

Appendix 2	Summary of Representation to Draft Bilbohall Masterplan and Planning Authority's Response
Body or person(s) submitting a representation:	
<p>Ms Carolyne Anderson Mr Keith Anderson Mr R & Mrs S Badenoch Mr Mike Banks Mr Chris Britton Mr B & Mrs S Cassidy Ms Lorna Cruickshank Mr Ross Cruickshank Mr Ian Davidson Mr Josh Davidson Elgin Community Council Fairfield Residents Association Dr Rafik Hamdy Mr D & Mrs A Jess Mr Cooper Long Mrs Denise Long (2) Mr Oliver Long Mr Peter Long (2) Mr Samuel Long Mr David MacBeath Mr G & Mrs S MacKenzie Mr Craig Macmillan</p>	<p>Mr Stewart Mitchell Ms Fiona Osunrinade Mr A & Mrs E Rae Miss Jennifer Rae A R & S E Smith Ms Lynne Strachan Mr Bill Stewart Ms Jennifer Stewart Mr Konrad Wallach Mr M & Mrs J Wilcox Mr Jay Wright Ms Sofie Wright</p> <p>Historic Environment Scotland Network Rail RSPB Scottish Natural Heritage Scottish Water SEPA Stagecoach North Scotland Transport Scotland</p>
Planning Authority's summary of the representation(s):	
<p>Housing</p> <p><u><i>Affordable Housing</i></u></p> <p>Ms Carolyne Anderson Objects to number of low cost houses. Suggests relocating affordable housing to high school area to increase distance between existing properties in Fairfield Avenue and proposed one storey houses (Block E, formerly Block D in draft Masterplan) of the development. Alternatively suggests using the earth moved from the development to build up the hill (site R3) thereby creating separation between private and affordable houses.</p> <p>Mr Chris Britton A high percentage of affordable homes are proposed (60% of over 300 homes). Normally only 25% of developments must be affordable. The recent Hamilton Gardens development has very little affordable housing provision.</p> <p>Mr B & Mrs S Cassidy, Mr Josh Davidson, Mr Ian Davidson Considers that Scotia's perceived request to have their proportion of affordable housing relocated to the site to the rear of Fairfield Avenue (R3) is unacceptable.</p> <p>Mr Josh Davidson, Mr Ian Davidson Considers it incongruous that private development has 25% affordable housing whereas development to the rear of Fairfield Avenue is 100% affordable housing and suggests a more appropriate mixture should be sought. Cites difficulties encountered with Little Canada.</p>	

Elgin Community Council

Cites interest in genuine integration of private, social and affordable housing and accept this may be difficult so 'tenure blind' integration is a welcome aspiration. Seek clear definition of affordable housing in LDP and applied to Bilbohall, capable of adjusting to changing circumstances, and being clear to both developers and the public as to what is required to be provided in any housing development.

Fairfield Residents Association, Mr Bill Stewart, Ms Jennifer Stewart

Concerned about impact on quality of life of existing residents given level of affordable housing proposed. Proposes that the right amount and right mix of housing should be built for the area to keep everyone safe.

Fairfield Residents Association

Consider that there are too many low cost/affordable houses in one area and these are located too close to Fairfield Avenue. This will devalue properties and spoil the outlook of the area. Cites that over 75% of the total development will be affordable as opposed to 25% in other developments. Suggests that the area that will accommodate the majority of affordable housing should be accessed via one road onto Edgar Road rather than over the bridge. Consider that the amount of low cost housing should be reduced and located further away from Fairfield Avenue so that it looks better and less cluttered and does not devalue Fairfield Avenue properties.

Do not support 3 storey flats that are either local cost or affordable at the Firs (site OPP7). Suggest this should be a courtyard of private houses to keep the look and value of the Fairfield Avenue housing estate. These properties should have their own access and the small road leading to the Fairfield Avenue housing estate should be closed.

Ms Fiona Osunrinade

Acknowledges need for affordable and social housing however, queries the disproportionate split between private and affordable housing in the proposed development as opposed to other developments. Queries the percentage of affordable homes provided in Hamilton Gardens.

Mr A & Mrs E Smith

Concerns about Robertson Homes not fulfilling their requirement for the provision of 8 affordable homes as part of the Fairfield Avenue development and seeks assurances that developers of Bilbohall cannot avoid building much needed affordable homes. Considers that Robertson Homes should be prevented from building further homes until they provide their affordable housing obligation on-site.

Accessible Housing

Elgin Community Council

Would like to see developers asked at outset to consider designing as many houses as possible to be accessible (above the current 10% requirement) so as to minimise the number of adaptations required for the ageing population. Consider that one bedroom houses are no longer suitable for social needs.

Mr Stewart Mitchell

Suggests that housing for older people should be more integrated within the development.

Privacy and Overshadowing

Ms Carolyn Anderson, Mr Konrad Wallach

Development will intrude on the privacy of properties in Fairfield Avenue. Considers that the

reduction in height of properties in Block D (Block E in final Masterplan) will still impact on privacy.

Mr Chris Britton

Development will intrude on the privacy of properties on the south side of Fairfield Avenue. Queries the distance between the rear boundary fence of the properties along Fairfield Avenue and Block D (Block E in final Masterplan) and asks for clarification of the distance between rear gardens. Suggests the removal of Block D (Block E in final Masterplan) entirely.

Elgin Community Council

Cite that the height of building is a concern to adjacent residents due to overlooking issues. Welcome that original plans have been amended to take account of these concerns.

Fairfield Residents Association

Suggests that the mound on the hill to the rear of Fairfield Avenue (site R3) should be removed so that the houses do not sit as high and that the majority of these houses should be located at the top end (south) of the field so that they are located further away from Fairfield Avenue.

Mr Peter Long, Mrs Denise Long, Mr Oliver Long, Mr Samuel Long, Mr Cooper Long

Concerns about time period required for screening to rear of Fairfield Avenue to develop. Suggests relocation of bungalows to rear of Fairfield Avenue.

Mr Mike Banks, Mr Peter Long

Development will impact on the privacy of properties on Fairfield Avenue. Considers that existing residents should be treated as a priority. Suggest removal of properties to rear of Fairfield Avenue (Block E, formerly Block D in draft Masterplan) and replacement with open space and that buffer strip needs to be widened. Concerns about proposed height of development at the former hospital/day care centre (OPP7 The Firs) as this compromises the privacy of existing residents. Suggest that existing residents should be treated with sympathy and priority.

Mr David MacBeath

Objects to further development within the grounds of the Firs (OPP7) due to potential overlooking and that a premium has been paid for properties in Fairfield Avenue. Suggest any development should remain on the site of the existing buildings. Concerns about position and elevation of building to the rear of Fairfield Avenue resulting in overlooking of existing properties. Objects to bus route or bus stop being situated next to Fairfield Avenue due to the potential for overlooking into back gardens of Fairfield Avenue properties.

Mr G & Mrs S MacKenzie

Concerns about overlooking and in particular, privacy of children in existing properties.

Ms F Osunrinade

Welcomes reduction in height of properties to rear of Fairfield Avenue (Block E, formerly Block D in draft Masterplan) and second buffer of trees as this will partially alleviate overlooking issues.

Mr M & Mrs J Wilcox

Considers that privacy and sunlight to existing houses and gardens will be impacted upon given gradient of the field to the rear of Fairfield Avenue and proximity of proposed bungalows.

Mr Craig Macmillan

Strongly objects as development will block out sunlight during the winter months to properties in Fairfield Avenue. Considers that this will lead to higher energy costs. Suggests the relocation of

properties to the rear of Fairfield Avenue (Block E, formerly Block D in draft Masterplan) around the hill onto the proposed open space to prevent overlooking or overshadowing issues for existing properties.

Design and Density

Ms Carlyne Anderson

Queries increase in numbers from 75 to 100 on site R3 and that previous plans related to the western link road had an area unsuitable for development.

Mr Ross Cruickshank

Concerns about volume of houses proposed and that proposed development is not in keeping with existing area, in appearance, style or substance.

Mr Josh Davidson, Mr Ian Davidson

Cites increase in numbers for site R3 from indicative capacity of 75 units in MLDP2015 to 100 in the draft Masterplan.

Fairfield Residents Association

Consider that the Council need to rethink the design of the development in terms of the size and amount of houses, the access, bridge and design of the roads so that it is more attractive, with less houses and nicer finishes, more planting and grass, and more separation between the different areas.

Local Development Plan and Principle of Development

Mr Chris Britton,

Does not consider that there is sufficient need or demand for further housing development given existing developments in and around Elgin.

Elgin Community Council

Consider that any benefits to this development from documents currently under discussion (e.g. LDP2020, Elgin Transport Strategy, A96 dualling) are incorporated into the Masterplan at a later date, when available.

Mr Konrad Wallach

Objects to principle of development to rear of Fairfield Avenue as previous plans did not show development to rear of all properties when property was purchased. Considers that draft masterplan contradicts principles of Moray LDP 2015.

Flooding and Drainage

Ms Carlyne Anderson, Mr Ken Anderson, Mr Chris Britton, Ms Lorna Cruickshank, Mr Josh Davidson, Mr Ian Davidson, Fairfield Residents Association, Mr Peter Long, Mrs Denise Long, Mr Bill Stewart, Ms Jennifer Stewart, Ms Lynne Strachan, Mr Jay Wright, Ms Sofie Wright

Concerns about the development causing water run-off into the rear gardens of Fairfield Avenue properties.

Ms Carlyne Anderson

Drainage and flood risk do not appear to have been taken account of as the Council wants to build on floodplains. The gardens and surrounding areas of Fairfield Avenue are sodden with lying water after heavy rainfall. Fairfield Avenue properties cannot be extended due to the unsuitability of the ground.

Mr Ken Anderson, Mr B & Mrs S Cassidy, Ms Lorna Cruickshank, Mr Josh Davidson, Mr Ian Davidson, Fairfield Residents Association, Mr D & Mrs A Jess, Mr Peter Long, Mrs Denise Long, Mr Oliver Long, Mr Samuel Long, Ms Fiona Osunrinade, Mr A & Mrs E Rae, Miss Jennifer Rae, Mr Bill Stewart, Ms Jennifer Stewart, Ms Lynne Strachan, Mr Jay Wright, Ms Sofie Wright

Seek guarantees that properties in Fairfield Avenue will not be subjected to adverse effects of flooding that may arise from the proposed development, and queries who is responsible if flooding does occur. Seek evidence of SEPA reports and test holes.

Considers that wetlands cannot absorb an infinite amount of water run-off from the proposed development.

Mr R & Mrs S Badenoch

Concerns about adequate drainage given hard standing and impact on surface water run-off. Seeks assurances that drainage will be able to cope in lower lying areas and that existing properties will not be flooded.

Mr Ross Cruickshank

Concerns about the impact of the proposed development on drainage.

Mr Josh Davidson, Mr Ian Davidson

Understands that there is a 1 in 200 year guarantee on a flood plain and that properties at the end of Edgar Road near Cedarwood fall into this category. Seeks assurance that these properties are safe. Suggests that the majority of Bilbohall is not fit for purpose in terms of an extensive housing development and the numbers need to be reduced.

Queries capacity of current pumping system in Fairfield Avenue/Sunnyside Way and whether this will be able to cope with the increase in housing numbers.

Elgin Community Council

Considers that the draft Masterplan lacks clarity on whether the development will be entirely flood free nor that it will have no effect on flooding of surrounding parts of Elgin. Suggests drainage via Tyock Burn, by surface flows or by soakaways must not increase any flood risk to properties on Edgar Road or other adjacent low-lying properties.

Dr Rafik Hamdy

Concerns about the development causing water run-off and repeated flooding for the residents of Fairfield Avenue. Cites that the land is already saturated with an existing negative impact on gardens, grass and house settlement.

Mr Peter Long, Mrs Denise Long, Mr Oliver Long, Mr Samuel Long, Mr Cooper Long
Mayne Road Farm is flooded after a rain shower which is caused by surface water roll off.

Mr G & Mrs S MacKenzie

Concerns about adequate drainage and filtration given the land is boggy. Suggests levelling the hill (site R3) and seeks guarantees that the drainage and soakaway systems are adequate.

Mr A & Mrs E Smith

Concerns about flooding at Mayne Farm Road and Knockmasting Wood (site R12) despite flood alleviation scheme being in place.

Mr M & Mrs J Wilcox

Concerns about increasing hard standing and impact on surface water run-off. Seeks clarity on further tests that were to be carried out and questions why the site is suitable for development now when it was deemed unsuitable in 2004.

Ms Lorna Cruickshank, Mr Jay Wright, Ms Sofie Wright

Concerns about the 'marsh' land around Fairfield Avenue coping with additional development.

Mr Konrad Wallach

Objects to development as past documents have stated increase in potential flooding that will put property at risk. Cites Moray Local Development Plan Assessment dated 22nd August 2012 in that the conclusion states that Knockmasting Wood (part of the development site) 'raises a number of environmental concerns' and identifies the site as being at risk of flooding. Report on Integration of New Development into the Landscape for Elgin (May 2005) which shows the area of the proposed development states that "There are no sites appropriate for development in landscape terms within the Level Flood Plain area. It is noted that this area might also be inappropriate due to potential flood risk, the dynamics of which are also part of its landscape character". Queries what has changed, and suggests that new flood prevention scheme has moved the potential flooding area up river to the vicinity of the proposed development increasing the likelihood of flooding. States that Moray Local Development Plan 2015 sets out the need for a detailed flood risk assessment for the whole site, including sewer flooding.

Scottish Water

Advises that Water and Drainage Impact Assessments may be needed for some or all of the sites and where network mitigation is identified following these assessments, upgrade works must be funded and carried out by developers and that Scottish Water can contribute to upgrade works via Reasonable Cost Contributions. Advises that modelling work for Elgin currently being undertaken will provide data for assessing the impact of the development and identifying any mitigation that may be required to support the development.

SEPA

SEPA have no objection to the draft Masterplan or updated Flood Risk Assessment and Preliminary Drainage Strategy. SEPA request that two amendments are made to the draft Masterplan: Section 6.1.4 is renamed from SEPA and that the corresponding first sentence amended from 'SEPA will require ...' as these are not just SEPA requirements; and, Section 6.1.4 and first sentence is reworded to 'Developer Environmental Requirements or Developer Requirements' with all assessments/requirements of the masterplan detailed here to provide clarity. SEPA support Flood Risk Assessments for the sites set out in the Masterplan, but only have specific flood risk issues for site R12 on which a Flood Risk Assessment is a requirement for a planning application.

Transport Infrastructure

Road Network Capacity and Traffic Calming

Ms Carolyn Anderson

Considers that the development will cause traffic issues that have not been taken account of through the masterplan.

Mr B & Mrs S Cassidy

Seeks guarantees that infrastructure will be able to cope with proposed development. Queries calculations on traffic impact and whether consideration has been taken of 3 approach directions on the north side of the railway bridge.

Mr Ken Anderson, Fairfield Residents Association, Mr D & Mrs A Jess, Mr Bill Stewart, Ms Jennifer Stewart, Ms Lynne Strachan

Seek guarantees that infrastructure will be able to cope with the proposed development. Considers that traffic calming measures proposed to slow down traffic will create traffic jams at the railway bridge as this is the natural choke point.

Fairfield Residents Association

Considers that the bridge and road are too narrow and that a bottle neck will be created. Query how development can be permitted when further traffic was not allowed over the bridge in the past and development by Robertson's was prevented until a new access was formed.

Mr Ken Anderson

States that the choke point at the bridge leads to one of 3 junctions leading to Edgar Road or Wittet Drive and considers that the volume of traffic will lead to very long queues that will block the roads for existing residents and increase the risk of access for emergency vehicles.

Mr R & Mrs S Badenoch

Concerns about the capacity of transport infrastructure to cope with the proposed development.

Mr Ross Cruickshank

Concerns about increase in traffic caused by proposed development and that the bridge is not capable or structurally sound to support a 10 fold increase in traffic. Suggests that despite traffic calming measures and the provision of an alternative access onto Edgar Road, that people travelling north or onto the A96 to Inverness will continue to use the bridge.

Mr Josh Davidson, Ian Davidson

Seeks guarantees that infrastructure will be able to cope with proposed development. Queries the calculations that have been made to calculate the impact on the road network of increased traffic, particularly given there are three approaches on the north side of the railway bridge. Suggests the bridge and proposed junction is not fit for purpose. Considers that the impact of the increased traffic will have a knock on effect on Wittet Drive and access to the A96. Similar to the Western Link Road proposal, a detailed traffic management and impact scheme is required setting out how this will inevitably impact on traffic numbers in this part of the town.

Considers the footpath over the railway bridge to be a smokescreen to force three-way traffic over or through the current railway bridge. Queries the width of the bridge.

Mr B & Mrs S Cassidy, Mr Josh Davidson, Mr Ian Davidson

Suggests that development on site R12 Knockmasting Wood would be more easily accessed via an entrance on Pluscarden Road, thereby easing the choke point at the bridge.

Suggests the main access to the development should be from the High School area (Edgar Road) as there is no need to use the old railway bridge other than for existing Fairfield Avenue residents.

Elgin Community Council

Queries the capacity of the access bridge at Mayne Farm Road and considers that this should be improved at this stage, both to allow increased capacity across the bridge for the houses being developed, and to allow for the future electrification of the railway line, with the developers of the masterplan sites meeting much of the cost of improving the bridge as developer contributions. Considers that whilst a through routes offers resilience to the road network it is important that any

route through the site does not become a 'rat run' or attractive alternative route across the railway line from Palmers Cross or Wittet Drive to Edgar Road. Connectivity to the surrounding areas for active travel is also required.

Dr Rafik Hamdy

Concerns about capacity of bridge to cope with resident, farm and construction traffic. Considers that the traffic solution of signals will detrimentally impact on residents who may choose the alternative route to their houses. Suggests that the demolition of the bridge due to dual rail tracks will force everyone to use the small access to Edgar Road which is an oversight by the planners.

Mr D & Mrs A Jess

Seek evidence based report for traffic planning given bridge (choke point) is to allow for two-way traffic.

Mr Peter Long, Mrs Denise Long, Mr Oliver Long, Mr Samuel Long, Mr Cooper Long

Seeks guarantees that infrastructure will be able to cope with proposed development. Considers that the detailed studies for the masterplan do no offset the previous constraints placed on land at Bilbohall after the abandonment of the Western Link Road. Suggests that the railway bridge is a contentious and limiting factor due to integrity and width. Concerns about this natural choke point accommodating two-way traffic and limited visibility for drivers. Seeks evidence based report for traffic planning.

Mr Mike Banks, Mr Peter Long

Cites that no further development could (or would) access development via Mayne Road when property purchased. Considers that widening of this route will create a mini relief road (by-pass) north and south of the railway line with high potential for rat-running causing major noise pollution and a severe increase in traffic and congestion. Suggests road should be widened in field opposite Fairfield Avenue. Traffic calming measures will increase noise and pollution. Concerns about traffic management over the railway bridge as the immediate area is not capable of safely and efficiently handling traffic. Considers that there is no requirement to access the proposed development over the bridge and that all traffic generated by new development should access the site from Edgar Road to reduce traffic levels, avoid the creation of a mini relief road/bypass and address safety concerns.

Mr David MacBeath

Concerns about increase in traffic using the bridge and greater potential for accidents, and incompatibility with farm vehicles. Cites that Robertson Homes assured Fairfield Avenue residents that no further development would take place due to constraints on the bridge as it could not support any increase. Concerns about rat-running given current congestion, particularly when the level crossing is in place and that Mayne Farm Road is a cheap alternative to a relief road. Cites disappointment that the Wittet Drive relief road is no longer a strategic project for the Council given expenditure involved.

Mr Craig Macmillan

Concerns about choke point crossing at the railway bridge as previously set out in response to consultation held in November 2017.

Mr G & Mrs S MacKenzie

Concerns about high level of traffic creating a bottle neck when trying to access the main road network and associated safety issues. Queries main through road will have speed bumps to lower traffic speed. Suggests this is an alternative means of creating an access to the bypass.

Ms Fiona Osunrinade

Concerns about capacity of bridge to cope with increase in traffic and that two-way traffic will result in gridlock. Considers the angle of cars accessing the bridge and visibility. Queries traffic planning that has been carried out and whether parking will be made available for park and new football pitch. Concerns about whether the new footbridge will be suitable for children, dogs, prams, etc. and queries whether it will be similar to new railway bridges in Elgin and Forres train stations that have lift access.

Mr A & Mrs E Rae, Miss Jennifer Rae

Seeks guarantees that infrastructure will be able to cope with the proposed development. Cites that no further development would take place when property purchased as the bridge capacity was only for a maximum of 40 houses and would be unable to handle large volumes of traffic. Concerns about choking point at bridge restricting access to Fairfield Avenue. Concerns about parking associated with people visiting the children's play park and the impact on Fairfield Avenue. Queries evidence base report for traffic planning.

Miss Jennifer Rae

Queries stability and safety of bridge with increase in traffic.

Mr A & Mrs E Smith

Concerns about railway bridge being used as one of the main access points for the development. Despite proposal to widen bridge and provide separate footbridge, considers that the proposal has not been thought through properly. States that Robertson Homes development (site R1) was limited to 40 houses by Moray Council due to concerns about bridge capacity, poor visibility associated with junction of Mayne Road and Fleurs Road and safety concerns for pedestrians, and that an appeal by the Robertsons to the Scottish Government found in favour of the Council. Considers that the Council has done a U-turn. Bridge widening will not address the poor standard of access over the bridge because of the alignment and visibility of the Fleurs Road, Mayne Road and Wards Road junction created by boundary fences and hedges, and hump in the bridge exacerbated by high parapets which also restrict the view of pedestrians. Considers this to be a hazardous crossing point as pedestrians need to rely on hearing rather than sight. Concerned about width of bridge and inability for two HGV's to cross at the same time or HGV's, cars and farm traffic. Cites two collisions where bridge repairs were necessary. Suggests alternative route between existing railway bridge and river Lossie bridge along Pluscarden Road as this would give direct access to the development. Considers that proposed traffic calming is inadequate as this will not deter traffic using the road as a through route for commuting (rat running). Concerns about the negotiation of the staggered junction at the Wards Road and Glen Moray Drive with an increase in traffic and considers that this needs to be addressed to ensure road safety and avoid bottlenecks. Concerns about widening of bridge further increasing traffic given the Robertson Homes development (site R1) will be able to be completed.

Mr Konrad Wallach

Considers that the bridge is not capable of carrying the significant increase in traffic and will need replacing. Suggests the route would be used as a western link road and no traffic calming measures will deter motorists from using the route. Considers that the traffic calming suggested is misguided as the level of traffic during parts of the day will ensure the route will be used with busier times increasing safety concerns. Cites documents pertaining to Western Link Road; Scottish Government Directorate of Planning and Environmental Appeals states Western Link Road was the prerequisite for the development of site R3 and until provided 'vehicular traffic to R3 will not be permitted to use the Mayne Farm bridge to access the site'; and, MLDP2015 Site R3 designation text states that "the site is constrained until TSP3, 21, 22 and 24 can be provided together with connectivity to adjacent

development and routes to schools". Objects to development as documents indicate that development requires the bridge to be significantly improved or replaced, and if so, it will be viewed as an access routes to the west of Elgin.

Mr M & Mrs J Wilcox

Considers that the main route through the development has the potential to become one of the busiest roads in Elgin accessing the A96. Raises concerns about this shorter route becoming a link road as drivers will take this route given delays at level crossing on the Wards road. Considers that inadequate measures have been put in place to deter traffic.

Ms Lorna Cruickshank, Mr Jay Wright, Ms Sofie Wright

Concerns about increase in traffic exacerbating queuing at the bridge. Queries why the bridge is capable of further traffic when previously it was not and whether there will be traffic calming. Seeks evidence based report for traffic planning. Queries whether previous link road would be needed given increase in traffic.

Strategic Transport Modelling

Transport Scotland

Transport Scotland supports the planning objective to provide supplementary guidance in the form of an approved Masterplan to assist the delivery of six sites within the Bilbohall Masterplan area as identified in the LDP 2015. Transport Scotland provides detailed comments on the Strategic Modelling Report including that the scope requires to be agreed with Transport Scotland and the dualling of the A96 needs to be referenced in the modelling. Transport Scotland set out that the following issues need to be considered: the performance or safety of the strategic transport network needs to be fully assessed to determine the developments impact and the cost of any mitigation measures met by the developer; identification of any trunk road infrastructure improvements to be provided by the Bilbohall development to mitigate the impact; consultation with Transport Scotland by the Planning Authority on the planning application for Bilbohall and requirement for a TA to be undertaken in support of any major planning applications and for Transport Scotland to be consulted on the scoping of the Bilbohall TA. Transport Scotland set out that the Bilbohall Masterplan developer obligations should identify that the developer obligation do not include for mitigation of development impact on the trunk road network through Elgin and either the scale or operation of the proposed development may be restricted or infrastructure mitigation to offset the development impact on the A96(T) will require to be agreed through a TA which should be undertaken in support of the development proposals and implemented to the satisfaction of the Planning Authority, in consultation with Transport Scotland.

Safety Concerns

Mr Ken Anderson, Mr B & Mrs S Cassidy, Fairfield Residents Association, Mr Bill Stewart, Ms Jennifer Stewart, Ms Lynne Strachan

Concerned about children crossing the road to the play park and walking to school if bridge is to allow for two-way traffic. An evidence based impact report on traffic planning is required.

Mr Peter Long, Mrs Denise Long, Mr Oliver Long, Mr Samuel Long, Mr Cooper Long

Concerned about increasing traffic levels on a road that directly passes a children's play area particularly given pedestrian crossing point near the bridge. Considers that increasing traffic in this area is not safe.

Ms Carlyne Anderson

Concerned that people from outside the development will use the sports and recreational facilities leading to traffic and parking problems. Suggests that this is already a problem with people using the

existing play park.

Mr R & Mrs S Badenoch

Concerns about the safety of children using the access point over Mayne Farm Road with construction traffic, and ability of existing residents to access their properties with increased traffic and poor visibility over the bridge.

Mr David MacBeath

Concerns about parking for the park and football pitch and the associated impact on traffic and safety.

Mr G & Mrs S MacKenzie

Concerns about impact of pollution on child's health over construction period. Concerns about parking to access the proposed play park/football pitch and the safety implications given current parking issues. Queries whether a car park for the football pitch has been considered.

Mr A & Mrs E Rae

Concerns about safety of children attending schools with increased traffic levels.

Miss Jennifer Rae

Queries safety measures to be put in place around the play park.

Mr A & Mrs E Smith

Concerns about safety of pedestrians and children accessing the park given there is currently no parking provision and cars park on the road.

Mr M & Mrs J Wilcox

Concerns about safety of children attending schools and using the play park with increased traffic levels.

Ms Lorna Cruickshank, Mr D & Mrs A Jess, Mr Jay Wright, Ms Sofie Wright

Concerns about safety of children crossing the road to access the play park.

Mr Konrad Wallach

Concerns about the impact of increased traffic on child safety as route will become the unofficial western link road. Considers that proposed traffic calming measures are inadequate.

Public Transport

Elgin Community Council

Consider that the design must allow for buses to service the area.

Fairfield Residents Association

Consider that a bus route cannot be implemented.

Mr Stewart Mitchell

Considers that it is vital that public transport is provided.

Mr Jay Wright, Ms Sofie Wright

Concerned that a bus route will result in more traffic and congestion that the road network will be unable to cope with.

Network Rail

Network Rail has no comments as previous comments have been included in the draft masterplan.

Stagecoach North Scotland

Stagecoach North Scotland suggests a bus service would focus on the primary route through the development omitting the spur to the south (R4) and discourages the use of width restrictions on this route whilst seeking clarification on how through traffic will be dissuaded. Requests street trees are set back from the carriageway, on-street parking does not impede the flow of buses and that development is future proofed. Concerns about two-way traffic on the bridge and accommodation of buses. Seeks further clarification on proposed bus stops and offers assistance in detailed transport assessments.

Wildlife and Biodiversity

Scottish Natural Heritage (SNH)

Scottish Natural Heritage welcome their involvement in the masterplan throughout its preparation and consider that there are lots of different approaches to the provision of green and open space that will be beneficial for residents and wildlife. No further comments to make given previous comments have been incorporated into draft masterplan.

RSPB

RSPB welcomes consultation on draft masterplan and advises on measures to ensure the development supports wildlife and improves biodiversity such as bat friendly lighting, amphibian friendly kerbstones, swift boxes/bricks and nature friendly planting. Advises SUDS should be engineered to be wildlife friendly and renewables/sustainability built into the development.

Ms Carolyne Anderson

Concerns about the development having a detrimental impact on wildlife that currently use the fields identified for development.

Mr Ross Cruickshank

Concerns about detrimental impact on wildlife in the wetlands as they will be disconnected from the surrounding countryside.

Mr Ian Davidson

The existing buffer strip to the rear of Fairfield Avenue is frequented by roe deer who have freedom to roam with little danger from traffic.

Elgin Community Council

Considers that connectivity to the surrounding area for wildlife is required.

Dr Rafik Hamdy

Considers there will be a major effect on wildlife. Concerned about the displacement of wildlife or risk to residents and animals if they move into the existing development.

Mr Peter Long, Mrs Denise Long

Concerned that the final 'wildlife corridor' from the west (the Wards) will be cut off by the proposed development and destroy various habitats. Cites that the land to the west was previously considered unsuitable for development by Moray Council and was designated as a non-statutory wildlife site by Moray Council, SNH and the Wildlife Trust in 2002. At the time of designation, it was stated that 'wildlife corridors' were to be retained to and from the site, and this should be a key

consideration in future housing development. Cites that further protection was afforded through the Nature Conservation (Scotland) Act 2004. Considers that the site is an educational and community resource as well as a conservation area for endangered priority animals such as roaming roe deer, brown hare and breeding birds. Suggests that the Council no longer cares about the wildlife site with permission for the railway authority to remove planting on the northern boundary. Appeals for preservation of wildlife site and prevention of erosion of countryside, and that a proposed extension of the protected area is incorporated into any further housing development.

Mr David MacBeath

Queries whether an impact assessment has been undertaken to identify the effect of the development on bat safety and breeding.

Mr G & Mrs S MacKenzie

Concerns about the detrimental impact of the development on existing wildlife utilising the wetlands. Suggests there are alternative sites that could be built on with less impact on wildlife to create the Council's 'vision'.

Mr Craig Macmillan

Concerns regarding wildlife as set out previously to consultation held in November 2017.

Mr A & Mrs E Smith

Concerns about impact on wildlife, particularly roe deer, supported by the adjacent nature reserve. Considers that the development would enclose the nature reserve leaving no safe transit to ensure welfare and health of wildlife. Draft masterplan does not provide for transit of roe deer and wildlife corridors must take into account deer crossing roads to prevent accidents and loss of grazing.

Ms Lorna Cruickshank, Mr Jay Wright, Ms Sofie Wright

Considers the proposed development will have a significant adverse impact on the Wards Wildlife site and that measures have not been taken to minimise the impact and conserve the site. Concerns about the development blocking the free movement of wildlife from the wetlands to the surrounding countryside. Considers that it would be very sad if the Wards Wildlife site were put at risk due to development as it is a popular for walks and the only wildlife site in Elgin. Considers the proposed development is contrary to the Wards Management Plan.

Mr Konrad Wallach

Objects to proposed development due to detrimental impact on environment and wildlife. States that Strategic Environmental Assessment (SEA) November 2013 set out that site R12 Knockmasting Wood could have an 'impact upon habitats and species within the Wards'. Concerns about impact of development on roe deer as these are 'species of conservation concern' (UK BAP) and brown hare as these are afforded the status of 'priority species' (UK BAP) as set out in the Wards Wildlife Site Management Plan. Moray Council's Biodiversity Report 2015-2017 stated for the Wards Wildlife site it's 'importance in terms of natural heritage value and community benefit'. The Ward Wildlife Site Management Plan, Section 4, Current Factors affecting the Wards sets out that for Development Plan designations "It is important that 'wildlife corridors' are retained to and from the Wards Wildlife site and this should be a key consideration in the future development of the housing sites", and that the green corridor in the area behind Fairfield Avenue should be maintained by Moray Council.

Landscape, Green Space and Trees

Visual Impact

Mr K Anderson, Mr B & Mrs S Cassidy, Ms Lorna Cruickshank, Mr Josh Davidson, Mr Ian Davidson, Fairfield Residents Association, Mr D & Mrs A Jess, Mr A & Mrs E Rae, Miss Jennifer Rae, Ms L Strachan, Mr Bill Stewart, Ms Jennifer Stewart, Ms Lynne Strachan, Mr Konrad Wallach, Mr Jay Wright, Ms Sofie Wright

Cite that previous landscape study 'Integration of new developments into the landscape' (2005) outlined that the area was not suitable for development.

Dr Rafik Hamdy

Concerned that the proposed development will completely transform the scenery, a main attraction of the area and influencing factor in the purchase of properties. Concerned about the expansion of the settlement boundary.

Mr Stewart Mitchell

Suggests renewable energy options such as solar and thermal power ought to be mandatory in new builds.

Protection of Green Space

Elgin Community Council

Would like to see appropriate safeguards afforded to green space identified in masterplan to ensure these are not developed.

Trees

Mr Ross Cruickshank

Considers that the protected trees close to bridge (OPP7) will be disturbed by development and that root networks must cover a large part of the area thereby making it difficult to develop without causing damage. Does not think it is possible to construct the proposed development whilst protecting the trees.

Ms F Osunrinade

Welcomes second buffer of trees to help alleviate overlooking issues. Suggests intelligent planting of buffer to ensure trees are deciduous and provide all year round screening and are suitable for boggy conditions to help soak up excess water. Suggests planting starts imminently given time period for maturity.

Historic Environment

Historic Environment Scotland

No comments as the draft Masterplan is unlikely to impact on any of the designations within Historic Environment Scotland's remit (scheduled monuments and their setting, category A listed buildings and their setting and gardens and designed landscapes and battlefields and their respective Inventories).

Health, Education and Community Infrastructure

Mr Peter Long, Mrs Denise Long, Mr Oliver Long, Mr Samuel Long, Mr Cooper Long

No specific plans have been published on how education, health and social care will cope with an increase in housing.

Mr R & Mrs S Badenoch, Mr D & Mrs A Jess, Mr Konrad Wallach

Concerns about the capability of local school and health care facilities, which appear to be at

maximum capacity, to cope with the proposed development.

Mr D & Mrs A Jess

Queries whether contributions will be sought from developers to increase resources to support increase in population from this development and in Elgin as a whole.

Mr A & Mrs E Rae, Miss Jennifer Rae

Concerns about capacity of schools and GP practices to cope with increased numbers of pupils/patients. Suggests that consulting with the NHS is different to consulting with GP's and contests that GP's in the local area have not been consulted. Queries how these services will be provided if schools and GP practices are unable to accommodate the rise in numbers given the shortage of teachers and GP's.

Mr A & Mrs E Smith

Concerns about capability of medical facilities and schools to cope with additional demand given problems with recruitment. Concerns about the capacity of other community facilities (libraries, leisure centre, town hall, public toilets) to cope with increased demand given Council budget constraints.

Support for Development

Mr Craig Macmillan

Supports development apart from properties within Block D as this is considered to impact on the quality of life of existing residents.

Mr R & Mrs S Badenoch

Do not fully object to development as are aware of need for affordable housing but has concerns (as listed in summary of responses).

Mr A & Mrs Smith

States not against principle of new housing but consider that this must be carried out responsibly and sensitively.

General

Impact on TV Signal

Mr Craig Macmillan

Cites that the existing sky TV signal is weak for properties in Fairfield Avenue due to the topography of site R3, and concerned this will be completely lost due to the proposed development.

Property Devaluation/Loss of View

Mr Mike Banks, Mr Chris Britton, Mr Peter Long, Mr Bill Stewart, Ms Jennifer Stewart, Fairfield Residents Association

The value of properties will be reduced.

Mr G & Mrs S MacKenzie

Objects due to loss of view from south facing rear garden.

Crime & Anti-Social Behaviour

Mr David MacBeath

Queries whether the Council has considered the consequences of increased crime in the area, anti-social behaviour, underage drinking in the park and smashed bottles in the play area as this has been happening for some time. Reports from concerned homeowners to the police will verify this.

Purchase of Properties

Fairfield Residents Association

Suggest that Council should consider purchasing the properties of Fairfield Avenue at full market value in order to be able to do what they want.

Demolition Costs

Mr Ross Cruickshank

Considers that the demolition costs associated with the redevelopment of site OPP7 are unviable and that this is not value for money for the taxpayer. Suggests it would be more economical to develop on a 'clear' plot of land.

Replacement of Fencing

Mr B & Mrs S Cassidy, Mr Josh Davidson, Mr Ian Davidson

Seeks replacement of current wire fencing to a more substantial boundary treatment. Cites that the existing planted buffer zone is the property of Fairfield Avenue Housing Estate and is maintained at the cost of residents. This area is currently frequented by dog walkers.

Maintenance of Open Space

Mr Ross Cruickshank

Queries maintenance of open space given Council does not maintain common ground in new developments and limited Council funds. Queries who will pay the maintenance of 'affordable' properties; as the residents may not be able to. Suggests these areas will not maintain themselves.

Public Consultation

Mr Keith Anderson

Considers that there has been very little consultation with the existing residents of Fairfield Avenue and that development planning does not take the existing residents into account.

Mr B & Mrs S Cassidy, Mr Ian Davidson

Welcome that the Council has listened to comments with regards to overlooking by new properties and changes to the proposed height to single storey to the rear of Fairfield Avenue, and included a planted buffer zone.

Mr David MacBeath

Cites disappointment in public consultation as development will go ahead regardless. Suggest the Council rethinks their proposals.

Mr G & Mrs S MacKenzie

Considers that there has been very little consultation with the existing residents of Fairfield Avenue.

Quality of Life

Mr Ross Cruickshank

Considers that whilst development may need to take place, it should be the right development in the right location.

Mr B & Mrs S Cassidy, Mr Josh Davidson, Mr Ian Davidson

Considers that the proposed development will negatively impact on existing residents' quality of life

and seeks to minimise this. Welcomes that the Council has listened to comments regarding overlooking and reduced height of properties to rear of Fairfield Avenue and included a planted buffer zone.

Fairfield Residents Association, Mr D & Mrs A Jess, Mr Peter Long, Mrs Denise Long, Mr Oliver Long, Mr Samuel Long, Mr Cooper Long, Mr Bill Stewart, Ms Jennifer Stewart, Ms Lynne Strachan, Mr Konrad Wallach, Mr M & Mrs J Wilcox

States that a key principle of planning is 'A Quality of Life for all' which includes existing residents. Concerned that quality of life will be negatively impacted on as a result of the proposed development.

Fairfield Residents Association, Ms Fiona Osunrinade

Concern about the disruption caused during the construction phase on existing residents.

Dr Rafik Hamdy

Concerns about the impact of the development on quality of life in terms of personal and family safety, flooding, increased traffic, and transformation of the environment and scenery.

Mr Peter Long, Mrs Denise Long, Mr Oliver Long, Mr Samuel Long, Mr Cooper Long

Concerns about time period for construction particularly given private developer involvement. Suggest this may take longer if market conditions are not favourable.

Mr Mike Banks, Mr Peter Long

The proposed development is causing stress and anxiety to the existing residents of Fairfield Avenue and there is a general feeling that the sense of community is being sacrificed for additional housing. Considers that the existing residents of Fairfield Avenue will not be treated sympathetically and that the interests of the proposed development will take priority. Do not consider that the Council will listen.

Mr A Rae & Mrs E Rae, Miss Jennifer Rae

Concerns about impact of development on quality of life in terms of potential harassment, vandalism and fear inflicted by the behaviour of school pupils.

Mr A & Mrs E Smith

Concerns about noise pollution associated with construction over build-out period and impact on existing residents. Suggests that restrictions are placed on construction hours and that construction traffic accesses the development via Edgar Road subject to improvements to Wards/Edgar Road and Moray Drive junction before commencement.

Mr G & Mrs S Mackenzie

Concerns about environmental changes, pollution and disruption caused by proposed development on health of existing residents.

Ms Lorna Cruickshank, Mr Jay Wright, Ms Sofie Wright

Considers quality of life of existing residents will be detrimentally affected by the proposed development in terms of traffic issues, drainage and flooding, disruption due to construction, and an increase in number of people within the area which will bring noise and possible vandalism.

Planning Authority's response:

Housing

Affordable Housing

The provision of affordable housing is a key priority of Moray 2026: A Plan for the Future, the Local Housing Strategy (LHS) and the Moray Health and Social Care Strategic Plan 2016-19. The Housing Needs and Demand Assessment (HNDA) which has been afforded 'robust and credible' status by the Scottish Government identifies the Elgin Housing Market Area (HMA) as having the greatest need for affordable housing with approximately 63% of development requiring to be affordable over the period 2018-22. The level of affordable housing proposed (62% of total development) in the Bilbohall Masterplan is therefore more akin to the actual need than the 25% requirement stipulated in Scottish Planning Policy (SPP).

The sites being developed for affordable and private housing are determined to a large extent by land ownership. Discussion has taken place by the Consortium over potential land swaps. As set out in policy H8 Affordable Housing and associated Affordable Housing Supplementary Guidance the 25% affordable housing requirement pertaining to sites R4 and R12 will be integrated with private housing. It should be noted that the Affordable Housing Supplementary Guidance states that "there may be proposals for 100% provision of affordable housing and these will be acceptable as part of a wider mixed community and where all other relevant Local Development Plan policies are met". The Bilbohall development when considered in the context of the immediate vicinity is considered to create a wider mixed community.

The sites owned by the Council and Grampian Housing Association (GHA) are identified as key priorities for investment in the Strategic Housing Investment Plan (SHIP). The affordable housing will be provided in the form of social rented housing and low cost home ownership and the mix will meet the needs of a broad range of household types, including specially adapted accommodation for older and disabled people, mainstream family housing and flats for single people.

Robertson Homes have a historical agreement with Moray Council to provide the affordable housing requirement of 8 units attributed to site R1 (Fairfield Avenue) off-site, and this is to be provided within the Hamilton Gardens development currently under construction. Since the granting of planning consent for site R1, the policy on affordable housing has been significantly reviewed through subsequent Local Development Plans and the provision of affordable housing off-site will only be permitted in exceptional circumstances.

The definition of affordable housing will be included in the Housing Policy of the Proposed MLDP 2020.

Accessible Housing

Accessible housing will be provided in accordance with the MLDP 2015 policy H9 Accessible Housing which requires 10% of private units to be provided to wheelchair accessible standards, where 50% is to be provided as single storey. The number of units to be provided as single storey (bungalows) will increase from 50% to 100% through the new Housing policy in the Proposed MLDP 2020, and future development proposals will accord with this. The percentage of properties provided to wheelchair accessible standards is likely to be higher for housing developed by the Council to meet the needs set out in the HNDA 2017 and cater for Moray's ageing population. Accessible housing will be integrated within the Bilbohall development sites taking into account the proximity of public transport routes and access to facilities.

Privacy and Overshadowing

To reflect concerns raised during the initial consultation on the preferred option for the draft Masterplan the height of properties within Block E (formerly Block D) was reduced to single storey

and the length of rear gardens decreased to enlarge the buffer strip, which will be planted with trees, in the draft Masterplan. Further clarity is provided in the final Masterplan on the minimum distance of 40m between the rear elevations of properties within Block E and Fairfield Avenue which is double the distance of 20m between the front elevations of properties on Fairfield Avenue, and a minimum 15m wide buffer strip to be planted alongside the existing 10m buffer strip to the rear of Fairfield Avenue together with detail on tree species to ensure an overall maturity height of 10-12m, year-round foliage and coverage at understorey level. Section A-A (page 37) illustrates that despite the elevated position of Block E the privacy of properties on Fairfield Avenue will not be detrimentally impacted upon given the provisions that have been made through the final Masterplan.

The height of development within site OPP7 has been reduced from 3-storey in the draft Masterplan to 2-storey in the final Masterplan to reflect concerns raised about overlooking and privacy. Existing properties within OPP7 and Fairfield Avenue are 2-storey.

The location of the bus stop is a detailed matter that will be determined at planning application stage in consultation with the bus operating company.

It is not considered that the proposed development will restrict sunlight to existing properties given the provisions made in the final Masterplan in terms of reducing the height of development in Block E, separation distances between rear elevations, and that the existing planted buffer strip currently restricts sunlight to some degree.

Density and Design

Policy H1 Housing Land of the MLDP 2015 sets out that capacity figures for site designations are indicative and the proposed capacities will be determined by the characteristics of the site and conformity with other relevant policies of the Plan. The capacity of the sites within the Bilbohall Masterplan have been informed by detailed landform and topographic surveys, density levels in the surrounding area and a high quality design incorporating existing landscape features.

A variety of densities are provided in the Bilbohall Masterplan ranging from 20-25 units per ha (low) to 25-35 units per ha (medium) to 35-45 units per ha (high). This is comparable to density levels in the surrounding area of 42 units per ha (Heldon Place), 37 units per ha (Bardon Place), 29 units per ha (Hardhillock Avenue) and 21 units per ha (Connon Crescent) as shown on page 27 of the Masterplan.

Bilbohall is a landscape-led Masterplan that address the unique topography and mature landscape setting of the area. The Masterplan proposes a high quality development that is in accord with Scottish Planning Policy (SPP), Scottish Government policy Designing Streets and Creating Places, and the MLDP 2015 Policy PP3 Placemaking and associated Urban Design Supplementary Guidance. 51% of the total masterplan area is proposed as high quality, multi-benefit open space which is 21% above the minimum requirement of 30% for developments of 201+ residential units as set out in policy E5 Open Space of the Moray Local Development Plan 2015.

Local Development Plan and the Principle of Development

The principle of residential development at Bilbohall has been established for some time. Sites R3 and CF2 along with R1 were allocated in the Moray Local Plan 2000, site R4 was allocated in the Moray Local Plan 2008 and site R12 in the Moray Local Development Plan 2015. Extensive public consultation was carried out during the preparation of each Plan. When purchasing a property, it is the responsibility of the individual to undertake research into development planned in the vicinity. The Council are not responsible for information provided by third parties. Copies of the LDP are

readily available on the Council's website and in local libraries.

The Masterplan will be updated to reflect the adoption of the Moray Local Development Plan 2020 and other relevant documents in due course.

Scottish Planning Policy (SPP) requires planning authorities to identify a generous supply of land for housing through allocating a range of sites to provide choice and ensure deliverability, and to plan for a 20 year period. 7115 units (HNSA baseline of 5473 units plus 30% generosity 1642 units to ensure a good supply of land is available) over the period 2018 to 2035 or 395 units per annum is required to meet need and demand for housing in Moray. This is not evenly distributed throughout the period with 424 units per year required between 2018 and 2022 to meet existing housing need. Whilst a number of larger developments have been recently consented in Elgin these cannot deliver the level of housing required to meet need and demand or satisfy SPP in terms of providing choice.

Flooding and Drainage

Additional technical studies have been carried out as part of the preliminary Drainage Strategy and Flood Risk Assessment to assess pre-development and post-development run-off rates and ensure that adequate storage is provided in order that a 1 in 200 year event plus climate change can be contained and managed on-site. This has included an analysis of catchments, discharge rates and volumes. The strategic flood risk assessment and preliminary drainage strategy form an appendix to the final Masterplan.

The Flood Team are satisfied that surface water from the development can be adequately discharged without causing flooding problems in the immediate vicinity or further downstream. Run-off produced from the proposed development will be dealt with as part of the detailed drainage design which will be assessed at the planning application stage to ensure there will be no increase in flood risk to the Tyock burn. As with all new developments, the proposed drainage strategy will be subject to scrutiny as standard and will be undertaken in accord with planning policy requirements, best practice guidelines and Moray Council Flood Risk and Drainage Advisory Note. Further testing including groundwater monitoring and infiltration testing will be undertaken at the detailed planning application stage by the developer.

SEPA's flood map shows that the masterplan area is not within a fluvial flood plain and there is no fluvial flooding across the masterplan area. SEPA have no objections and the suggested amendments to text have been incorporated into the final Masterplan. Further clarity has been provided in the Masterplan at Section 4.6 on the Drainage Strategy and Surface Water Treatment Train.

SEPA's flood map identifies some surface water flooding across the development site which is generally due to low lying areas. Surface water issues will be taken into consideration in the detailed drainage design at the planning application stage. Drainage from the proposed development does not depend on the wetland and the majority of surface water produced will be discharged to the Tyock burn at a rate that currently occurs, using storage within the development to restrict this rate.

The final Masterplan sets out that gravity sewers will be used, where possible, to pump foul drainage from the development, but that due to distances involved additional pumping station(s) may be necessary. Scottish Water has no objection to the final Masterplan and advises that where network mitigation is identified the upgrade works must be funded and carried out by the developer. Scottish Water are currently undertaking modelling work for Elgin which will provide further detail on any mitigation required to support the development.

Transport Infrastructure

Road Network Capacity

The Strategic Traffic Modelling undertaken in the preparation of the Masterplan shows that the link capacity of the roads in the vicinity of the development can generally accommodate the increase in the volume of traffic associated with the Bilbohall development. Improvements will be required to the existing bridge over the rail line at Bilbohall Road and to the north. Options for improvement which have been assessed include the removal of the footway on the eastern side of the existing rail bridge to provide a southern carriageway to allow two-way traffic over the bridge with the provision of a separate active travel bridge across the rail line. Alternative options considered would retain the bridge in its current form with the signalisation of Bilbohall Road/Mayne Road/Wards Road/Fleurs Road junction. Initial analysis of junction options has been explored and is presented in the final Masterplan and further detailed transport modelling and design will be required as part of planning applications. Transport Assessments will accompany subsequent planning applications which will set out detailed proposals for the necessary mitigation measures on the local transport network, which will include the signalisation of the Edgar Road/The Wards/Glen Moray Drive junction.

It is acknowledged that development set out in the MLDP 2015 would result in additional traffic using the A96 through Elgin and that without the provision of any required upgrades to the Trunk Road junctions, development may be constrained until the completion of the A96(T) Hardmuir to Fochabers dualling scheme.

The Elgin Traffic model is currently being updated. New traffic model runs will be undertaken to identify any capacity constraints on the road network associated with the development in the LDP/Proposed Plan. The new model runs will also include the preferred route of the A96 Hardmuir to Fochabers dualling once this route has been announced.

Locations on the road network where there would be capacity constraints due to the LDP development will be identified, including on the A96. Any required mitigation measures would be identified and development in association with Transport Scotland.

The Robertson development at Fairfield Avenue has a single point of access. At the time of the Robertson planning application there was no proposal to connect the development to Edgar Road to the south. The limit of 40 houses applied to the Robertson planning permission was based on road safety concerns, with specific regard to the available waiting space for vehicles to the north of the railway bridge.

Options for improvements to the bridge and junction to the north seeking to address the road safety concern by removing the one-way priority working have been identified in the Masterplan and the improvements would be required in advance of any further development accessed via Mayne Farm Rail Bridge.

Traffic Calming and Safety

The Bilbohall road network has been designed to discourage through traffic travelling between the south and west of Elgin through a combination of measures which respond to the location rather than apply rigid standards, regardless of context, and prioritises pedestrians over motor vehicles. This is in accord with Scottish Government policy 'Designing Streets', the National Roads Development Guide 2014 (NRDG) and the Council's Supplementary Guidance on Urban Design which promotes good placemaking in which designing natural traffic calming into the development and creating attractive, safe streets is a key component. Examples of such traffic calming measures are

illustrated in the final Masterplan on page 42.

A car park is to be provided for visitor parking for the neighbourhood park. Open spaces including the neighbourhood park and pocket park will be linked via a network of footpaths/cyclepaths and green corridors to encourage people to walk or cycle to these facilities.

Public Transport

Following further dialogue with the bus operating company the final Masterplan reflects the likely bus route and future proofs for additional services whilst ensuring that a balance is struck between facilitating bus access and the Masterplan's design principles including the discouragement of traffic between the west and south of Elgin.

Wildlife and Biodiversity

An extended Phase 1 Habitat Survey has been undertaken during the preparation of the Masterplan which identified that the predominant grasslands are typically low value to biodiversity and recommends that further surveys for bats, badgers and nesting birds are undertaken at planning application stage. SNH have been involved in the preparation of the Masterplan from the outset and the wildlife corridor proposed along the marshy grassland within the northern section of the 'valley floor' character area which is considered to be better suited to accommodate wildlife than the rear of houses and gardens has been incorporated into the Masterplan. Wildlife friendly measures suggested by the RSPB have been incorporated into the final Masterplan. At the planning application stage additional, more detailed measures will be required to accord with the new Biodiversity policy in the Proposed Moray LDP 2020. The Wards Wildlife Site Plan will be reviewed in the near future.

Landscape, Green Space and Trees

Visual Impact

The Landscape Report titled 'Integration of New Developments into the Landscape' (2005) was a high level study to assess the potential effects of new development on the character of the landscape surrounding the five main settlements in Moray, and provide an indication of developable areas. This study informed the Moray Local Plan 2008 and Moray Local Development Plan 2015. A detailed Landscape and Visual Appraisal has been undertaken in the preparation of the Bilbohall Masterplan which correlates with the 2005 study and MLDP2015 key design principles and concluded that a slightly larger developable area in site R3 was possible without detrimentally impacting on the landscape character. A visualisation of the proposed development from Wards Road illustrating the integration of the development into the landscape is shown on page 49 of final Masterplan.

Protection of Green Space

Green spaces of amenity or recreational value identified in the final Bilbohall Masterplan will be protected as an Environmental (ENV) designation on approval of planning applications.

Protection of Trees

The site designation text pertaining to site OPP7 in the MLDP 2015 sets out that a Tree Survey and Protection Plan will need to be submitted for proposals at planning application stage.

Historic Environment

No further comment by Historic Environment Scotland is noted.

Health, Education and Community Infrastructure

Developer obligations will be sought from developers to mitigate any adverse impact the proposed development may have on education, health and transport infrastructure at the time of a planning application.

The Bilbohall development is currently zoned to the Greenwards Primary School and Elgin High School. Greenwards Primary School is currently operating at capacity, and developer obligations will be sought from developers towards a new primary school planned as part of the recently consented Elgin South development. Elgin High School is currently operating at 68% capacity (School Roll Forecast, 2017) and has capacity to accommodate the majority of pupils generated by the Bilbohall development. Developer obligations will be sought towards an extension to the High School when this capacity reaches 90%.

NHS Grampian have advised that healthcare facilities are currently operating at capacity, and developer obligations will be sought towards new healthcare facilities planned as part of the recently consented Elgin South development, dental chairs and a community pharmacy.

The NHS and Moray Council Education Service are working to identify different ways to address staffing issues and ensure a satisfactory service for the growing population of Moray. This includes investigating advancements in technology for which modern, high quality facilities are essential.

Developer obligations are not currently sought towards community facilities as there is insufficient evidence to substantiate a direct link between the residents of a new development utilising the facility, and seeking these obligations could subject the Council to legal challenge as the tests set out in the Scottish Government's Circular 3/2012 Planning Obligations and Good Neighbour Agreements would not be met. The evidence base for community and recreational facilities will be reviewed and is identified as an action in the Delivery Programme for the Proposed MLDP 2020.

Support for Development

Support for principle of development is noted.

General

TV Signal

This is not a material planning consideration and is a private matter between the householder and TV company.

Property Devaluation/Loss of View

These are not material planning considerations.

Crime & Anti-social behaviour

In accordance with the principles of good placemaking the development has been designed to minimise opportunities for crime and anti-social behaviour through ensuring buildings overlook open space, public and private space is clearly defined, and creating a distribution of activities in the street to create active public spaces.

Purchase of Properties

The Council does not have a remit to purchase private property due to the concerns raised about development at Bilbohall.

Demolition Costs

Scottish Planning Policy (SPP) encourages brownfield redevelopment to make efficient use of land.

The costs associated with the redevelopment of OPP7 will have influenced the land value of the site when purchased.

Replacement of Fencing

It is understood that the existing planted buffer strip is owned by the residents of the Fairfield housing development and therefore, responsibility for the replacement of fencing lies with the property owners.

Maintenance of Open Space

Within 100% affordable housing sites the maintenance cost of open space is accounted for within rental income. Where affordable housing is integrated within a private development, the proportionate cost associated with maintenance is a matter for the developer to address. Further investigation will take place into a joint management approach for the maintenance of open space by the Bilbohall Consortium.

Public Consultation

Public consultation has taken place to inform the emerging draft Masterplan and at draft Masterplan stage, during which drop-in exhibitions have been held where the Masterplan consultants, members of the Bilbohall Consortium and Moray Council officers from Housing, Transportation and Planning have been available to deal with queries. The consultations were advertised widely via the Council's website, newspaper articles, social media and local radio. Amendments have been made to both the draft and final Masterplan to reflect concerns, where considered appropriate.

Quality of Life

Concerns regarding the potential impact of the proposed development on existing residents quality of life has been taken into consideration in the preparation of the Masterplan. Further environmental assessments will take place at the detailed planning application stage to control any environmental impacts associated with the development (e.g. operation times for construction, noise, dust, vibration monitoring, etc.) and conditions placed on planning consent(s), where necessary. Environmental Health has been involved in the preparation of the Masterplan from the outset and will be consulted on future planning applications.