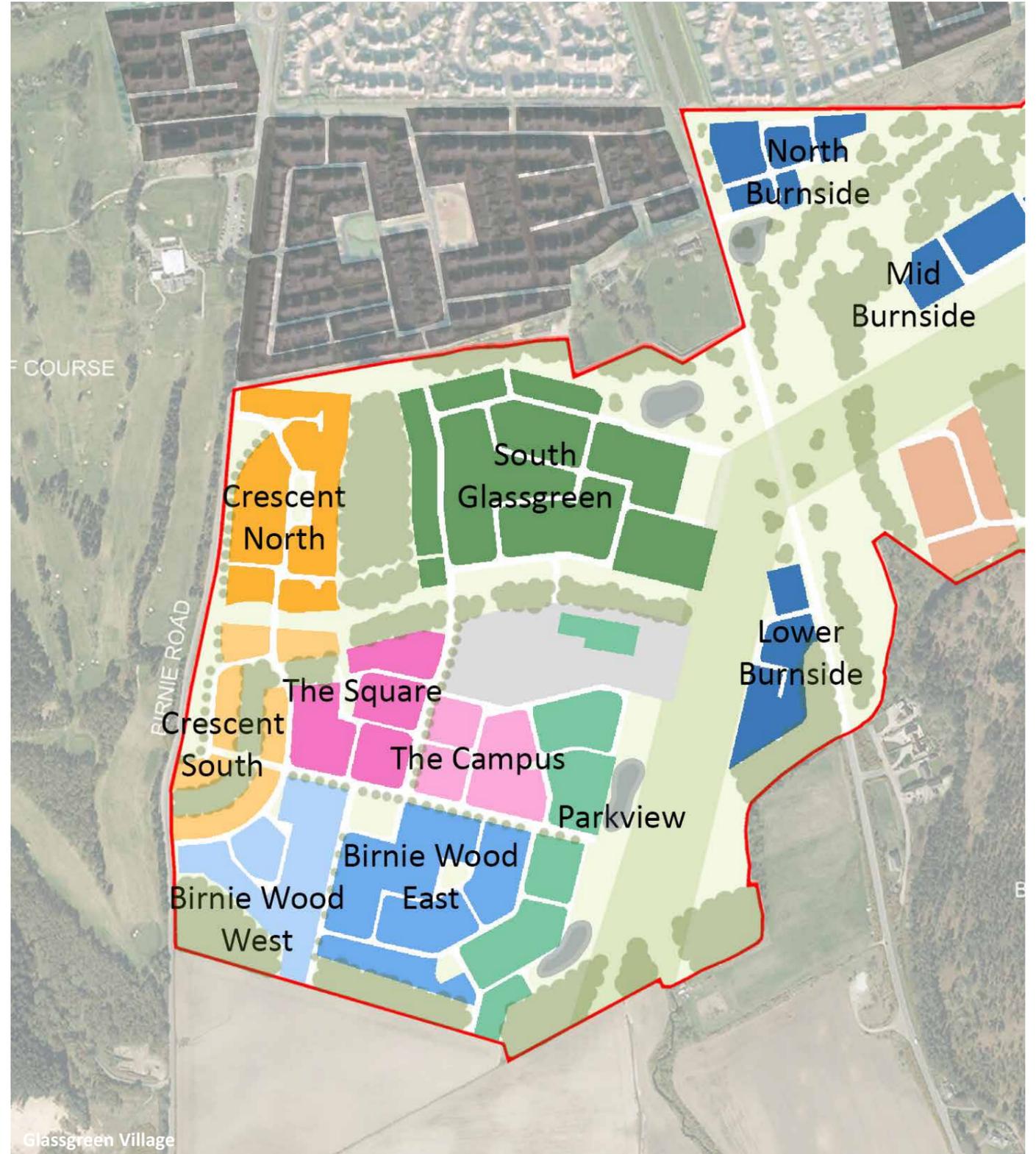


# 6.0 Phase 1 - Glassgreen Village

Sense of place, distinctiveness and the strength of identity for Elgin South will be primarily influenced by the physical form of its streets, the surrounding landscape and by the scale and form of the architecture.

The masterplan has been developed with distinctive character areas which are intended to respond to local conditions and the context, for example, of topography, proximity to watercourses and to rural and urban character zones.

The diagram opposite identifies these character areas, described in more detail in the following pages.

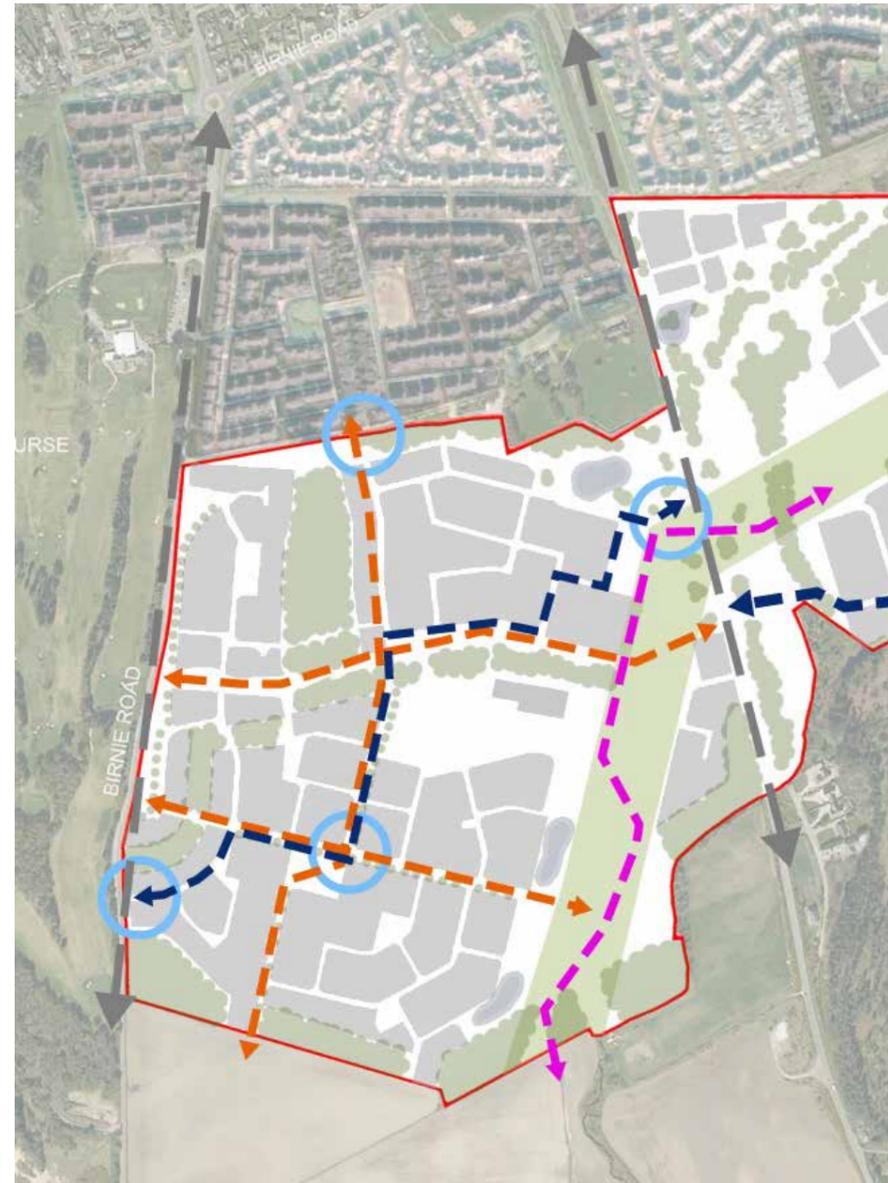


# Design Concept Diagrams

A series of diagrams have been used to inform the design of the western development as a set of principles to ensure the key design intentions are retained when progressing to a detailed level. It is essential that the series of spaces and uses are designed as a whole to avoid a disjointed development.

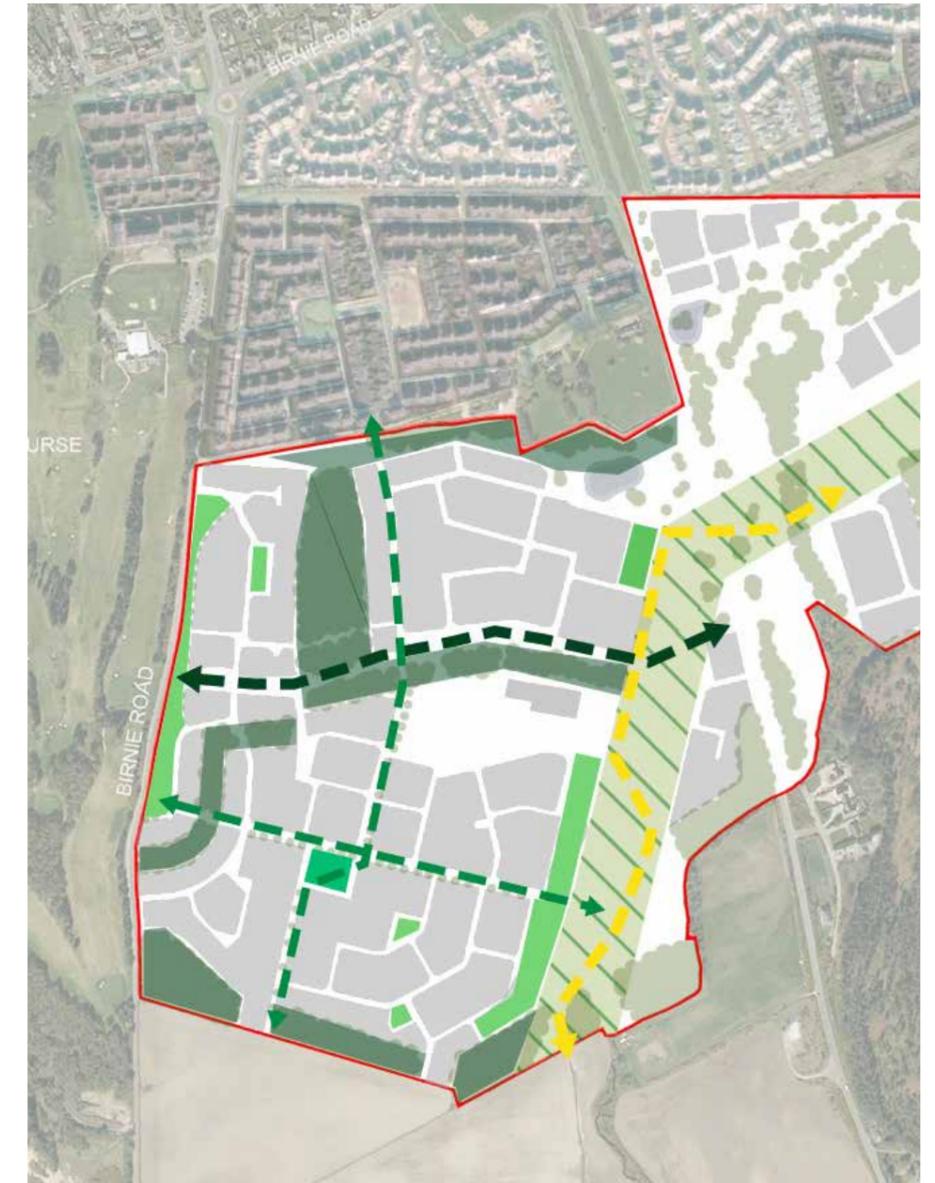


**Green Street and Landscaping**



**Connections**

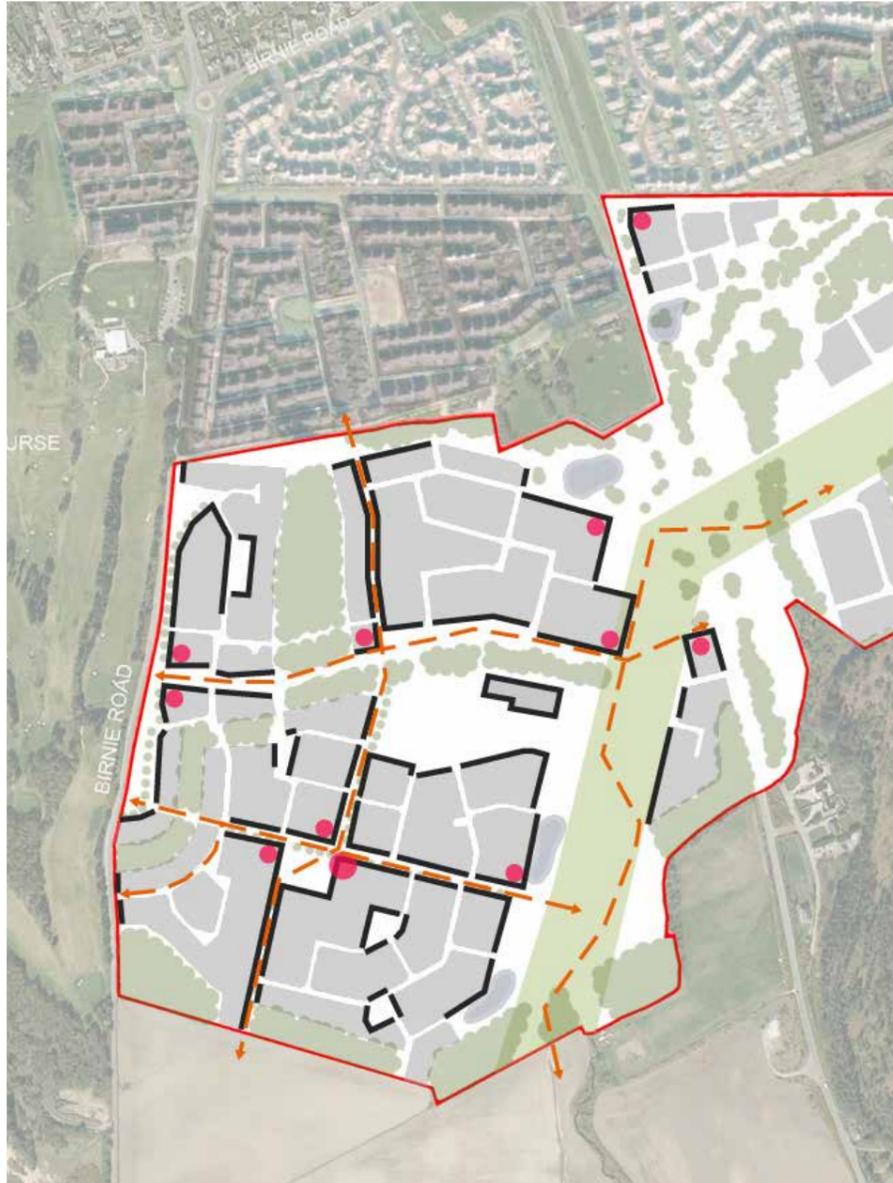
- Key Pedestrian Routes
- Key Vehicle Routes
- Key Linear Park Route
- Existing Roads
- Gateways



**Green Network**

- Arc Park Route
- Linear Park Route
- Green Streets
- Arc Park
- Village Green
- Pocket Park and Green Edges
- Woodland

# Design Concept Diagrams



Key Frontages and Corners

- Key Frontages
- Key Corners/Buildings
- Main Routes



Key Gateways and Buildings

- Primary Village Key Vistas
- Village Core Key Building
- Western Village Core Extents
- Gateways
- Ground Floor Mix Use Opportunities
- Key Building Opportunities
- Neighbourhood Core Area



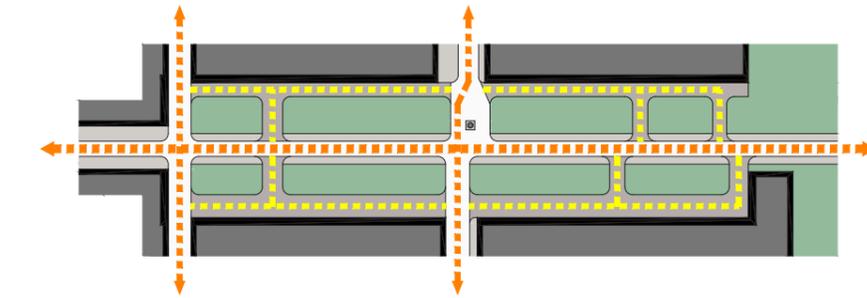
5-10 Minute Walking Distance

- Amenities - Shops, Heath etc
- Education

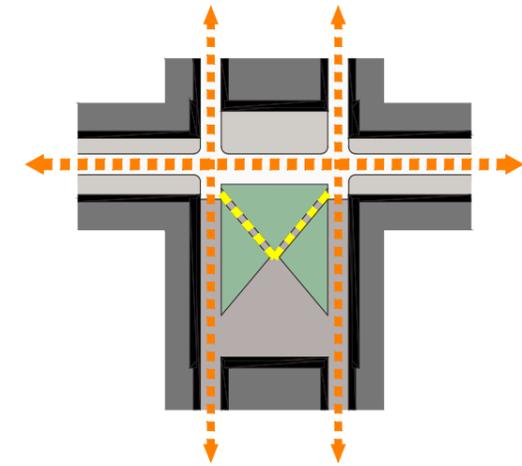
# West Village Core

Our Civic Greenspaces – formal gardens, parks and squares are important for residents and visitors alike to take a walk, relax and exercise. Drawing reference from several historic ‘local’ planned towns and villages, we have shown how the open spaces of Elgin South can emulate these vital and defining recreational and amenity features to create successful places.

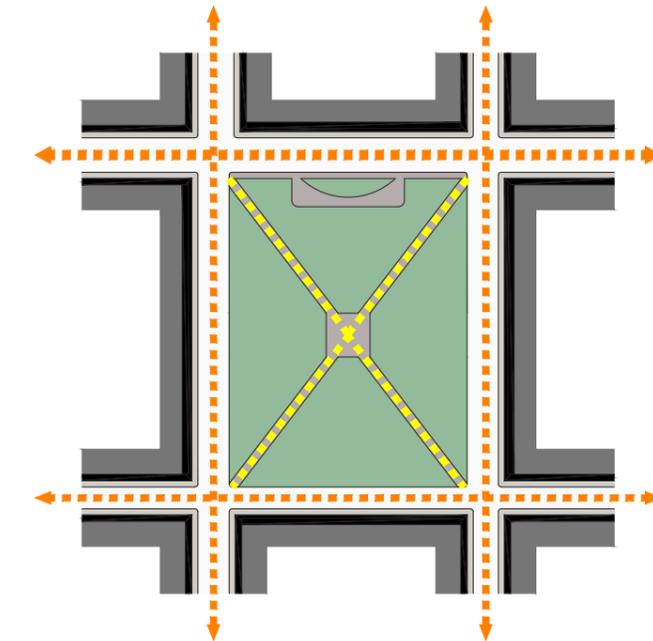
Example public spaces (at the same scale)



Granttown on Spey



Aberlour



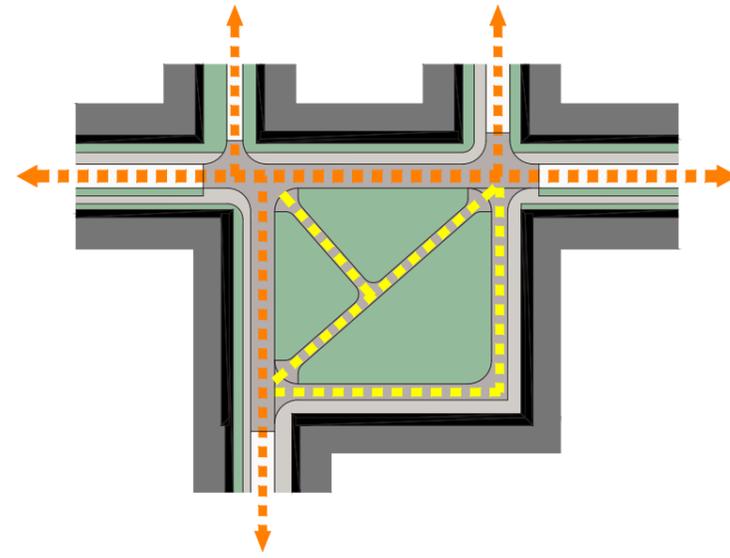
Lossiemouth



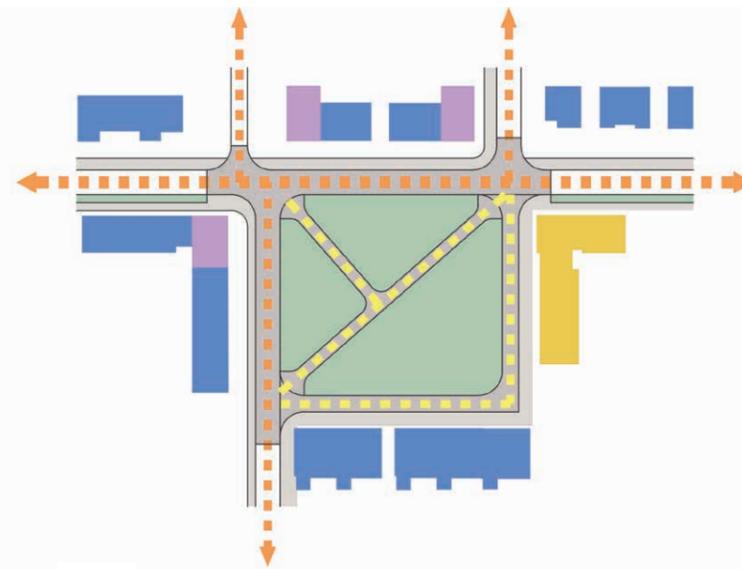
# West Village Core

We aim to create a balance of formal and informal green spaces where the built environment meets the natural environment and can take advantage of Elgin South's abundant linkages to the surrounding countryside including the 'Linky,' former railway line and wooded fringes. Access to these spaces keeps people in contact with nature but also has an important role to play in maintaining health, well-being and independence. Socialising, leisure activities and recreation can be the catalyst for good mental health and active lifestyles.

Elgin South aims to go further with its provision of open spaces, by providing a variety of green and blue networks, native trees, and hedges throughout to improve and support habitats and wildlife.



Elgin South West Village Core



- Residential
- Ground Floor Mixed Use Opportunity
- Key Building

Elgin South West Village - Neighbourhood Core



Public realm



Community square

# Pedestrian Movement

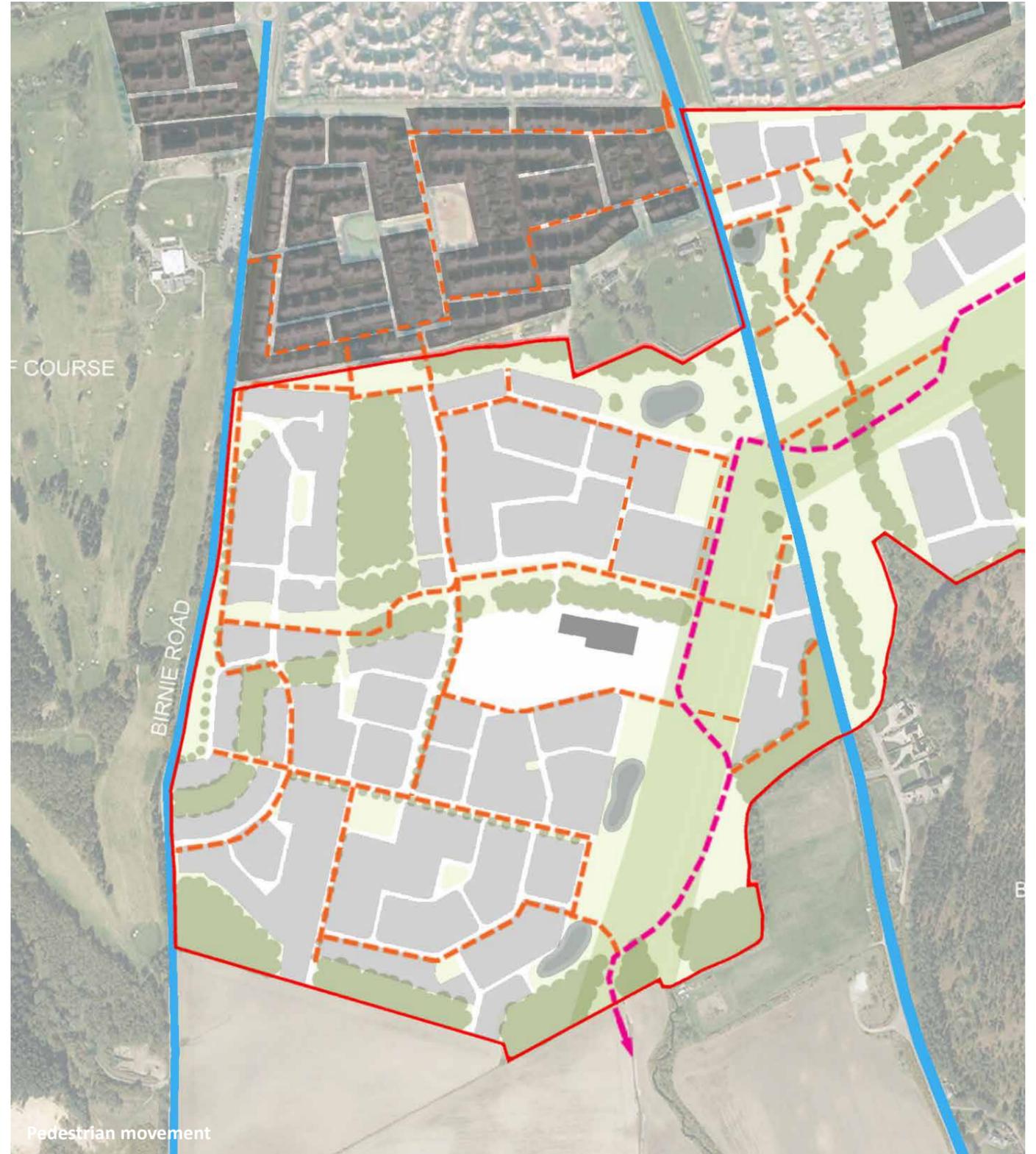
Care has been taken in the design of the streets to make the villages of Elgin South more inviting and attractive for the pedestrian. The separation of people and vehicles has been maximised, with the introduction of traffic calming elements and landscaping where necessary. Creating attractive places activates the streetscape. Architecture, landscaping, frontages, and opportunities to gather all contribute to sustainable attractive places and have all been considered in the design of the Village Core, various open spaces and active travel routes.

The pedestrian strategy sets out the key routes for pedestrians. It highlights the north/south and east/west connections which extend to the wider masterplan. The suggested routes range from primary roads to pedestrian paths, providing a variety of streetscape whilst passing through the site. Traffic calming methods have been used where possible to reduce the speed of vehicles, whilst the civic square will have a strong focus on the pedestrian to ensure a safe space for passing footfall and gathering.



## Pedestrian Strategy

-  Key Pedestrian Routes
-  Linear Park Path
-  Existing Classified Roads



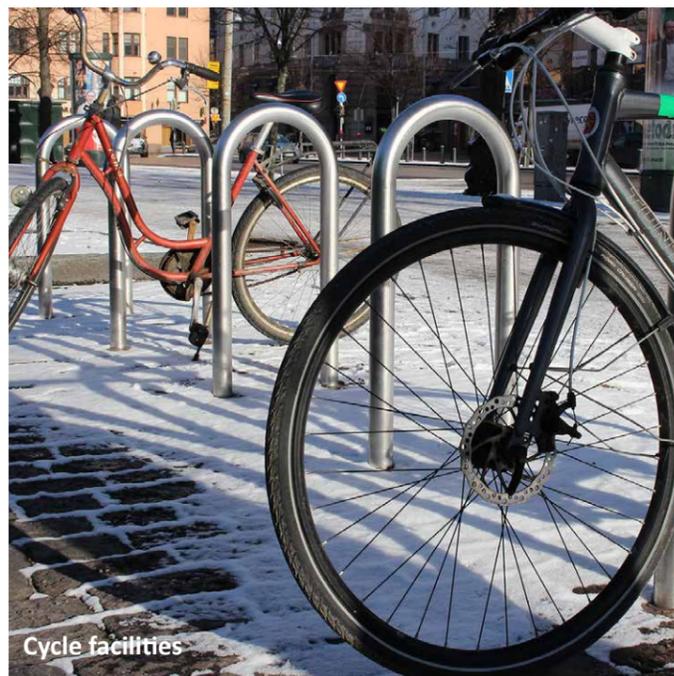
# Cycle Movement

Promoting cycling as an alternative mode of transport to cars not only helps create healthier places but also has huge benefits for general fitness and well-being. The key intention is to provide an attractive network of paths and roads that cyclists of all abilities can use for recreation and commuting.

Cycle paths have been designed to provide safe routes through the site providing north/south and east/west connections. The routes extend beyond the application boundary to the wider masterplan with the intention to connect to localised and national cycle networks. Due to the level of traffic on the busier roads a 3 metre wide cycle path runs parallel to the road with a landscaped buffer to provide extra protection. A cycle hub has been proposed close to the school site to provide a safe point for cycle parking and maintenance.

## Cycle Storage and Parking

Secure bike storage is to be provided for all apartments, flats and houses, where required - details could be provided by suspensive condition. Provision for bike parking facilities will be made at all retail, commercial and community hub spaces which will encourage cycling and wheeling. Different types of development will have different user requirements and solutions for cycle parking from short stay racks to long term shelters. This will be provided in line with Moray Council requirements.



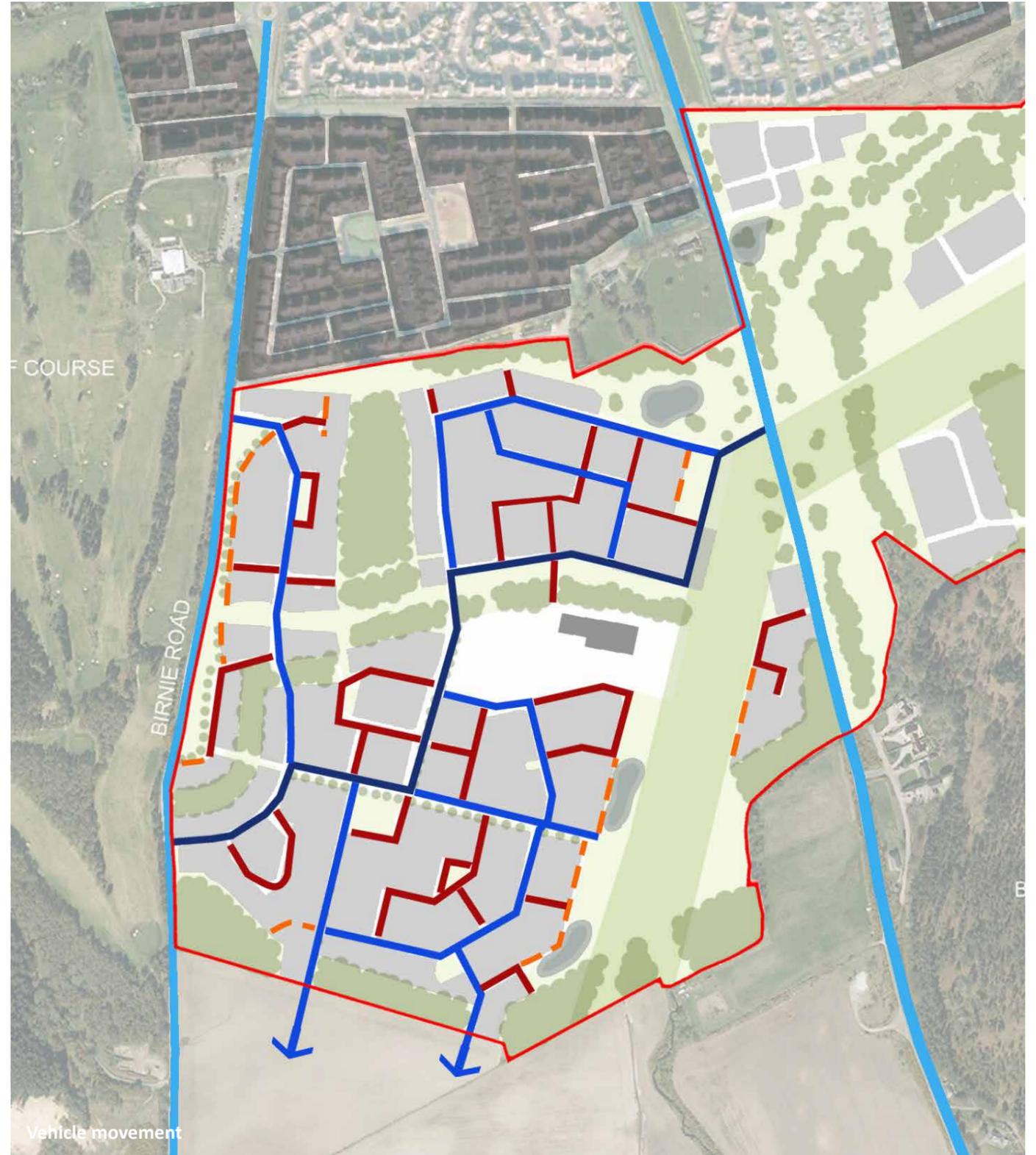
### Cycle Strategy

- Linear Park Cycle Path
- Street Cycle Routes
- Existing Roads
- \* Active Travel Link Crossing

# Vehicle Movement

The hierarchy of the streets shown on the diagram highlights the primary, secondary and tertiary routes. The more grid-like framework is clear on the drawing emphasizing the urban grain of the village core. Introducing shifts in the road alignment on the residential streets will further encourage reduced speeds and a change in the street frontage line allowing the houses to engage with the street and provide perceived narrowing at nodes within the layout. All this must be achieved whilst satisfying all expected larger vehicle turning requirements and necessary junction visibility.

Traffic calming measures will be in line with current standards including those contained within Designing Streets. Further, where both feasible and appropriate self-enforcing speed reducing measures will be introduced. Horizontal but not vertical traffic calming measures are also to be utilised and will be introduced in locations to discourage 'ratrunning' in the proposed masterplan development. On level frontages shall be promoted where practicable, along with direct road accesses.



## Vehicle Strategy

- Primary Routes
- Secondary Routes
- Tertiary Routes
- Shared Drives
- Existing Roads

# 7.0 Character Area Manual

A character area refers to a distinct and recognisable pattern of elements that makes one area different from another. The development area and associated open space should respond to its context and define an architectural identity relevant to its location.

The character area manual displays the aspirations for each individual area's desired architectural identity, including details of building materials and associated landscaping. Each character area is unique and the individuality can be easily recognised through differing material palettes, varied landscaping and street-scapes that dominate the use of the pedestrian. These elements are a response to the surrounding context and a solution to a diverse expansion of city of Elgin.

Further information on the character areas will be clearly articulated in a detailed application relevant to each area. This will explain the proposals in depth and will identify locations of key buildings, key frontages and more accurate locations of landscaping features.

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



## **'South Glassgreen'**

*The South Glassgreen character area will be bounded by peripheral woodland and parks, providing a sense of enclosure for this character area. Woodland and a gateway feature shall be incorporated to the A941 road to provide a sense of place and sufficient set back to provide a green edge. The A941 development edge and landscaping will provide an appropriate engagement with arrival to Elgin.*



## **Village Core West - 'The Square' and 'The Campus'**

*The Village Core West will encompass the 'The Square' and 'The Campus' character areas. 'The Square' will provide lower density affordable housing which will display a strong sense of community for the residents. 'The Campus' will act as a hub for the residents of the Western Village with commercial units and outdoor usable space.*



## **'Crescent South'**

*'The Crescent's character area will be outward looking, responding to its relationship with Birnie Road and the adjacent golf course. Set within a low-density woodland context, this area is designed to mirror Tormore Distillery's impressive sweeping crescent of distillery houses. Crescent South will continue the positive frontage to the western edge looking towards the golf course.*



## **'Birnie Wood West'**

*Birnie Wood West will form a character area with a key approach from the south, open space and woodland are therefore important to frame the development edge. Perimeter blocks of housing and open space will provide a low density as Elgin South gives way to the surrounding countryside. The character area will display a 'green' edge by using boundary treatments and soft landscaping appropriate to its surroundings.*



## **'Birnie Wood East'**

*Birnie Wood East nestled between Birnie South West and Parkview will together form connections to the open space to the south. It is key that this area provides a soft edge to frame the development. Birnie Wood East also has a connection to the proposed South Green square. A bold material palette will signify the change in character from the adjacent areas whilst still allowing for continuity to create a unified development.*



## **'Parkview'**

*Parkview is located adjacent to the 'arc park' running east-west. The character area will create a positive frontage onto the 'arc park'. The area will encompass a low density environment to ensure that it displays a softened edge to the built environment. Open meadows with wild flowers will enhance the green corridor by encouraging wildlife and displaying a blue/green infrastructure.*

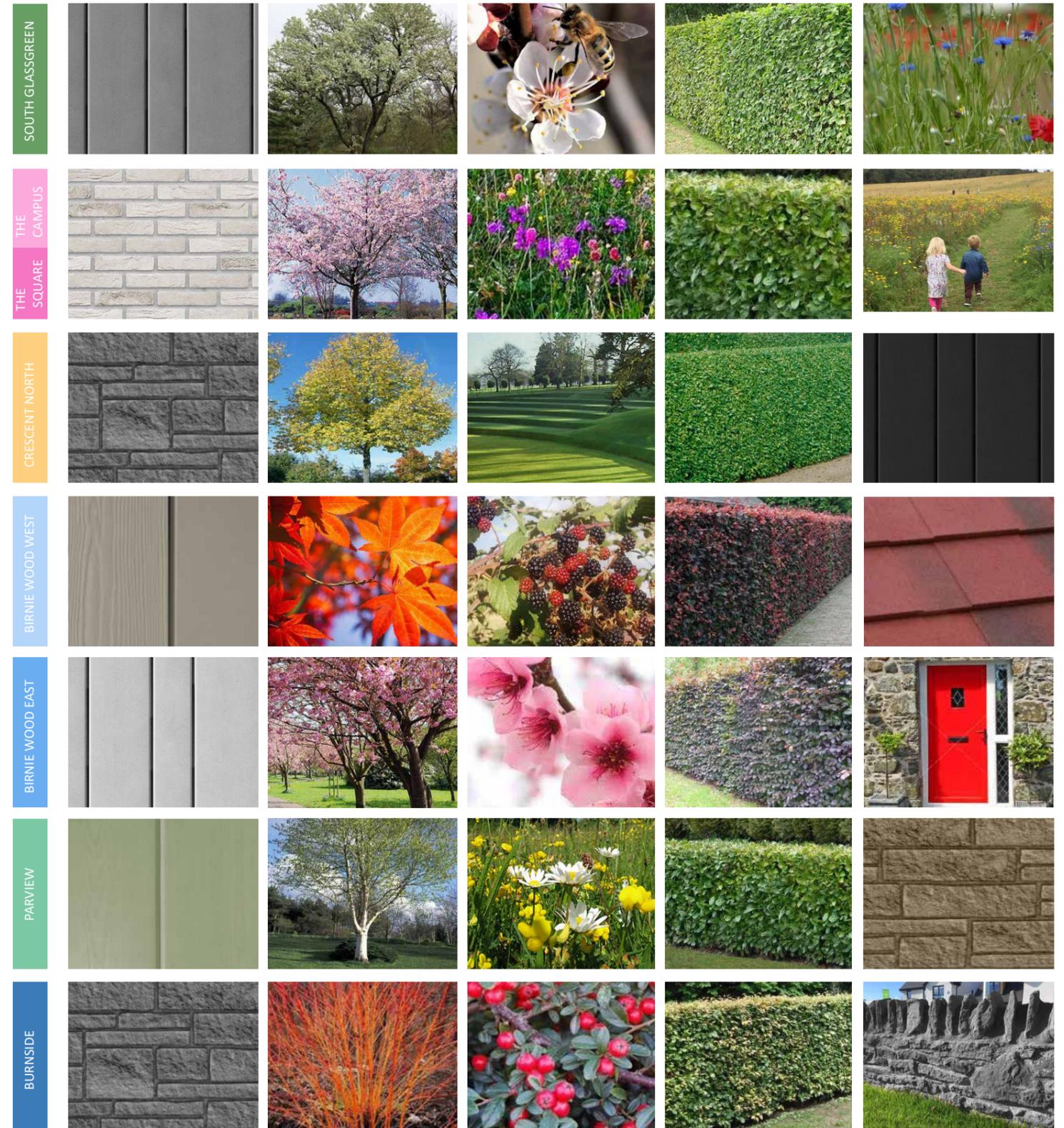
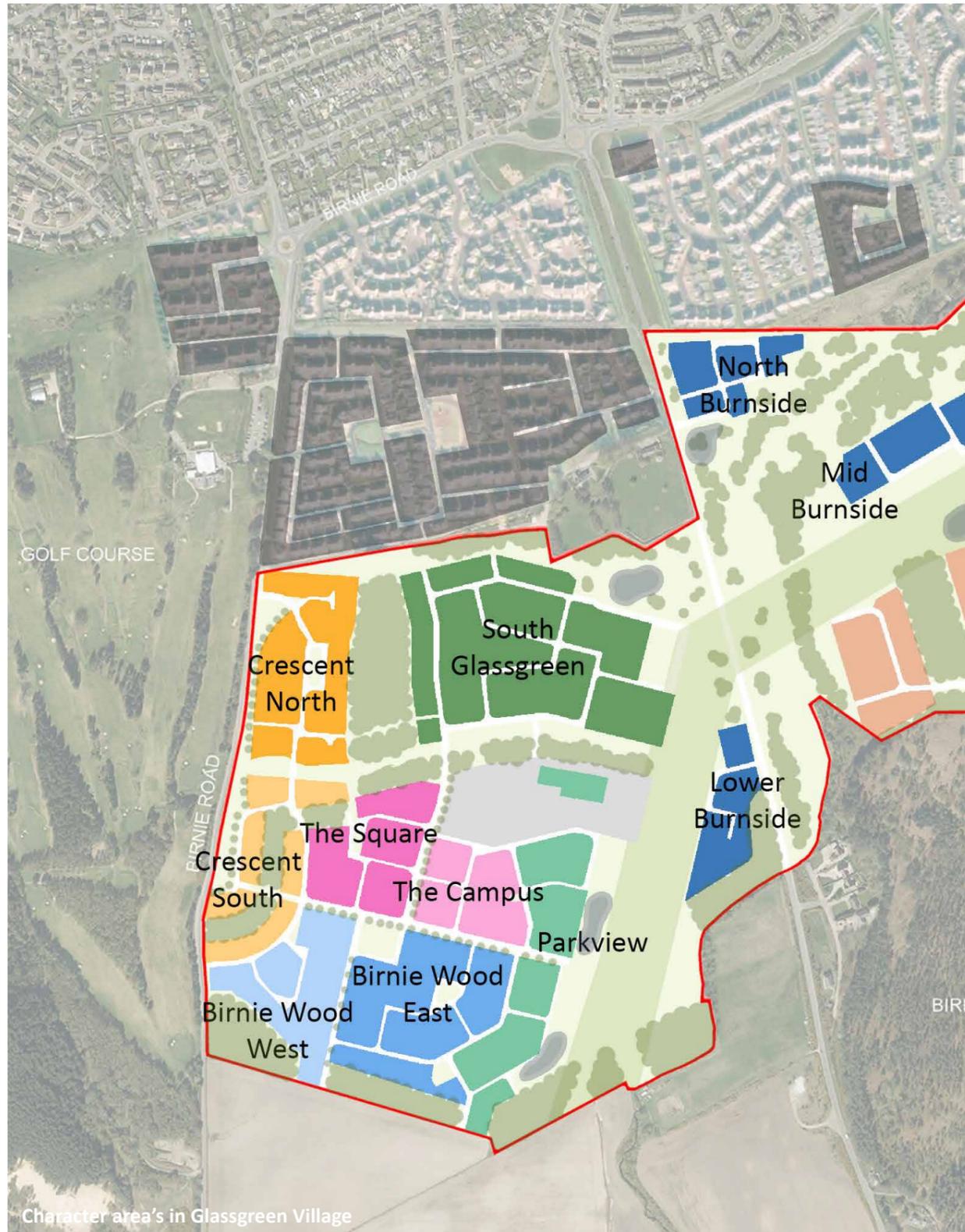


## **'Burnside'**

*The Burnside character area will have medium-higher density housing which will follow the line of Linkwood Burn with access taken from the A941. The site forms an important gateway to Elgin from the south. This area will take on a 'cluster' outward facing development form responsive to its context. Homes would front the A941 road providing a positive frontage albeit setback behind a well-landscaped buffer.*

# Character Area Manual

## Glassgreen Village



# South Glassgreen

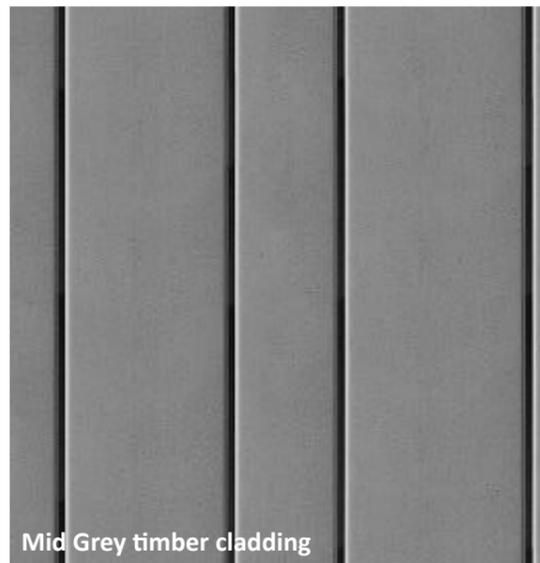


Location of 'South Glassgreen'

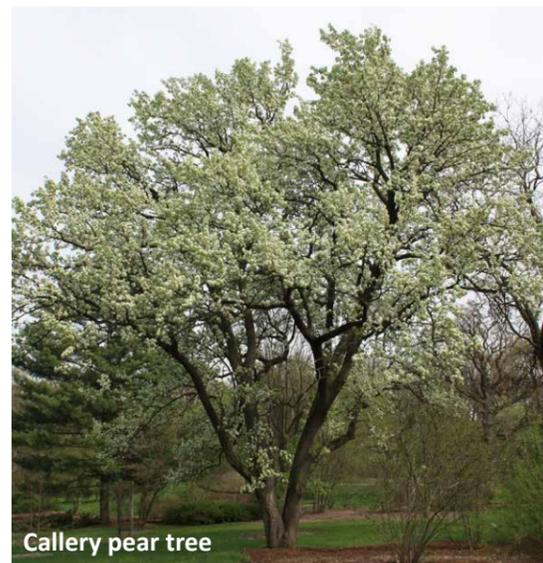


Visualisation of housing fronting onto arc park

*The South Glassgreen character area will have a cool white/green edge warmed with blue wild flowers to attract wildlife. Callery pear trees and white flowering shrubs allow for uninterrupted views from the houses towards the arc park before turning into the intimate linear avenue to soften the transition between public and private space.*



Mid Grey timber cladding



Callery pear tree



White flowering shrubs encouraging wildlife



Beech hedges



Blue wild flowers

# South Glassgreen

South Glassgreen provides an edge and subsequently an extension to New Elgin. The surrounding development and woodland will provide a sense of enclosure to three edges whilst the eastern edge will open to the Arc Park and provide a gateway frontage to the A941. This edge provides an opportunity for key buildings at corners to provide gateways and a feeling of arrival to this character area.

The two key routes through the area are very different in type. The tree lined north-south axis route from the existing development to the school and west village core has an urban feel with street frontage on both sides of the street. Whereas the east-west route along a linear park provides a link to two key open spaces, however an edge will provide a frontage and continuous passive surveillance.

## Highlights

- Avenues of oak, beech, and lime create a frontage on the sunny open eastern and southern edges.
- Colour palette of soft green, buff, and blue greys, with contrasting dark grey key buildings compliment the landscaping proposals of laurel and privet hedges, green meadows.
- Clusters of callery pear trees provide contrast with glossy dark foliage and masses of white flowers attracting bees in summer before turning vivid red in autumn.
- Existing woodland on higher ground to the west has been enhanced allowing woodland paths to connect between each character area.

## Colour Palette



Density  
 40-45 Units/ha   
 30-35 Units/ha   
 20-25 Units/ha



Building Heights  
 3+ Storey   
 2 Storey   
 1-2 Storey

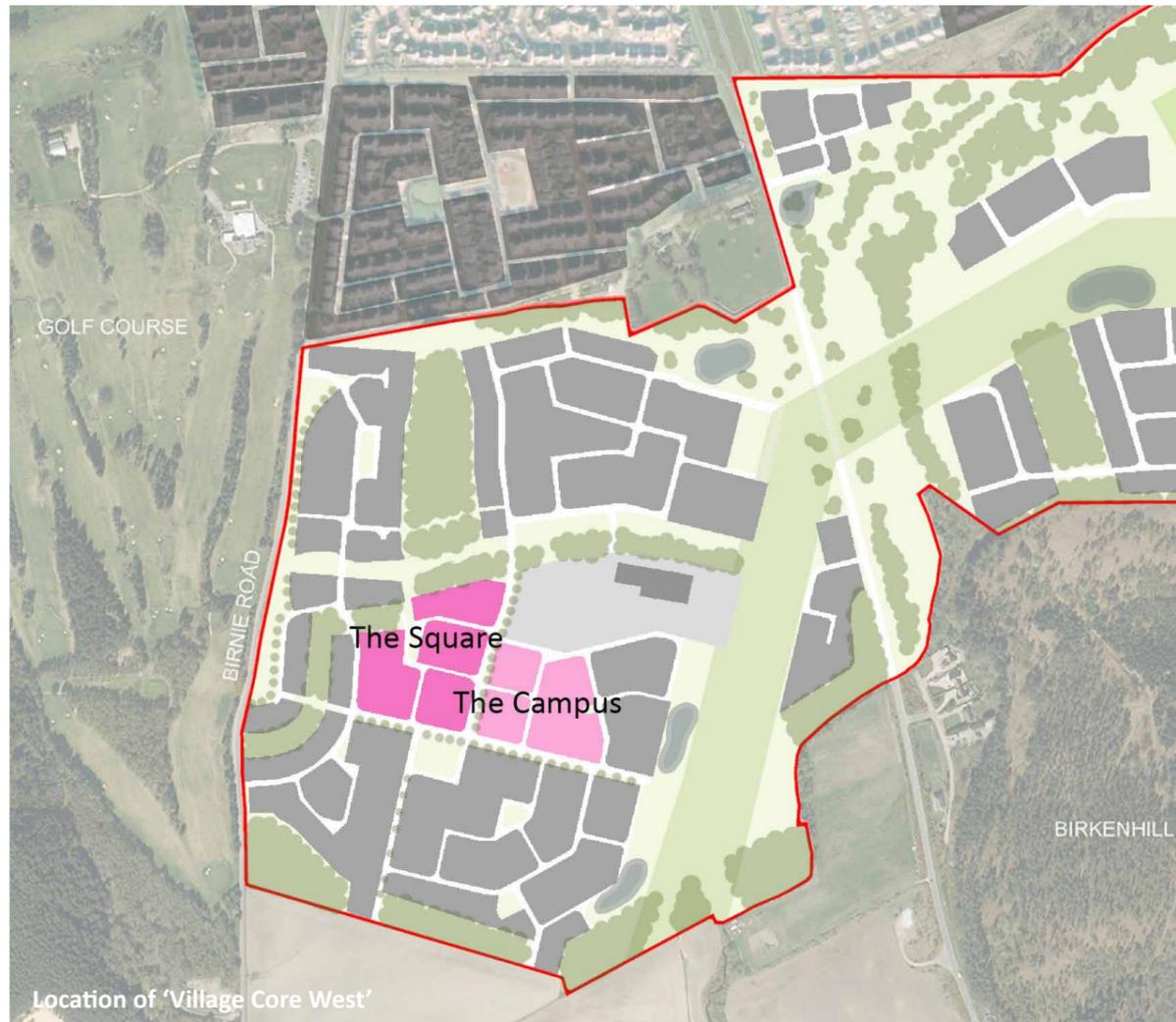


Frontages and Key Buildings  
 Key Frontages   
 Main Routes   
 Key Corners/Buildings

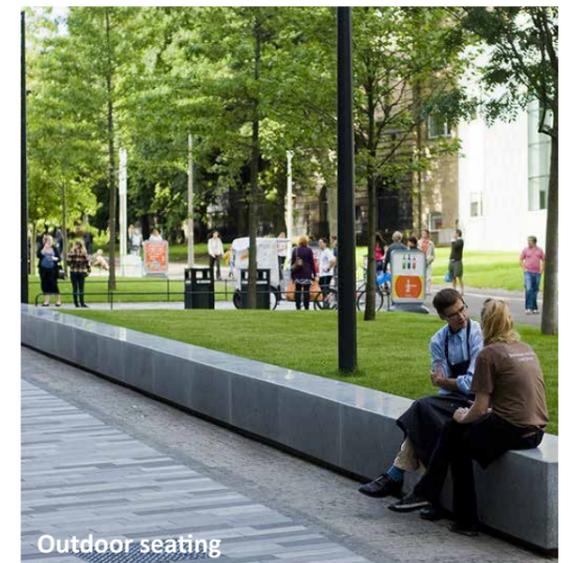
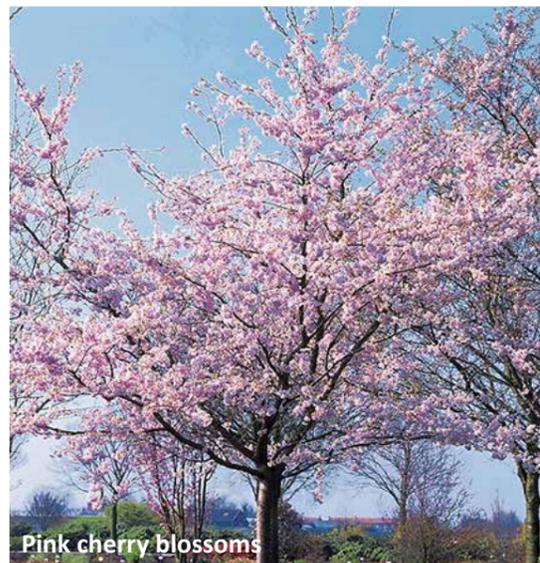


Connections  
 Green Spaces   
 Green Network   
 Key Safe Routes

# The Square and The Campus



*The Village Core creates a focal point to the 'Western Village' with areas of pink cherry blossoms. Pink and purple flowering will compliment the laurel hedging creating a strong landscaped area. The calm and pleasing colours will soften the hard landscaping and will provide a well balanced space for the user to experience.*



# The Square and The Campus

The Square and The Campus combine to provide Glassgreen Village with a village core, hosting a range of amenities for residents and visitors alike. The scale and density of the village core will be noticeably different from that of the surrounding character areas. The building form and material palette will also create a distinct place and one easily recognisable for navigation.

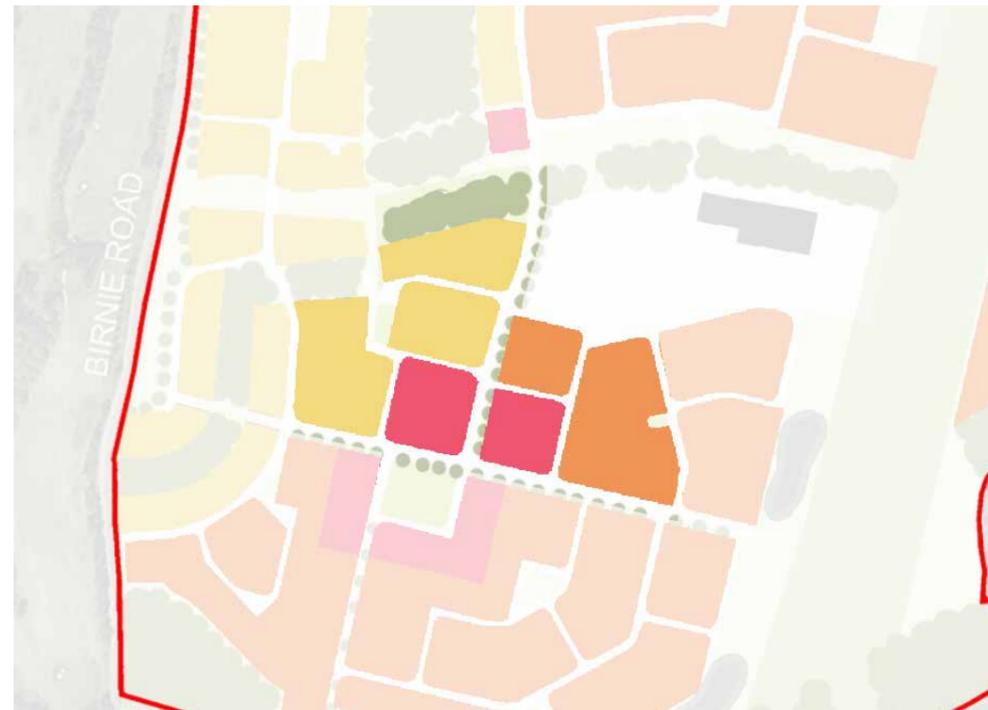
Providing a higher edge to the northern side of the tree lined commercial area and to the community square the light material palette will still allow for a bright and open feel to the urban quarter.

Located centrally within the Glassgreen Village, the amenities will be accessible to all within a small walking distance, promoting travel by foot or cycle. The locality of the school will also provide benefits to the community and support local business's.

## Highlights

- Material colour palette of greys, buff, and white used in the buildings and hard landscaping will form a strong village core softened with pink cherry blossom and tree lined avenues linking to areas east and west.
- Higher in density, providing differentiation to neighbouring character areas.
- Distinct with use of key buildings and variation in materials and treatments. Urban street furniture will complete the public spaces.
- Green travel routes to the proposed school site, other character areas, and to public open spaces providing safe and clear pedestrian routes.

## Colour Palette



Density  
■ 40-45 Units/ha    ■ 30-35 Units/ha    ■ 20-25 Units/ha



Building Heights  
■ 3+ Storey    ■ 2 Storey    ■ 1-2 Storey



Frontages and Key Buildings  
 Key Frontages    - - - - - Main Routes    ● Key Corners/Buildings

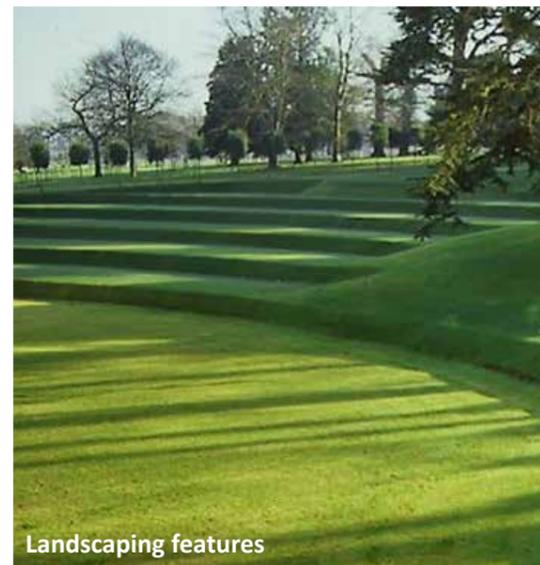
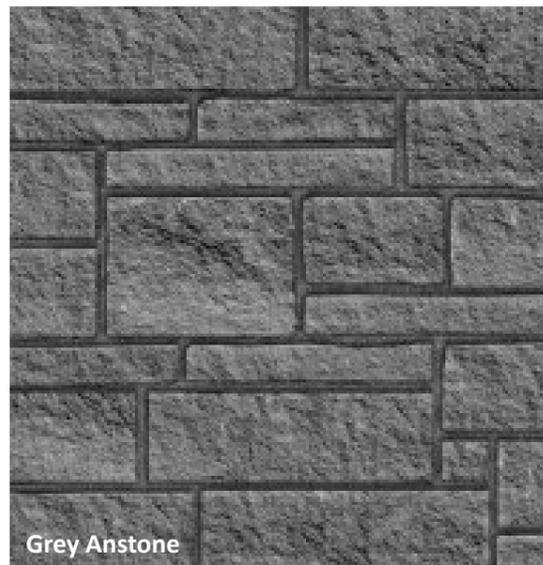


Connections  
 Green Spaces    - - - - - Green Network    - - - - - Key Safe Routes

# Crescent South



*Crescent South will be a continuation of the existing Crescent North development. Silver birch and white flowering shrubs will allow for clear views through to the golf course. The curve of the Crescent will be enhanced with splashes of bright wild flowers in the summer, creating a colourful frontage onto Birnie Road.*



# Crescent South

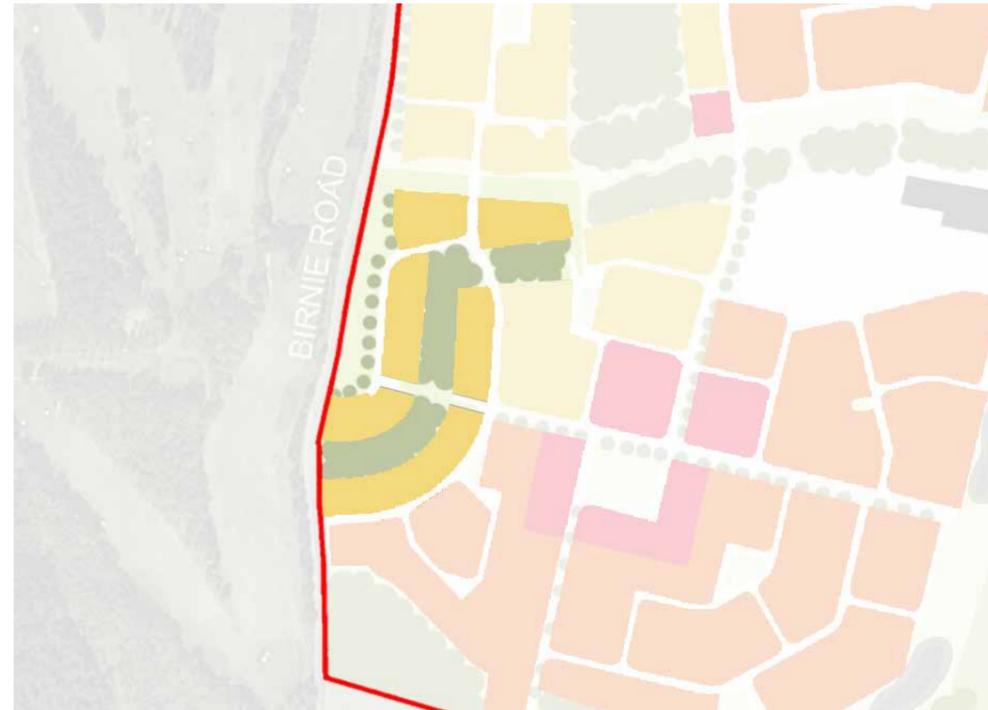
The extension of Crescent North to the south will further strengthen the relationship with Birnie Road and the adjacent golf course. The outward looking, low density development will be set back to mimic the open space and fairways of the golf course along with influences from Tormore Distillery's impressive sweeping crescent as a frontage. Combined with Crescent North the development provides a softer green corridor along Birnie Road with the potential of land art to create some interest.

A backdrop of enhanced planting is present to the rear of the houses enclosing the private gardens whilst contributing to the green network and biodiversity throughout Elgin South. Accent buildings in both Crescent South and Birnie Wood West will be orientated to provide a frontage and maximise visual connections.

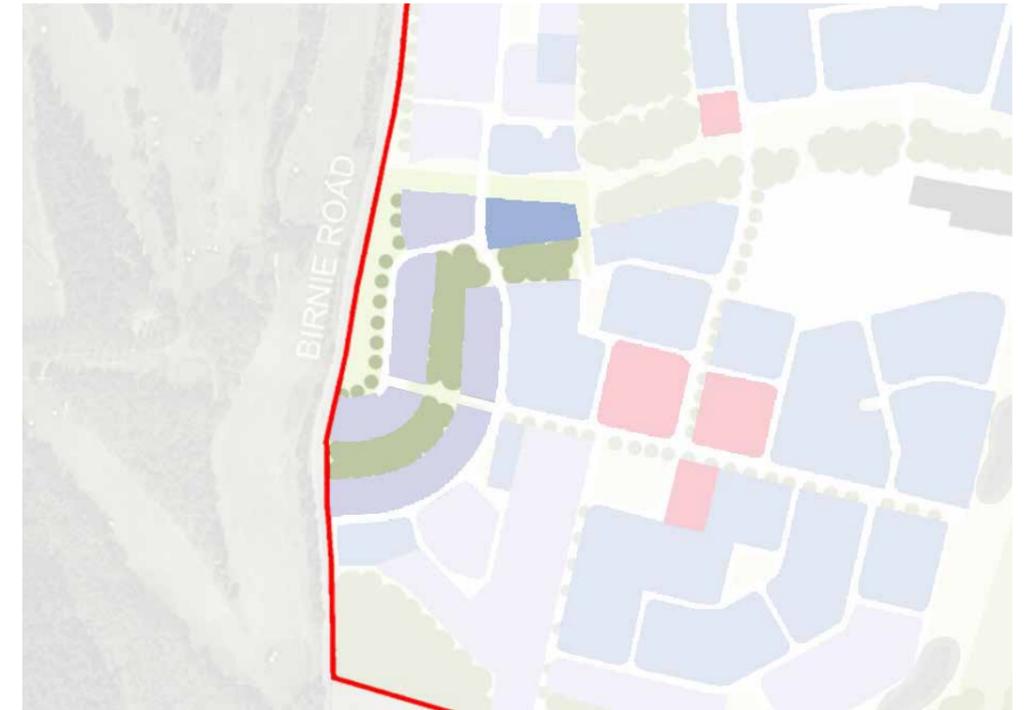
## Highlights

- A long sweeping curve and strong frontage forms the western edge with views to the neighbouring golf course.
- Material colour palette of greys, black and white, contrasting with clusters of silver birch, and avenue of lime tree, and privot hedges.
- Potential for land art and features, complementing the neighbouring golf course fairways.
- Low in density, a distinct variation to neighbouring character areas, with a backdrop of new woodland which will encourage natural habitat and biodiversity.

## Colour Palette



Density  
 40-45 Units/ha   
  30-35 Units/ha   
  20-25 Units/ha



Building Heights  
 3+ Storey   
  2 Storey   
  1-2 Storey



Frontages and Key Buildings  
 Key Frontages   
  Main Routes   
  Key Corners/Buildings

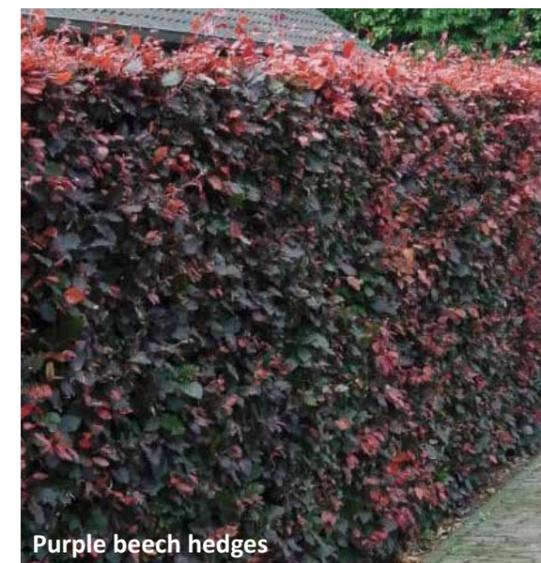
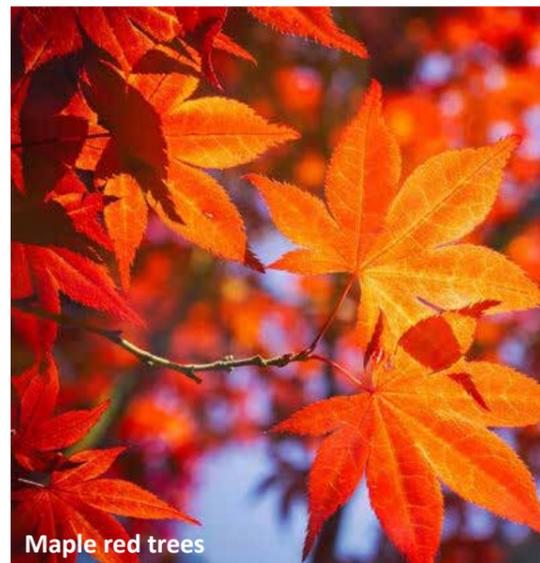


Connections  
 Green Spaces   
  Green Network   
  Key Safe Routes

# Birnie Wood West



*Strong autumn colours will be dominant throughout the year in Birnie Wood West. Purple beech hedges and maple red trees will compliment dark red roof tiles and will provide all year round colour and interest. Wild flowers and berries will naturally flourish and will add to the autumnal feel of the area.*



# Birnie Wood West

Birnie Wood West forms an edge to Birnie Road and a frontage in the gateway from the most western access point. Adjacent from Crescent South it will be of a similar form but will have a very distinct variation on its material palette and a higher density as the road leads you to the village core.

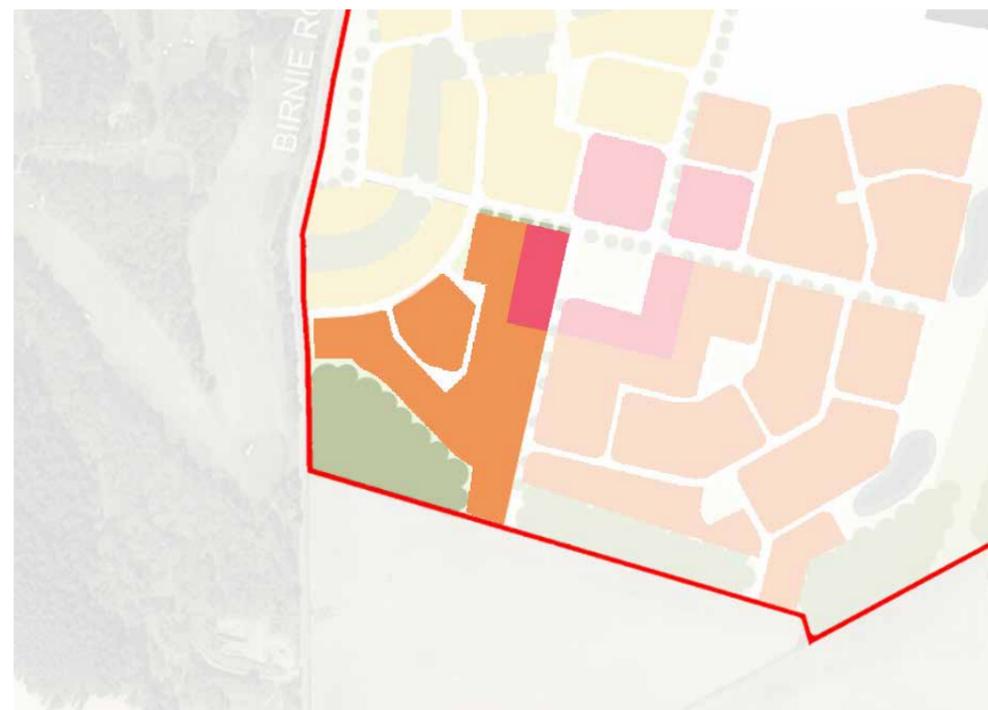
A presence on the western edge of the community square will allow the density to match that of the village core and an opportunity to provide a key block/building on the corner to aid navigation to and from the public space.

This compact edge of the development will be rich with colour and the feel for the development will change through the year as the landscaped edges and streets change through the seasons.

## Highlights

- Distinction to the landscaping, maple trees provide strong autumn colours with purple beech hedging providing colour all year round warm tones.
- New woodland to the south west provides opportunity for planting of native species, including gorse, broom, and bramble, which will provide natural habitat for birds and wildlife.
- Variation in density on the eastern edge facing the central green space provides opportunities for material change and key buildings.
- Street furniture will be more urban in style creating a sense of place.

## Colour Palette



Density  
 40-45 Units/ha   
  30-35 Units/ha   
  20-25 Units/ha



Building Heights  
 3+ Storey   
  2 Storey   
  1-2 Storey



Frontages and Key Buildings  
 Key Frontages   
  Main Routes   
  Key Corners/Buildings



Connections  
 Green Spaces   
  Green Network   
  Key Safe Routes

# Birnie Wood East



Location of 'Birnie Wood East'

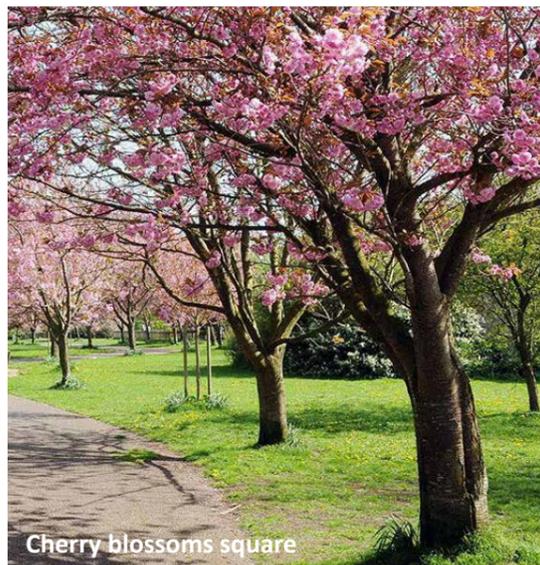


Visualisation of Birnie Wood East streetscape

*Cherry blossoms and purple beech hedges will compliment red doors and provide a warm tone in the spring. Pink and purple shades will continue throughout the seasons with flowering shrubs and trees. Cherry blossoms will create tree lined avenues and create a strong streetscape.*



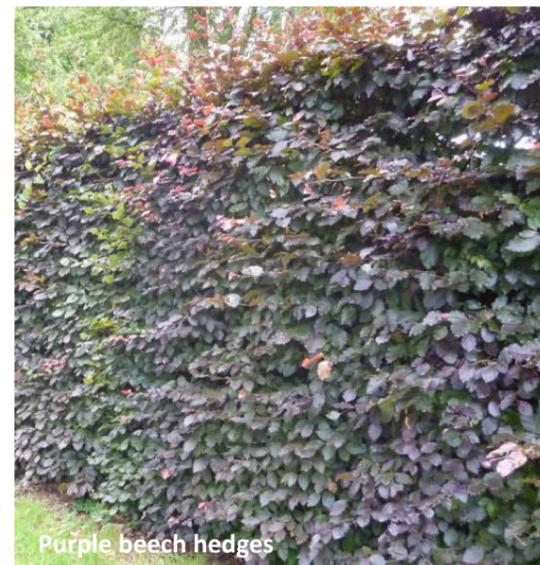
Mid Grey timber cladding



Cherry blossoms square



Pink flowering cherry blossoms



Purple beech hedges



Red feature doors

# Birnie Wood East

Following on from its neighbour Birnie Wood West, the eastern development of Birnie Wood will provide a similarities in terms of building height and density. Where it differs will be with the use of a lighter and more subtle material palette.

The introduction of pocket parks, small greens and play areas will create a variety of streetscapes and an attractive outlook for surrounding houses. The largest of the greens will be the community square to which Birnie Wood West forms two edges. These will be of an equivalent scale to that of The Square, The Campus and Birnie Wood West to create a sense of urban closure. A prominent corner on the north-south and east-west routes will be a key block or vista stopper building.



Density  
 40-45 Units/ha   
 30-35 Units/ha   
 20-25 Units/ha



Building Heights  
 3+ Storey   
 2 Storey   
 1-2 Storey

## Highlights

- Pink clouds of cherry blossom will create a focal point in the spring, and the colour will continue through the seasons with lavender and pink flowering shrubs.
- A colour palette of soft greys, buff, and white compliment the landscaping and planting providing a contrast to the striking bright red doors.
- A variation in building heights and density, key buildings and mixed use opportunities gives this character area identity in contrast to adjacent Parkview and Crescent South areas.
- New woodlands on the southern edge will become a recreational asset for the community with connecting woodland paths.



Frontages and Key Buildings  
 Key Frontages   
 Main Routes   
 Key Corners/Buildings



Connections  
 Green Spaces   
 Green Network   
 Key Safe Routes

## Colour Palette



# Parkview



Location of 'Parkview'



Visualisation of wild flower meadows

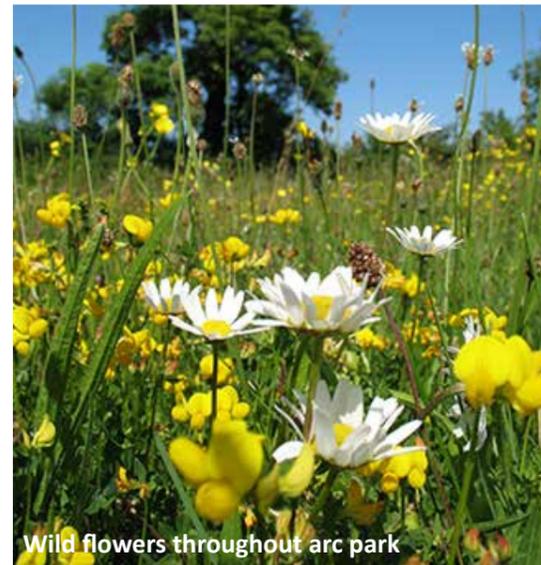
*Parkview will create a cool white/green edge to Glassgreen Village. Silver birch and white flowering shrubs will create a welcoming area of recreation and enjoyment. Splashes of bright yellows and reds and blues in the summer will create a colourful and attractive edge to the development.*



Soft green timber cladding



Silver birch trees



Wild flowers throughout arc park



Laurel hedges



Buff Anstone

# Parkview

Parkview is a new addition to the previous Elgin Masterplan approved in 2017. Borrowing some development from the previous Birnie Wood, Parkview provides an edge to the now widened expanse of the linear active travel route, Arc Park. This area of development will have a certain degree of exclusivity on the western section of the Arc Park where no other and open views onto adjacent field and woodland.

A series of SuDS features, woodland and a tree line edge to the front will promote and encourage biodiversity in this pocket where the landscape can be more natural. A range of native species will be able to thrive providing colour and interest to meadows and landscaped edges.

The development will provide a varied scale along the eastern edge to create variety and not to over dominate the landscape features.

## Highlights

- Bathed with cool early morning sun this easterly facing character area provides a green natural edge to the western village.
- Material colour palette of soft green, buff, and white reflect and compliment the landscaping proposals of laurel hedge garden boundaries, green meadows, and clusters of silver birch trees.
- Arc Park provides opportunity for planting of native species, including gorse, broom, and brambles a natural habitat for birds and wildlife.
- SuDS will be incorporated on the edge of the meadows to provide attractive blue/green features and encourage habitat, wildlife, and amphibians.

## Colour Palette



Density  
 40-45 Units/ha   
  30-35 Units/ha   
  20-25 Units/ha



Building Heights  
 3+ Storey   
  2 Storey   
  1-2 Storey

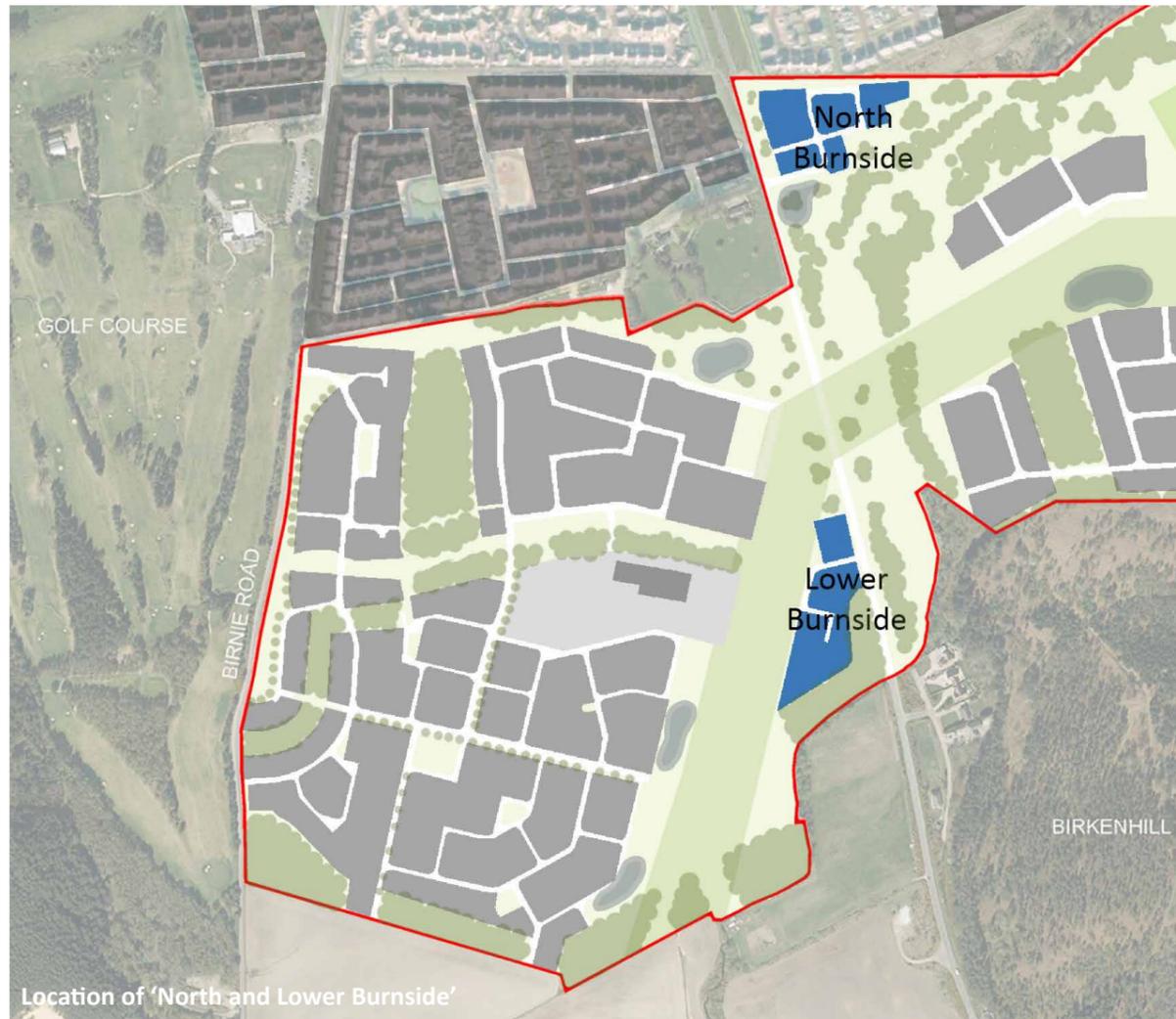


Frontages and Key Buildings  
 Key Frontages   
  Main Routes   
  Key Corners/Buildings

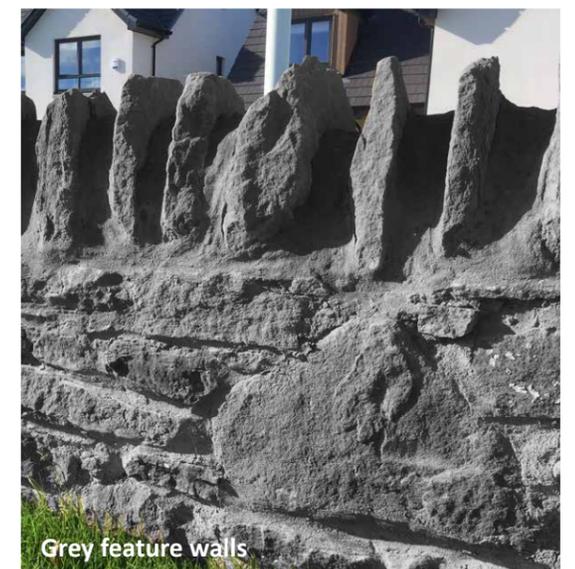
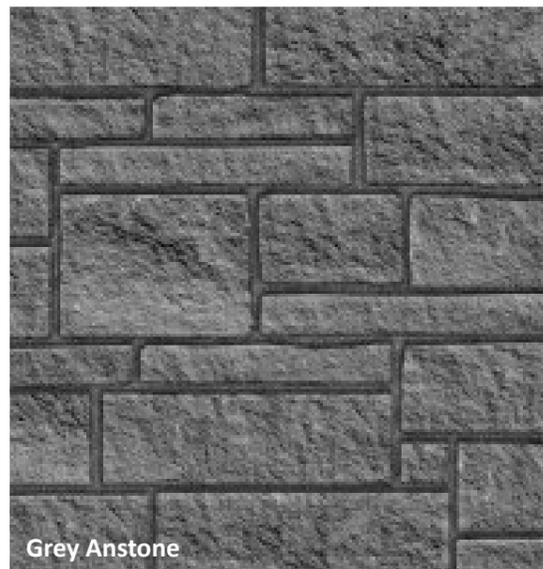


Connections  
 Green Spaces   
  Green Network   
  Key Safe Routes

# North and Lower Burnside



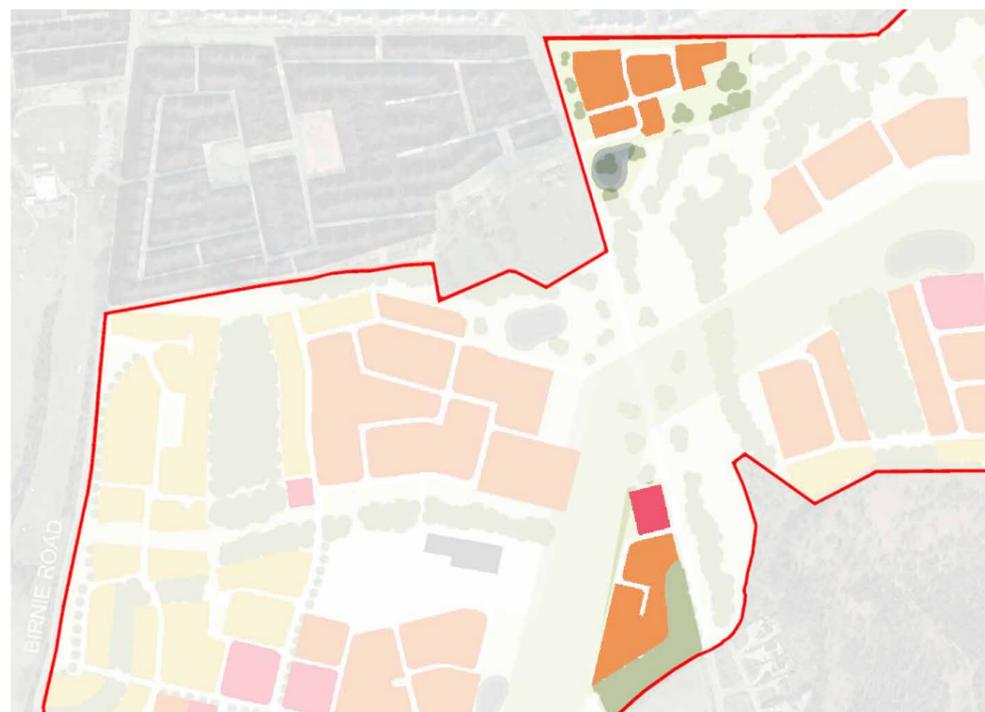
*The Burnside area will include a strong red accent colour throughout it's landscaping and features. Fire red bushes and wild berries will work together to form a bold and distinct landscaping structure. Existing mature trees within the public open space beyond will form a pleasant backdrop.*



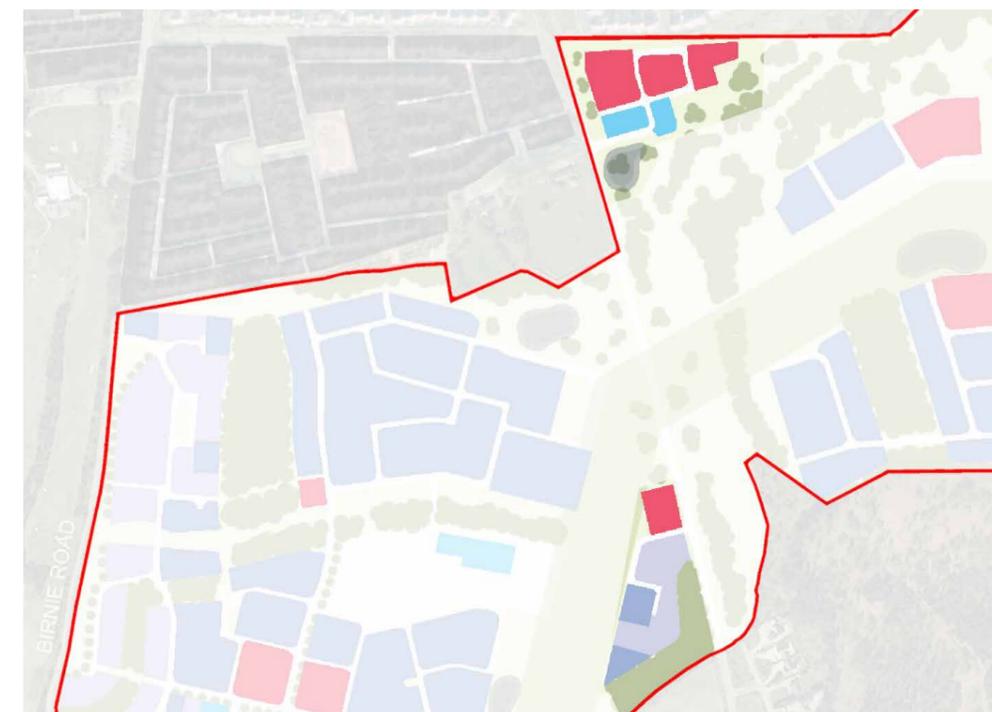
# North and Lower Burnside

Connected by the A941 North and Lower Burnside will form a progression gateway to and from Elgin. A cluster type development sitting each side of the road will allow the linear park to open either side creating an interesting journey for visitors. The prominent northern corner of Lower Burnside presents itself as a key location for a key building which can be used for something other than housing.

Enhanced woodland and tree lined streets with strengthen the green network route of the Linkwood Burn between the two development parcels encouraging community engagement with nature and the countryside.



Density  
■ 40-45 Units/ha    ■ 30-35 Units/ha    ■ 20-25 Units/ha



Building Heights  
■ 3+ Storey    ■ 2 Storey    ■ 1-2 Storey

## Highlights

- Gateway opportunities in the A941 roadway into Elgin, and key buildings will create focal points and interest within each development cluster.
- Grey stone on buildings and feature walls, combined with grey and black cladding creates structure and form, in contrast to the bright reds and oranges within the landscaping.
- Direct access to Arc Park and the green network.
- Positive active frontage on prominent routes, with key buildings and discrete courtyard parking.
- Biodiversity and natural habitat is promoted by protecting and enhancing the mature woodland, watercourses, and existing woodland paths.

## Colour Palette



Frontages and Key Buildings  
■ Key Frontages    → Main Routes    ● Key Corners/Buildings



Connections  
■ Green Spaces    → Green Network    → Key Safe Routes

# 8.0 Sustainable Design and Construction

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

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



# Sustainable Design and Construction

## Fabric First

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

Our timber kit specification includes for FSC or PEFC certified timber. The use of timber for kit manufacture and for materials and external wall cladding is typically Scottish larch. Timber provides a highly efficient and sustainable building material. Precision-engineered kits mean minimal wastage of material and resources. Using sustainably managed timber has a low carbon footprint level as timber throughout its growing life consistently captures CO<sub>2</sub>.

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

## Water

Water efficient fittings will be provided to all WC's and WHB's within each dwelling in line with current building standards. Water butts are to be provided at each house to collect surface water from roofs for use in the gardens. Grey water and recycling will be investigated for WC's.

Surface water drainage will require to be designed in accordance with the principles of sustainable development. Natural blue-green infrastructure shall be incorporated into SuDS.

Permeable surface materials such as porous paving or gravel will be used in the non-adopted parking areas.

## Renewables

The type of renewables available will change as technologies advance through time. It is anticipated that the below will be utilised in the early years for use across various tenures to comply with Building Standards in various combinations.

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

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

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

Future energy storage solutions to be considered.

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

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

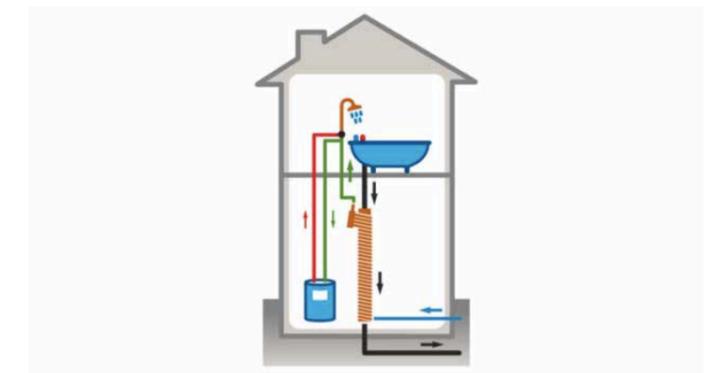
## Current Practice



Air Source Heat Pumps



Photovoltaic Panels



Waste Water Heat Recovery

# Biodiversity

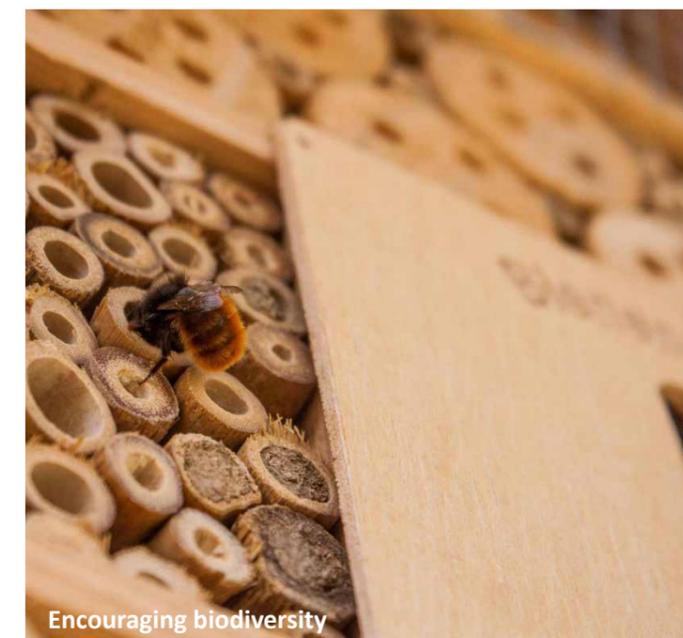
Elgin South will maintain existing woodland and trees and increase connectivity of green infrastructure post development. The planting of street/ feature trees, hedgerows, shrubs and wildflower meadows will be informed by species as listed in the MDLP 2020 and those identified in Wildlife Mitigations and Enhancement (WMEP) documents produced by EnviroCentre for individual development phases. Any failures in planting in the first five years after planting will be replaced with plants of a similar species or size

Each phase has thus far and will continue to have a WMEP. These include ECoW inspections which identifies site observations along with mitigation and remedial actions to be implemented. The actions are allocated a 'traffic light' colour depending on the urgency, are completed every 4 months and feature checks on badgers and other protected species on or near any of the sites, habitat corridors/surface water management and flora/fauna. The WMEPs also inform the provision and location of suitable wildlife refuge such as bat and bird boxes, hedgehog friendly fencing, and hibernation refugia. These provisions can be extrapolated for the masterplan site to create a network of wildlife friendly measures and include, as required, additional items such as wildlife crossing points and amphibian friendly drainage. The main aim would be to maintain and enhance wildlife provisions and biodiversity on site and enhance connectivity to further suitable wildlife habitats in the wider landscape. Habitats will be situated throughout the development, providing connectivity to existing mature woodland on fringes and wider extents of site.

Blue-green infrastructure will be incorporated into the multi-functional open space in the form of swales, sustainable urban drainage systems and other water features which are design elements which contribute to biodiversity and also help create a sense of place and identity. The proposed sustainable urban drainage system (SuDs) provides an opportunity for habitat creation and create or maintain wetland areas on the fringes of the Linkwood Burn.

Throughout the development there are areas to be hydro-seeded and maintained as species rich long grass areas as well as seeded communal close mown grass areas, with minimal management. Wildflowers present diverse and appealing habitats which are iconic to UK countryside, benefiting local wildlife and quickly naturalizing with little maintenance required. Meadows attract plant as well as insect biodiversity, accommodating invertebrates (including pollinators), birds, and mammals.

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



# Carbon Emissions

In December 2020 the Scottish Government published an update to the Climate Change Plan that set out how they will meet the target to reduce emissions by 75% by 2030.

Mitigating climate change is primarily accomplished through reductions of greenhouse gas emissions such as carbon dioxide. The Elgin South Masterplan will seek to address this through identifying a number of possible interventions that would contribute towards this objective. Given the scope and context of the development, many of these relate to encouraging people to use zero or low carbon forms of transport, such as walking, cycling and public transport. In addition, all development across the site should be designed to minimise carbon emissions, and to be as energy efficient as is reasonably practicable. Another way in which carbon emissions can be limited is through the use of renewable and low-carbon energy generating technology. We will pursue these to deliver tangible benefits.

Extensive landscaping and tree planting are proposed throughout the site corresponding with the flood risk area and retained trees. Appropriate hedgerow and tree planting would be adopted. Existing mature trees and wetland along Linkwood Burn add greatly to sense of place and act as carbon stores.

We place great emphasis on sustainable housing, for example increased energy efficiency, which also works at tackling fuel poverty, and higher carbon standards for our new homes.

‘Rethinking how our places are lived in, planned, delivered and adapted will help to futureproof our villages, towns, cities and regions from the more extreme and costly impacts of climate change. The development of low carbon and resilient places across Scotland, for example through 20 minute neighbourhoods, will provide ready access to the facilities for our everyday lives, significantly reducing private car dependency and increase walking cycling and public transport use, and supporting the well-being economy.’ (Carbon Change Plan)

Springfield provide modern homes and buildings which will be much greener and more energy efficient than their predecessors but they must go further. ‘We will have reduced emissions from, and demand for, heat, so that virtually all buildings are zero emissions. Renewable sources of energy will supply our heating, cooling and lighting needs. People will feel comfortable in their homes all year round, and we will have met our statutory targets for fuel poverty.’ (SG Climate Change Plan)

We will deliver in unison with Moray Council a series of active travel projects and infrastructure to create good access for walking, cycling and wheeling. Enabling the delivery of high quality, safe walking, wheeling and cycling infrastructure alongside behaviour change, education and promotion is the best way to encourage more people to choose active and sustainable travel.



Safe active travel routes

# Climate Change and Resilience Adaptation

Climate change refers to a large-scale, long-term shift in the planet's weather patterns and average temperatures. 'As of 2018, the 20 warmest years on record globally have been in the past 22 years'. (IPCC) It drives increases in storm frequency and severity, greater variances in temperature extremes and heightened flood risk. Broadly it will result in a shift to warmer and wetter winters and hotter and drier summers. Loss of species and habitats is a direct consequence of this, impacts on public health along with effects on farmland and infrastructure.

Elgin South aims to be as resilient to climate change as far as possible. This works from avoiding area of flooding risk accounting for climate change and storm events. New development should not be located in areas at flood risk or increase vulnerability to flooding (MLDP DP1). Farmland will be given over to wetlands and informal meadows, watercourses shall be restored and enhanced and woodlands created to be carbon sinks.

Open space and green/blue infrastructure provision is important for many reasons. It supports healthy and active lifestyles, as well as providing spaces to relax and unwind supporting mental health. It can have climate change related benefits including reducing flood impacts, providing space for sustainable drainage, and pollution mitigation. It can create habitat networks and connections and support biodiversity. (MLDP EP5)

We will work to enhance water quality, the water environment and the natural elements of the wider site. Nature-based solutions will be maximised to provide areas to be given over to both biodiversity and natural flood management. Green and Blue Infrastructure is central to building resilience to climate change, and can also be a key driver to meet other economic, social and environmental goals. SuDs will provide swales, ponds and other features that mimic more natural processes rather than geometric basins and ditches.

'Green infrastructure can provide insulation, reducing heat demand during cold periods, and cooling, reducing the need for air conditioning during heat waves. Trees close to buildings can also provide shade and shelter,

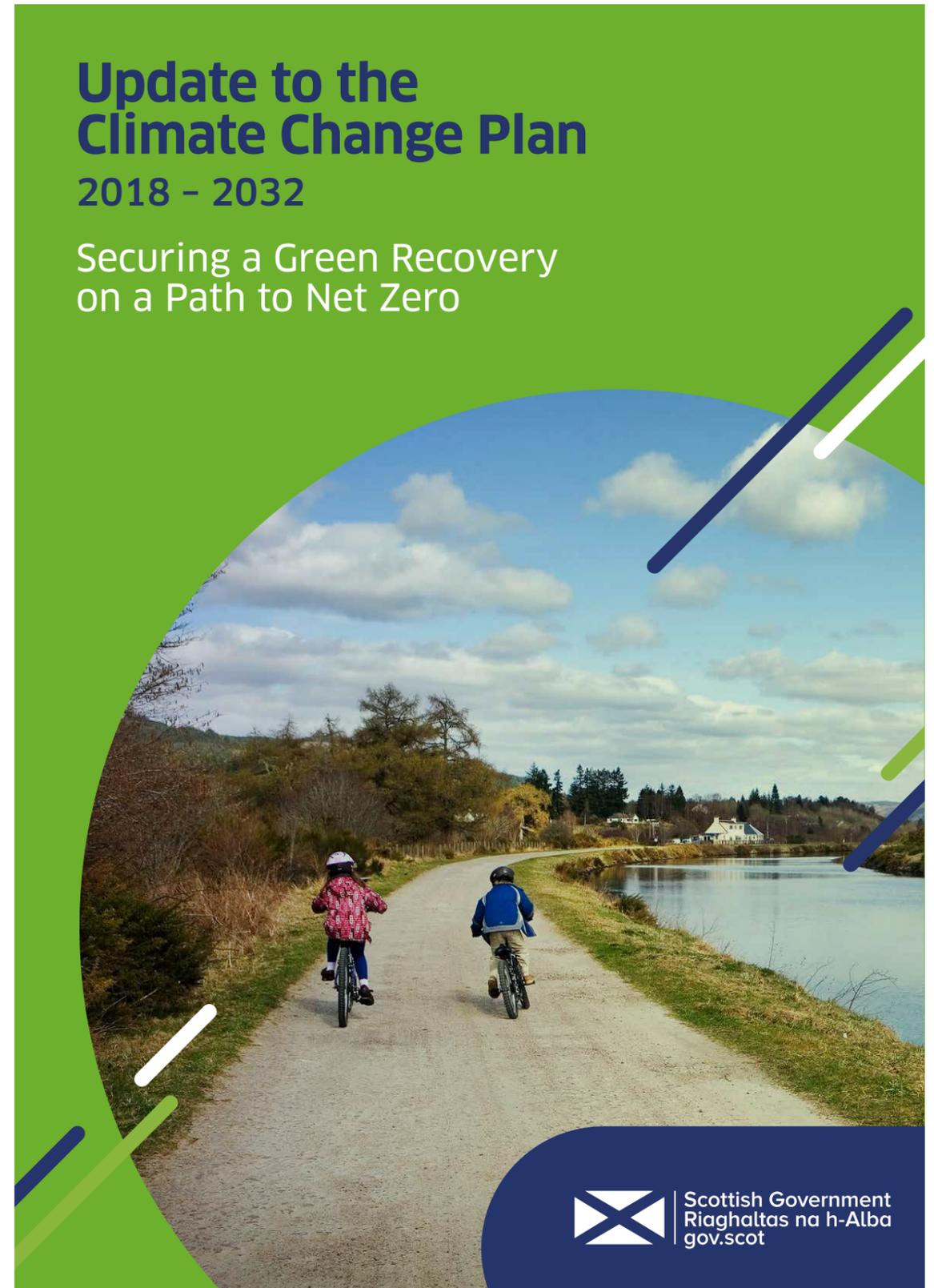
and parks, gardens and water features help to provide urban cooling on hot days. Co-benefits include positive impacts on biodiversity and urban wildlife, aesthetic value, places for outdoor recreation, reduced storm-water runoff, air and water quality improvements and carbon sequestration.' (SG Climate Change and Built Environment)

The masterplan incorporates corridors across the site which support the movement of wildlife, linking open spaces with the cover of vegetation and woodland areas. These enhance biodiversity, provide tranquil spaces between the residential areas and allow for increasing resilience in the changing climate. These greenspaces, including meadows and parklands which amounts to over 40% of the site corresponds principally with existing woodland fringes, The Linky and areas of flood risk. Informal and formal spaces and path networks would connect into the wider area and its cycle and core path networks.

Energy Efficiency and resource consumption shall be derived from a range of measures including better insulation, energy-saving technology and appliances, EV charging and more sustainable construction techniques and materials. Renewables such as ASHPs, solar panels and other technologies shall be used and alternatives explored. Waste management and recycling from construction through the lifetime of the development shall be promoted. Green Travel and greener development shall be at the forefront of Elgin South.

## Update to the Climate Change Plan 2018 - 2032

### Securing a Green Recovery on a Path to Net Zero



Springfield 