

Appendix 1: Summary of Representations Received to Draft Buckie South Masterplan and the Council's Response

Name/Organisation	Theme	Comment	Moray Council Response
Buckie & District Community Council	General	The information contained within the Buckie South Masterplan was hugely complicated and difficult to navigate through. We sincerely hope this has not put people off responding as ultimately the feedback is needed.	Changes have been made to the masterplan to make it more user friendly. This has included splitting into three Volumes and removing some of the more technical aspects into Appendices. The Character Area Overview Table has been moved to Volume 3 (Character Area Manual) and Section 6 The Barhill Road Study (previously included in Volume 1) has been appended to the Masterplan which helps with the flow of the document.
Heike Bain	General	The existing developments in the south of Buckpool look like lego houses. There are no real green spaces, no large trees, and no wildlife friendly features. The proposals in the Masterplan look fine on paper, but when it comes to it, will it really be implemented in the whole development?	The masterplan seeks to create a new neighbourhood that will contain a number of individual character areas that are distinct and reflective of the townscape of Buckie. As shown in the masterplan, each character area will have its own material palette to ensure that they are distinct from one another. Each character area will also use different colours and species in terms of landscaping and planting to ensure seasonal variation and colour all year round. In addition to this key buildings will also be located on prominent locations within each character area which will be differentiated through design and materials from other the other buildings.

			<p>The masterplan has good quality open space embedded into the development and will be key features of the neighbourhood. This includes the provision of a large neighbourhood park and smaller individual pocket parks which will provide good access to open space for all of the residents as well as providing play areas and kickabout space.</p> <p>The masterplan also has space reserved for allotments and a community orchard. Woodland and structural planting will also be provided around the edge of the development to provide good recreational opportunities for residents.</p> <p>Once adopted the masterplan will become a material consideration in the determination of planning applications. Any detailed planning application will have to not only comply with the principles and design code set out in the masterplan but also Primary Policy PP1 Placemaking of the Moray Local Development Plan 2020 (MLDP). Any detailed application will be subject to a Quality Audit (QA) to assess the proposal against PP1 by a multi-disciplinary team of Council Officers to ensure that the highest standards of urban design have been met and the proposal fully complies with PP1.</p>
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<p>Meg Jamieson</p>	<p>General</p>	<p>Objection to the masterplan. Issue with the consultation period being rushed before the local elections. Plenty of one spaces in Buckie to hold events to speak to people. More time should be given and perhaps door to door consultation.</p> <p>Land not identified for housing in the plan should remain that way and not be sold for housing in later years. Land should remain as the identified use as per the local development plan.</p> <p>There is an area identified for allotments. Given there are allotments already identified in Buckie, what is the reasoning for allocating more?</p>	<p>Objection to the masterplan and consultation period are noted. Given the time constraints with regards to the local elections and with rules regarding Covid 19 at the time, it was not possible to undertake a face to face public consultation event as was previously done pre-pandemic.</p> <p>The masterplan area represents a long term and significant extension to Buckie that will provide housing for the next 20+ years. Ensuring that the space for allotments are included within the masterplan from the start is important so that should the demand for this facility be required in the future space has been reserved. Community facilities like allotments are important to creating healthy and vibrant neighbourhoods and offer good opportunities for community cohesion and for improving the mental health and well-being of residents.</p> <p>Comment regarding the sale of land is noted. Land that is identified as housing will remain allocated for that use throughout each plan period. However, it is reviewed at the start of each MLDP plan process and can be changed if deemed appropriate.</p>
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NatureScot	General	Pleased to see the planning that's gone into the design for open and green spaces and creation of habitats to benefit biodiversity.	Comment noted.
HES	General	No comments or objections.	Noted.
Archaeology Service	General	<p>Volume 1 – Section 3 Historic Context</p> <p>We welcome the research undertaken on the historic development of Buckie and that it notes it as being a product of several smaller villages being merged together over time.</p> <p>Volume 1 - Section 4 Site Analysis</p> <p>This section currently lacks reference to the historic environment and the following two sites should be noted as considerations within the Masterplan:</p> <ul style="list-style-type: none"> • East Burn, otherwise shown as Burn of Rathven, is part of a former mill lade for the Mill of Buckie (see HER Reference NJ46SW0026), a 19th century mill which includes on the NE boundary of the development site the former mill pond. It is unclear as to how much of the site boundary overlaps with this feature, but where possible it should be retained and incorporated into the green infrastructure of the site. • Within the proposed development boundary there is also the cropmark of a possible circular enclosure with two possible pits (see HER Reference NJ46SW0068). This is possible indicative of prehistoric activity at this location. Targeted archaeological evaluation of this site will be required, but this can be done post-determination via applied Conditions to the Decision Notice should the application be minded for approval. <p>Volume 1 - Section 6 Historic Analysis and Barhill Road Study</p>	Noted.

		<p>We welcome the addition of sketch diagrams which demonstrate the design linkages between the key historic areas of Buckie and this new proposed development layout. This helps to embed the new development within the wider landscape setting and context of Buckie as a town.</p> <p>Volume 2 - Section 7 Public Art and Wayfinding</p> <p>The examples given of public art in this section are excellent references to the rich cultural history that a place can have, and a continuation of that would be welcomed. As with any public art and wayfinding, careful consideration should be given to scale and placement in order to avoid streetscape 'clutter'.</p>	<p>The Council will seek to ensure that public art is delivered as proposed in the Masterplan at the planning application stage. The location of public art will ensure that streetscape 'clutter' is avoided.</p>
Scottish Water	General	<p>There is a Strategic Network Impact Assessment in progress for Buckie; this includes both wastewater and water assessments.</p>	<p>Comments noted.</p>
Moray Open Space, Access & Policy Officer	General	<p>It is right that a key thrust of the masterplan is to encourage active travel. The document recognises the role of providing good linkages to the Core Paths network in achieving this aim. The masterplan area can connect directly to the existing Core Paths network but the Buckie Burn to the east constrains connectivity.</p> <p>It is considered the main direction of active travel will be to the north and east as opposed to the south and path connectivity should be focussed in this direction. The development extent of Buckie South will impact on the existing Core Paths network and mitigation is considered to be required to improve accessibility and increase the carrying capacity of parts of the network where constraints limit use. These are identified as follows:</p>	<p>Site R7 is outwith the masterplan area and is a separate designation. The settlement text has a series of policy criteria that must be met and any issues relating to the cemetery will be addressed at the detailed planning application stage.</p> <p>The masterplan identifies a hierarchy of open space including a neighbourhood park and pocket parks to ensure that residents have good access to areas of open space. Allotments, a community orchard, and informal woodland walks are proposed within the masterplan ensuring that there is a good variety of open space</p>

		<p>BK03 – Provide new accessible bridge across the Buckie Burn at Mains of Buckie</p> <p>BK07 – Improve BK07 and extend southwards down both sides of Barrhill Rd as a 3 metre wide cycle path. This I believe is already mentioned in the document.</p> <p>BK09 – Provide a surfaced 2M wide path across the field at the southern end of BK09.</p> <p>Cemetery Impact - R7 (Page 12) is adjacent to the cemetery and we have concerns about impacts of the proposed residential development on the cemetery – given the current link road through this area to the cemetery, i.e. need for unrestricted access for funerals and operational activities connected with the cemetery. Any layout for the new development needs to accommodate the operational requirements of the cemetery.</p> <p>It is considered that overall there is a deficit of green/open/play spaces in the masterplan and this needs to be addressed in the overall layout. There also are concerns about additional resources required for maintenance when there is an increase in publicly managed / maintained open space. Where possibly separate management regimes should be put in place to minimise this burden. There are also concerns about increased pressures on the relatively small play area at Buckpool Harbour that will result from the new developments.</p>	<p>across the masterplan area. Further amendments are being sought to ensure the 'community woodland' is delivered as part of the Buckie South Masterplan in order that it also becomes a recreational asset and enhances biodiversity.</p> <p>Any detailed planning application will have to comply with Policy EP5 Open Space which requires open space to meet both the quality and quantity standards as set out in the policy. This is to ensure that what is being provided is functional and of high quality to provide residents with good recreational opportunities. For these reasons the open space provision as set out in the masterplan is deemed to be acceptable.</p> <p>A new active travel bridge across the Burn of Buckie and connecting routes is being sought to promote active travel and text is set out in Appendix 2 to the Committee Report to ensure that the new active travel bridge and associated connecting routes are delivered.</p>
SEPA	General	<p>Green network & corridor to West Burn - it is difficult to understand what is proposed for this corridor as part of the masterplan - there is reference to 'potential for localised realignment & habitat enhancements' and to a 20m corridor. We request that more detailed proposals are provided for this corridor as part of the masterplan showing the extent of land within the fluvial floodplain of the watercourse; proposed watercourse</p>	<p>Comment noted. This wording will be included in the masterplan so that the relevant information is provided at the detailed planning stage.</p>

		<p>realignments; details of buffer strips (including dimensions) to the watercourse which are to be undeveloped and details of habitat enhancements.</p> <p>Figure 30 - Rev A shows 'structural woodland' immediately alongside the watercourse and further details are required if this is to be the case.</p>	
Moray Council, Environmental Health	General	<ol style="list-style-type: none"> 1. Construction Noise – The construction of infrastructure and development is likely to be significant in terms of duration and it will be necessary to ensure the amenity of existing noise sensitive receptors is not significantly affected. Proposals for key phases may involve vibratory piling and there may be occasions where pumping equipment, generators require to operate out with normal working hours. All significant sources of noise and vibration during the construction phase will require to suitably assessed, having regard to PAN 1/2011 and the more specific guidance available within BS 5228 – 2009, Parts 1 and 2. 2. Proximity to Inchgower Distillery- the development encroaches closer to the distillery and it will be necessary for a Noise Impact Assessment to address this aspect, in order that the future amenity of the residential development is not affected. Similarly, there is a need to consider the site at the northern end and it's proximity to the existing commercial manufacturing unit. In addition, the possible formation of retail units and a potential school will need further consideration on noise emissions to ensure the existing and future residential development is not significantly affected. 3. Air Quality/Noise from road traffic –Local Plan Policy EP 14 require assessments to be undertaken and appropriate mitigation measures identified where it is thought a proposal may impact on existing air quality levels. It is therefore anticipated that given the 	Comments noted. These issues will be dealt with at the detailed planning application stage and not changes to the masterplan are required.

		<p>expected long term increase in road traffic there will be a need to undertake a comprehensive air quality assessment for the development. I would also anticipate some consideration be given to short term impacts associated with dust at the construction phase. I would also anticipate the need for assessment of road traffic noise arising from the development, as well as the potential for off-site impacts arising.</p>	
Buckie & District Community Council	Infrastructure	<p>Concern at the level of housing, mainly because of the impact this will have on our existing infrastructure.</p> <p>Health provision is fragile, with doctors and dental surgeries under strain.</p> <p>What shops, provision for schools, and community facilities? An additional 500 houses require significant investment in the community-based facilities to make our town attractive and safely accessible.</p> <p>Welcome further consultation with the wider public to ascertain what facilities we see as necessary to help support the extension of our town over the coming 10 years. These are questions that need to be addressed before further housing is built without the correct local facilities to support these new neighbourhoods.</p>	<p>Buckie is identified as a secondary growth area in the Moray Local Development Plan (MLDP) 2020 which reflects the importance that the settlement has as acting as a key centre within the eastern side of Moray. Within Buckie, development opportunities are extremely limited and constrained on the eastern side making developing the western side the only option to provide effective and deliverable sites to meet the strong demand for private, affordable, and accessible housing within this area.</p> <p>The MLDP sets out that a masterplan is required to be provided for the whole growth area prior to the approval of planning applications. This allows the long term future growth of Buckie to be planned effectively for the next 20+ years and avoids piecemeal development which often leads to poorly designed developments. In terms of the 500 houses, this is an indicative capacity and it is envisioned that it would be provided</p>
Lisa Cowie	Infrastructure	<p>Netherlea Road and St Peters Road are struggling with the volume of traffic and the schools are at capacity. An additional 500 homes will add strain of existing services ie doctors.</p>	
Shannon Mitchell	Infrastructure	<p>Another primary school will be required and Buckie High will need to be expanded due to the expansion in Buckie. There will need to be more nurseries and improvements made to Dr Grays to accommodate this development. Improvements to the roads are required due to the number of potholes.</p>	

			over this timescale should the demand be there.
Sandra Simpson	Infrastructure	<p>Does Buckie need additional houses? The existing infrastructure throughout the town has been neglected for years. The pavements are crumbling and dirty, the storm drains are full of debris and in some cases completely covered over. Fences, railings, stonework are all failing. Can these large developments not have a “rest” period between further building so that the town can learn to cope? There are other sites designated for housing in Buckie and surrounding villages. Will these all be built at the same time putting pressure on utilities and infrastructure?</p> <p>No objection to building on areas zoned for housing as long as it is done responsibly. If there are large amounts of houses being approved I don't see the point on building on “windfall” sites and using up all the green areas. Note that two of the Buckie plans in this document have been cropped to omit the area of the Portessie development which I find misleading if you are referring to Buckie as a whole.</p>	<p>A masterplan led approach ensures that all necessary long term infrastructure and transportation requirements are identified from the outset. For example, it allows for 2.5ha area of land to be reserved of for a future education facility should it be required in the future.</p> <p>It will also ensure that good connections are provided within the development and to surrounding area and that the highest standards of Urban Design are achieved through a place-based approach to meet the Moray Council's Placemaking aspirations of creating neighbourhoods that have character and are reflective of the settlement that they are located in.</p>
Heike Bain	Infrastructure	More GPs, jobs, cafes, a pub/restaurant and a place for our future old people to go and live. Parks will not be big enough to accommodate for so many more residents in future years.	Providing a mix of uses is important to creating successful neighbourhoods and to meet the Council's Placemaking ambitions. To address this the MLDP explicitly requires the need for local shops and services to be provided within the growth area and included within any masterplan to create a successful mixed use neighbourhood that provides facilities for local residents. This is in line the Scottish Government's aspirations to create “20 minute neighbourhoods”. This
Jan McGarrigle	Infrastructure	Works at Dr. Gray's Hospital and the hospital isn't big enough for the people of Morayshire. A larger hospital is much needed prior to any building work especially a large scale development.	

			<p>concept will feature in the upcoming National Planning Framework 4 (NPF 4) and seeks to ensure that residents are located within walkable distances to local amenities and greenspaces which in turn will promote active travel and encourage healthier lifestyles.</p> <p>The provision of the retail requirements that will be included within the masterplan has been determined by a retail study. This was approved by the Planning and Regulatory Services Committee on 4 April 2022 and is a material consideration in the determination of planning applications. In summary this will require that a total of 500 – 750 sqm of floorspace is provided for retail and business uses. The final draft Masterplan has been updated to show where this retail/commercial floorspace will be located and the wording throughout the document has been strengthened to help ensure these shops and facilities are delivered.</p> <p>The MLDP 2020 contains policies that seek to provide a hierarchy of high quality multi-functional green spaces within developments which must be provided in the masterplan to ensure that they are in the correct locations and accessible for all. This includes the requirements for the</p>
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			<p>provision of a large neighbourhood park as well as smaller pocket parks which will contain play areas and kickabout space. Space for allotments will also be required to be included which will provide food growing opportunities as well as helping to build community cohesion by encouraging social interaction within the new neighbourhood.</p> <p>In addition to providing high quality green spaces the MLDP and masterplan places a strong emphasis on promoting and enhancing biodiversity. Through the masterplan and Policy PP1 this will be achieved through a variety of means such as through a mix of seasonal planting, woodland planting, embedding blue and green infrastructure into streets and open spaces, and providing support for animals and birds through the provision of bat/squirrel/bird boxes and hedgehog highways.</p> <p>The MLDP takes an infrastructure first approach to ensure that any adverse impact upon existing infrastructure is mitigated. The Council seeks developer obligations, which are financial contributions, from developers towards infrastructure items to mitigate the impact of developments. In this case, to satisfy policy PP3 Infrastructure and</p>
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			<p>Services of the MLDP 2020, any future proposal will have to proportionately contribute towards primary education, secondary education and a reconfiguration of Seafield and Cullen Medical Practice to increase capacity within these facilities as a result of the increased demand caused by the proposal. Transport contributions will also be sought.</p> <p>The masterplan area focusses on the sites R8 and LONG 1 in the MLDP 2020 which is on the western side of Buckie. Portessie is on the eastern side of the settlement and is not relevant to the masterplan.</p> <p>Improvements and the maintenance of roads is a separate issue and is not part of the planning process.</p> <p>See comments and responses below relating to Transportation issues raised.</p> <p>Comments relating to Dr Gray's and healthcare staffing are noted but is not an issue the masterplan or Moray Council can address as it is under the remit of NHS Grampian.</p>
Heike Bain	A98 Junction	The A98 junction will become busy. Suggests a roundabout	

Meg Jamieson	A98 Junction	The A98 junction needs upgraded. This plan would put more pressure on this junction. Any development work would need to be done prior to any more development in Buckpool.	The Masterplan Transport Appraisal includes capacity testing of this junction for the full development and future growth in traffic on the A98. The testing does not indicate a need for an upgrade to provide additional capacity. However future Transport Assessments for each stage of the development will be required to support the forthcoming planning applications and this junction will be tested again as part of that process.
Steph Moffat	A98 Junction	Lighting at the end of the Inchgowan Estate at the A98 would be welcomed as this is the darkest and most dangerous turn in the dark hours.	As the development progresses along Barhill Road towards the A98, street lighting will be introduced along that corridor as part of the development. This lighting could be extended to encompass the A98/Barhill Road junction as part of those works.
Heike Bain	Traffic Volume & Connections	All traffic is using Barhill and Netherha Road at the moment. It is getting too busy and another 500 cars will mean intolerable traffic on roads that were never supposed to have that amount which is dangerous.	The Masterplan has been accompanied by a Transport Appraisal which has considered the growth in traffic due to the proposed development and whether the existing road and junctions have capacity to accommodate that traffic.
Meg Jamieson	Traffic Volume & Connections	Serious issue with connectivity across Buckie. This plan would add to existing pressure on our roads. Not just on Barhill road but on Netherha Road, St Peter's Road, Ensly Place and the roundabout at the Buckpool side of the Victoria bridge. The housing estates then become a race track as people try to avoid the traffic and take short cuts.	The Transport Appraisal did not identify any junctions or roads which would need to be upgraded to provide additional

		<p>There is a GP practice and cemetery on Barhill road as well as access to the recycling centre, and Merson Park and a golf course. Buses come into Buckpool from the A98 and people also use the bus stop at the hospital and GP surgery. This road is already a main access to Buckpool and this development would flood the road with even more traffic. There may be a roundabout being put in place but this will have the effect of speeding up traffic beyond this as people try to get through our housing estates. This is a clear safety issue.</p> <p>Safety issue with increased traffic on Netherha Road due to a high number of elderly people living there.</p> <p>Issue with bottle neck at Victoria Bridge</p> <p>Traffic and safety concerns at St Andrew’s Square as this is an access to the school and chapel.</p> <p>I would ask more assessments should be carried out of the areas including the pressures on the existing roads, pavement and housing estates. I would also ask for a wider consultation with the people of Buckpool on the connectivity and the effect on our extended community.</p>	<p>capacity to accommodate the proposed development.</p> <p>However, future Transport Assessments for each stage of the development will be required to support the forthcoming planning applications and the junctions in the vicinity of the development, which includes the double mini roundabouts at St Peters Church (St Andrews Square), will be tested again as part of that process.</p> <p>An additional active travel crossing of the Burn of Buckie has been identified as infrastructure needed to support walking and cycling from the masterplan area to the eastern part of Buckie including to the supermarket on the eastern side of the burn.</p> <p>Developer Obligations towards this new bridge and the routes leading to it will be sought as part of any future planning applications.</p>
<p>Buckie & District Community Council</p>	<p>Traffic Volume & Connections</p>	<p>Roads are bottlenecked within the Buckpool area with no proper access safely into the town from Buckpool.</p> <p>People walking into town from the current Springfield developments are walking unsafely on grass verges at Inchgower distillery on the A98. We need plans to create accessible, safe pathways into the top end of Buckie towards Tesco.</p>	<p>The maintenance of existing roads is not considered as part of the planning process.</p> <p>The development of the Masterplan has placed a high priority on providing infrastructure to support pedestrians and</p>

		<p>Road conditions are reaching the point of disrepair, and is something that we as a community and community council want to see developed within any proposals.</p> <p>Delivery of developments needs to be within times agreed, rather than promises of something that never comes to fruition.</p>	<p>cyclists and seeks connectivity to adjacent development.</p> <p>As development progresses, Barhill Road will be re-designed to enable its continued use as a bus route and by traffic accessing Buckpool. There will be cycle path provision adjacent to Barhill Road, with provision for active travel on both sides of the road.</p> <p>The required sightlines at the A98/Barhill Road junction will be provided – development will not be permitted to encroach into these sightlines.</p>
John Falconer	Traffic Volume & Connections	<p>Concern with the ability of Barhill Road to be able to accommodate a further 500 houses in addition to a current planning application from another developer seeking permission for 200 to the west of Barhill Road.</p> <p>There are already a large number of houses being inadequately served by Barhill Road in addition to a local hospital, GP surgery, two cemeteries, a golf course and recycling centre. The most disgraceful matter regarding Barhill Road is the number of school children who must navigate the volume of traffic every school day.</p> <p>The lamppost located on Barhill Road, opposite Golf View Drive, has a sign directing walkers along Golf View Drive around the western edge of the golf course. If the current application is approved it will bring walkers closer to stray golf balls.</p>	
Susan Chalmers	Traffic Volume & Connections	<p>I note that a Transportation Strategy has been prepared alongside the Masterplan, however I have been unable to find this, so I make the following pleas:</p> <p>That there will be:</p> <ul style="list-style-type: none"> • suitable road and pathway connections to the rest of Buckie and the wider region • a new crossing over the Buckie Burn, to avoid further clogging of the St Peters Road / Victoria Bridge area 	

		<ul style="list-style-type: none"> • widening of Barhill Road to cope with what could potentially be 1000 extra vehicles • integration of a cycle path into Barhill Road • pavements on both sides of this new “residential street” • a paved and accessible foot and cycle route to the Tesco supermarket, preferably away from the A98 [i.e. an improvement to the core path “through a ford and the farmyard” as mentioned in the Plan] • major improvements to the junction of Barhill Road with the A98. <p>Under the current proposals, it seems that the junction is being made even more dangerous by the obstruction of sight lines with the proposed installation of stone walls and signs on the junction, and hedges on the northern edge of the road</p>	
Sandra Simpson	Amenities	<p>There are less amenities now than there were 50 years ago. We used to have the outdoor swimming pool, tennis courts, clean grassy areas for children to play, youth clubs and public conveniences dotted around the town. There is no longer a bus service to Keith railway station and the cost of bus travel is quite high unless you have a travel pass. There are less Police, Council facilities and banks forcing folk to travel outwith the area to get help and this in a time when we are being discouraged from using cars.</p>	<p>Comments regarding the provision of facilities across Buckie are noted. While the masterplan cannot directly address the issue mentioned in the comments the MLDP takes an infrastructure first approach to ensure that any adverse impact upon existing infrastructure is mitigated. The Council seeks developer obligations, which are financial contributions, from developers towards infrastructure items to mitigate the impact of developments. In this case, to satisfy policy PP3 Infrastructure and Services of the MLDP 2020, any future proposal will have to proportionately contribute towards primary education, secondary education and a</p>

			<p>reconfiguration of Seafield and Cullen Medical Practice to increase capacity within these facilities as a result of the increased demand caused by the proposal. Transport contributions could also be sought.</p> <p>The masterplan will create an attractive mixed use neighbourhood. This includes the provision of future school site should it be required which could include a community facility, space for a nursery, and a mix of retail and commercial floorspace. It is proposed to locate the future retail/commercial space within Summerton Square character which will be at the centre of the new neighbourhood. This central location will allow for good access for all residents. To discourage car use, good pedestrian and active travel connections will be provided across the masterplan area and streets will be designed so that they legible and easily navigated.</p>
<p>Transport Develop, Environmental & Commercial Services</p>	<p>Transportation</p>	<p>Some of the feedback provided previously has been taken on board, however there remains a few areas which have not been fully addressed, including the number of cul-de-sacs and private access roads within the development layout where refuse collection vehicles will be unable to safely access properties.</p> <p><u>Volume 1</u></p>	<p>Delegate authority is being sought to address the Transportation Manager's comments that have repeatedly been raised with the developer throughout the preparation of the Masterplan.</p>

		<p>Page 41 refers to the Phase 1 Transport Assessment for details of the measures to support the reduction of the speed limit on Barhill Road. The proposals in the TA which accompanies the planning application are not accepted. However details submitted as part of the dialogue on the Masterplan Transport Appraisal on 24 February which goes through how each phase of development will influence the transition to lower speed limits through the introduction of physical measures such as traffic islands is acceptable. Therefore the reference on Page 43 should refer to the Masterplan Transport Appraisal and not the Phase 1 planning application. It should be noted that when a 40mph speed limit is provided bus lay-bys will be required.</p> <p>Pages 42 to 53 show a series of sketches initially shared in April 2021 and commented on by Transportation in May 2021. Some of the comments have been accommodated. However some of the comments have not been taken on board in the sketches. Therefore the text in para 5 on page 41 needs to clarify that the sketches are the development of a concept which will be refined as the planning application for each phase is submitted.</p> <p><u>Volume 2</u></p> <p><i>Note – comments on Masterplan layout will be based on Figure 41a Movement Hierarchy – Combined.</i></p> <p>Page 141 paragraph 2 – the nature of pedestrian crossing facilities on Barhill Road will be determined by the number of vehicles and pedestrians during each planning application. However it should be noted that pedestrian refuge islands have a traffic calming effect which would assist in reducing vehicle speeds. Moray Council therefore have a preference for this type of crossing facility on Barhill Road. However if a School is to be provided, this may need</p>	
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		<p>to be served by a Toucan crossing. New zebra crossings are generally not supported as they do not support partially sighted pedestrians.</p> <p>Page 28 Figure 41a – A significant number of cul-de-sacs and private driveways are shown throughout the masterplan. This makes servicing for refuse collection vehicles difficult (lack of turning facilities) and can have an adverse impact on the legibility of the street network and development. There is potential for a vehicular connection in the north east corner of Phase 1 connecting to the adjacent Inchgower development. Junction spacing on Barhill Road is only suitable for a 30mph speed limit. This makes the treatment of Barhill Road key to enabling the development as set out in the masterplan, through the provision of direct vehicle access to properties and changes in the horizontal alignment of the road through the provision of pedestrian refuge islands. The south-western side of Sommerton Square has no dedicated pedestrian/cycle infrastructure indicated. In the northwest corner of the site the connection to the existing development remains somewhat angular and will require refinement during the design process.</p> <p>Pages 32 to 35 – Schematic options for street hierarchy will require further development and refinement during the design of each phase of development.</p>	
<p>Transport Develop, Environmental & Commercial Services</p>	<p>Active Travel</p>	<p>The draft South West Buckie Masterplan makes reference on page 7 of Volume 2 to feasibility work being undertaken by the developer looking at options for providing an active travel bridge over the Burn of Buckie.</p> <p>Moray Council have commissioned an engineering consultant with specific experience in active travel and bridges to assess the feasibility of providing an active travel crossing and connecting</p>	

		<p>routes to promote active travel across the Burn of Buckie in the southwest of Buckie. The area considered was from the existing ford at Mains of Buckie to just to the south of Braeview Cottages.</p> <p>A desktop assessment and site visit collected relevant data and information for the study and included a topographical survey. Potential route options were identified and an appraisal matrix used to determine a preferred alignment. The appraisal matrix aligned with the core objectives of Local Transport Note 1/20 Cycle Infrastructure Design.</p> <p>The Feasibility Study considered both the provision of a new structure over the Burn of Buckie to provide a connection between Buckpool and Buckie and the connecting routes, which would be required to provide high quality active travel links from the surrounding communities to the new active travel crossing.</p> <p>Three bridge locations were considered and two different connecting routes. The new developments to the south-west of the burn were identified as a core area that required improved links to the existing amenities to the northeast, which includes schools, healthcare, shops and areas, where employment is located.</p> <p>Through the review of information and using the feasibility matrix the location of the preferred crossing point and connecting route was identified. The preferred route leads from the end of Highfield Road just to the east of the Burn of Buckie, over the burn through the provision of a new bridge over the burn and then remote cycle path connection to Core Path No BK08. The Core Path would also be upgraded to provide a high quality route to Barhill Road. As developments take place within the South West Buckie Masterplan area links from the housing to this route would be sought to enhance connectivity.</p>	
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		<p>Initial journey time savings for pedestrians from the future housing to key destinations on the eastern side of the Burn of Buckie range from 4 to 15 minutes. Such journey savings can act as an incentive to use active travel rather than the private car.</p> <p>Initial cost estimates were provided using SPONS rates, and further informed by the costs of recent similar schemes worked on by the consultant team. The total estimated cost for the preferred option is £1,714,000.</p> <p>Carbon estimates were also undertaken for the preferred options using the National Highway's carbon emissions calculation tool. It is estimated that for the preferred option, there would be 1,507 tonnes of carbon dioxide emissions during the construction period.</p> <p>The Feasibility Study confirmed that there is scope to provide a bridge. Further journey time analysis undertaken to determine the potential journey time savings for pedestrians using a new active travel link has been undertaken by the Council, looking at the individual development areas in the current (and previous) Local Development Plans which determined:</p> <p>Approximate Walking Distances (Miles)</p> <table border="1" data-bbox="692 1026 1469 1276"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Without Bridge</th> <th colspan="2">With Bridge</th> </tr> <tr> <th>Tesco</th> <th>Millbank</th> <th>Tesco</th> <th>Millbank</th> </tr> </thead> <tbody> <tr> <td>R7</td> <td>1.9</td> <td>1.6</td> <td>1.5</td> <td>1.3</td> </tr> <tr> <td>R8 (West)</td> <td>2</td> <td>1.8</td> <td>1.3</td> <td>1.1</td> </tr> <tr> <td>R8 (East)</td> <td>2.4</td> <td>2.1</td> <td>1.1</td> <td>0.9</td> </tr> <tr> <td>LONG1</td> <td>2.4</td> <td>2.1</td> <td>1.6</td> <td>1.4</td> </tr> </tbody> </table> <p>Approximate Journey Times (min)</p> <table border="1" data-bbox="692 1358 1469 1401"> <thead> <tr> <th></th> <th>Without Bridge</th> <th>With Bridge</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Without Bridge		With Bridge		Tesco	Millbank	Tesco	Millbank	R7	1.9	1.6	1.5	1.3	R8 (West)	2	1.8	1.3	1.1	R8 (East)	2.4	2.1	1.1	0.9	LONG1	2.4	2.1	1.6	1.4		Without Bridge	With Bridge				
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		Tesco	Millbank	Tesco	Millbank
	R7	38	32	31	27
	R8 (West)	41	36	25	22
	R8 (East)	47	41	21	18
	LONG1	48	43	32	28

Taking into consideration the findings of the Feasibility Study and the additional information above, Transportation will be seeking developer obligations towards the provision of the new active travel infrastructure for the planning applications associated with the Masterplan area and the R7 site (which is not included in the Masterplan). The level of contribution sought would be based upon a proportionate split between sites/planning applications, based on the number of housing units applied for.