



Buckie South Character Area Manual | November 2021



- LEGEND
- Summerton Square
 - Barhill Avenue
 - The Courtyard
 - The Heartlands
 - Garden Villages
 - The Gables

Figure 50 - Rev A
 Character Areas
 1:2,500 @ A3

10.0

Character Areas - Overview

This section provides details of a number of varying character areas to the Buckie South development which will aid placemaking, give a distinctive feel via different materials and landscape features to draw out differing elements of the phases which make up the site and the constituent homes with them. These are intended to give overarching guidance on architectural character and built-form for these areas to meet MC Placemaking PP1 policy requirements. The aim is to identify areas and zones across the larger site with which a broad range of materials and styles sympathetic to the local character will emerge. The areas are therefore drawn to capture both sides of streets and catch those areas which have a common relationship to adjacent open space or are an identifiable phase in itself. Six key character areas have been identified, these areas have been developed as a response to the existing landscape, topography, and the location within the development. They must inform the detail layout of these areas, the character of open space, the palette of materials and architecture in each area.

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

SUMMERTON SQUARE



'Summerton Square'

Providing a hub for the community, the square will be a vibrant inviting central meeting place. Public art themed from the Buckie fishing heritage will create a focal point within the square, complemented with a variety of landscaping materials, raised planting beds and public seating areas.

BARHILL AVENUE



'Barhill Road Frontage'

The gateway into Buckie from the west; this tree lined avenue will provide a leafy green approach into the town and with strong cycle and pedestrian links, which will encourage activity and communication which will promote reduced traffic speeds.

THE COURTYARD



'The Courtyard'

This intimate 'cottage style' character area will provide quiet discrete housing areas with easy access to public amenity spaces. Splashes of red and orange will create interest and colour into the open spaces.

HEARTLANDS



'Heartlands'

Encouraging residents to make use of open spaces, playing field and allotments, the Heartlands are located adjacent to amenity and landscaped areas. A cherry orchard to the east sets the scene for streets of pink blossom in early summer through the character area.

GARDEN VILLAGES



'Garden Villages'

Located on the green edges of the masterplan area, Garden Villages provides residents with opportunities for woodland walks. Meadowlands with wild flowers and marginal planting on wetlands encourage wildlife and biodiversity.

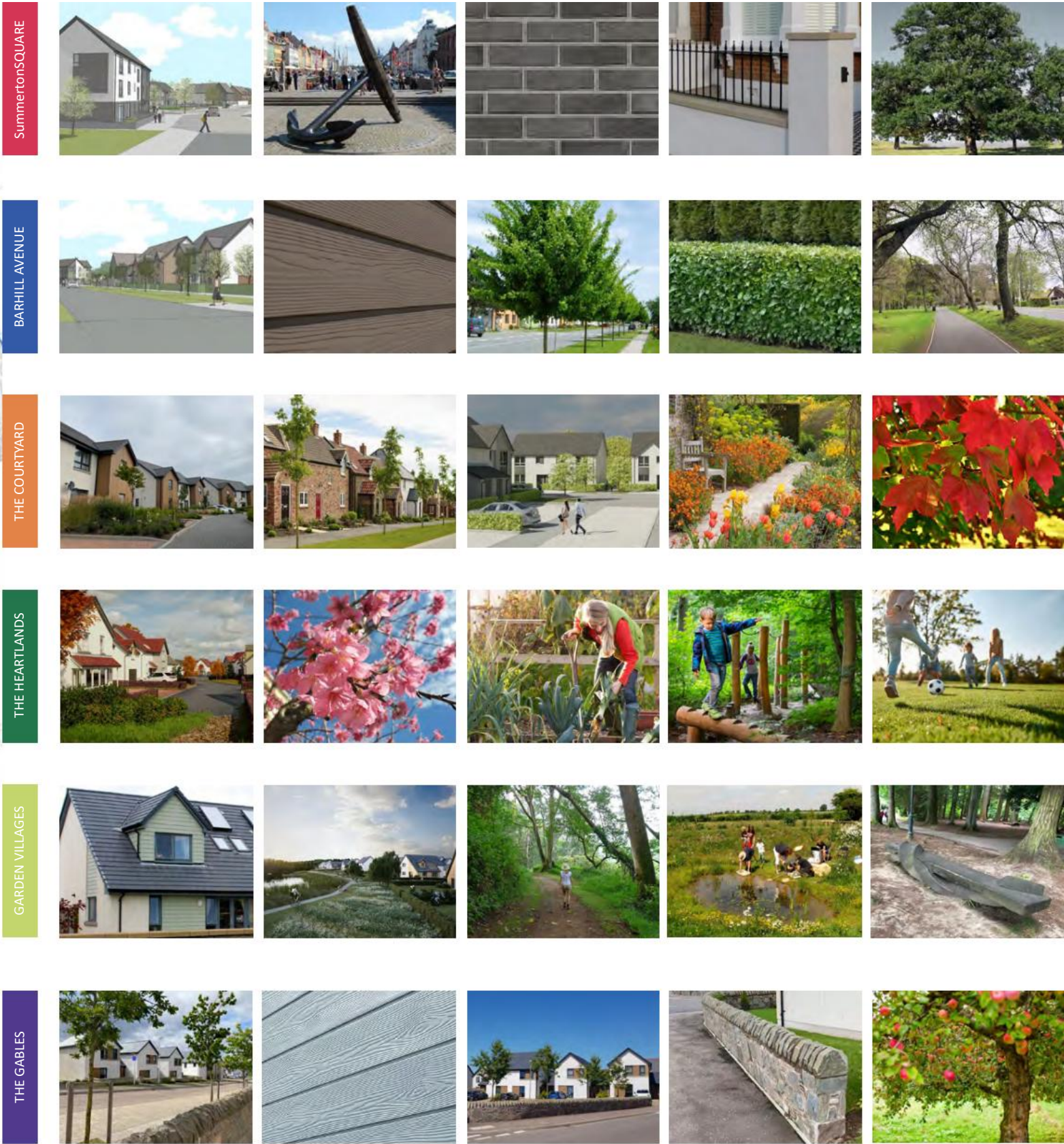
THE GABLES



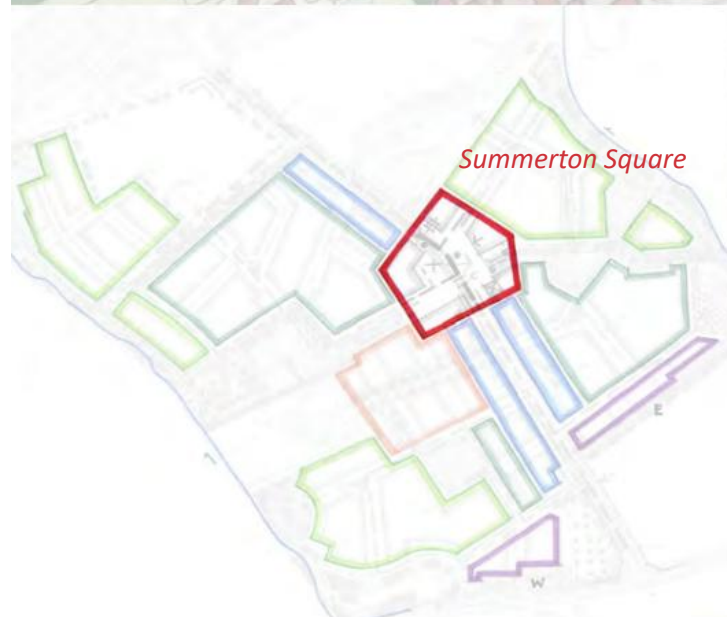
'The Gables'

With a south facing aspect, The Gables provides a gateway feature, visible from the A98 road. The use of cladding and stone on the gables pay homage to Buckie boatyards and the nearby distillery pagoda style roofs and gables.

10.0



10.0 Summerton Square



The Square will be defined by 2 and 3 storey buildings and hard landscaping to provide an area with activity and interest on the western gateway to Buckie. Public spaces, retail/ commercial opportunities, public art and seating areas will contribute to create a central hub for the masterplan, which will help slow traffic movement into Buckie. Pedestrian and cycle links from east/west across the square will also act as traffic calming and encourage connectivity between developable areas on the east and west of Barhill Road. A variety of materials, hard and soft landscaping will create an interesting focal point to the development and a central meeting place for all residents.



View of Summerton Square looking south towards Barhill Road



Public Square to create meeting place



Example of ground floor retail unit



Buckie fishing heritage themed public art



Example of outdoor seating



Example of outdoor seating

10.0 Summerton Square



Density

■ Key Buildings ■ Vista Stoppers ✕ Key features & viewpoint locations



Frontages and Key Buildings

■ Key Frontages ● Key Corners/Buildings

Key Buildings and Vista Stoppers

- Key buildings and vista stoppers should include:

Higher density neighbourhood core taking references from Cluny Square

Commercial premises to be provided on ground floor of key building in the Square

Prominent buildings facing the square

Central Public Art feature

Taller 3 story focal point and vista stopper buildings (apartments) set in a street scene that can include a variety of building heights including 1, 1.5 and 2 storeys

Street Design, Frontages and Boundaries

- Active frontages to 'South Square'
- The South Square frontage should define the public realm and edges of the public space.
- Boundaries around the square to be predominately robust materials such as walls and railings at key edges.
- Landscaping to be a mix of hard and soft landscaping where appropriate.
- Metal themed street furniture to reference the fishing heritage of Buckie.
- Steeper pitched roofs to lend accent building heights and provide residents and visitors with navigational aids when orientating themselves with the square.



Dark grey facing brick



Slate grey cedar cladding



Dark Grey paving with public art feature



Keyblok vintage charcoal paving



Charcoal grey paving



Feature wall and railings



Feature tree - English Oak



Specimen trees - Paper Birch



Low specimen shrubs - New Zealand flax (Year round colour)



Low specimen shrubs - New Zealand flax (Year round colour)



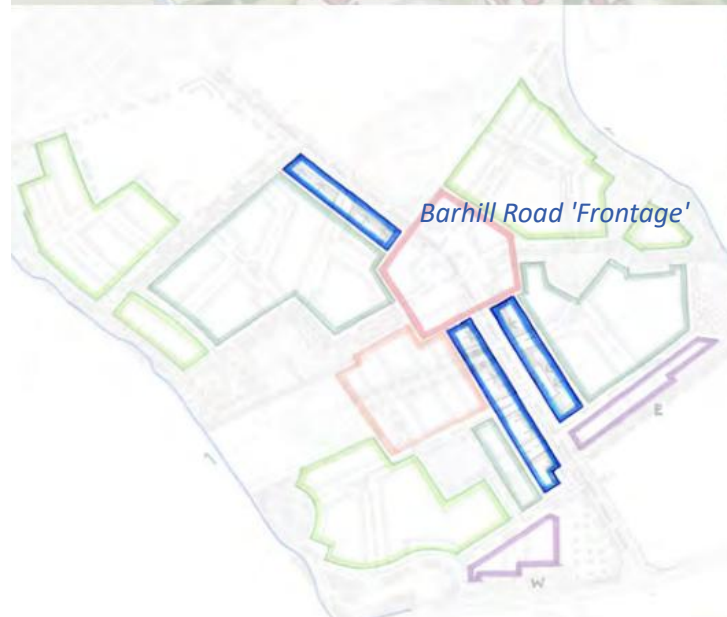
Shrub Planting - Rock Rose (Summer)



Tall specimen shrubs - Staghorn (Autumn)

COLOUR
THEME

10.0 Barhill Avenue



Barhill Avenue will provide a tree-lined avenue into Buckie and will help create an interesting and attractive western gateway. Medium density housing facing barhill road will provide natural surveillance and activity and the pedestrian/ cycle routes will form part of the green edges to this street. Hedges and low walls will define public and private spaces and a variety of external materials and colours will provide distinction to this street. Leafy green travel routes crossing Barhill Road will connect public and recreational spaces east and west and this will help reduce traffic speed.



View of Barhill Road looking north towards Summerton Square



Front garden hedge boundaries



Tree lined street



Landscape buffer between paths and side of the street

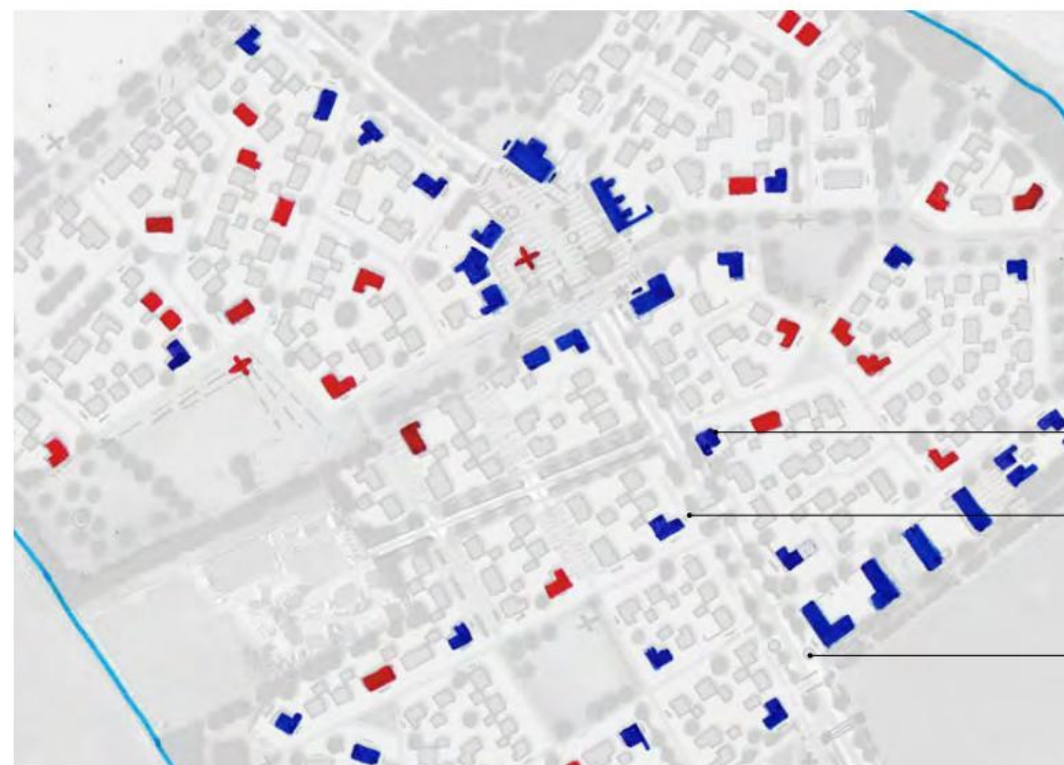


Low walls



Cupar terrace housing with buff stone frontage

10.0 Barhill Avenue



Density

■ Key Buildings ■ Vista Stoppers ✕ Key features & viewpoint locations



Frontages and Key Buildings

■ Key Frontages ● Key Corners/Buildings

Key Buildings and Vista Stoppers

- Key buildings and vista stoppers should include:

Medium density with a opportunity for 1.5 and 2 storey housing.

Opportunities for linked terraced and semi detached houses as well as free standing detached and semi detached

Key corner buildings will be differentiated by being finished by anstone or other material

Varied building line to create enclosure and reference points and groupings in the street

Fully integrated crossings connecting the east and west of Buckie South

Parking behind build line

Street Design, Frontages and Boundaries

- Active frontage Barhill Road street scene taking reference from West Church Street.
- Key buildings in the South Square provide a focal point while travelling along the road.
- Boundaries within this area should be predominately low walls and medium height railings and formal medium height hedges.
- Medium height masonry walls to be incorporated into front and side gardens for noise attenuation.
- Layered soft landscape set off Barhill Road will be used to soften the hard landscape and define plots, driveways and parking areas etc.
- Potential for fully integrated and operational tree lined SuDS features designed into the street scene providing a buffer to paths on either side of the street.
- Masonry and render finish with potential for timber cladding accents
- Parking on frontage to be minimum with majority of parking behind the build line and/or in rear parking courts.



Buff anstone external wall



Taupe cedar cladding



Keyblok brindle paving



Buff feature wall



English Laurel hedge



Street tree - Greenspire Littleleaf Linden



Specimen trees - Field Maple (Summer)



Specimen trees - Field Maple (Autumn)



Shrub Planting - Japanese sedge



Feature trees - Silver Birch (Autumn)



Shrub Planting - Rock Rose



Shrub Planting - Dogwood (Autumn)

COLOUR
THEME

10.0 The Courtyard



This medium density character area provides the opportunity for an intimate 'cottage style' development area, with potential for home zone areas, creating quiet hedge lined private gardens. Courtyard parking areas and hard landscaped public areas are edged and softened with a variety of trees and hedges. Maple trees provide strong autumn colours in contrast to summer greens and shrubs in this area are hot reds and oranges providing all year round colour and interest.



Tree lined streets with small cottage style gardens



Potential for Home Zone Areas



Informal Seating Spaces



Example of shared drive



Opportunity for Terrace Housing



Lower density housing with shared drives

10.0 The Courtyard



Density

■ Key Buildings ■ Vista Stoppers ✕ Key features & viewpoint locations



Frontages and Key Buildings

■ Key Frontages ● Key Corners/Buildings

Key Buildings and Vista Stoppers

- Key buildings and vista stoppers will include:

Medium to higher density clusters set out along shared surface 'lanes'

Opportunities for terraced housing or linked detached and semi detached houses of 1.5 and 2 storeys.

Key corner buildings will be dual-fronted with distinguished material finishes and architectural feature onto greenspace.

Frontages to open space



Red brick



Buff stone walls



Buff roughcast



Taupe cedar cladding



Keyblok brindle paving



Red Doors



Beech hedge (Summer)



Beech hedge (Autumn)



Specimen trees - Paper Bark Maple (Summer)



Specimen trees - Paper Bark Maple (Autumn)



Feature Tree - Copper Beech Tree (Summer)



Shrub Planting -Salvia Royal Bumble

Street Design, Frontages and Boundaries

- The Courtyard should create an feel of intimate streetscapes with a hard landscape focus using small element paving and a soft landscape fringe to garden boundaries.
- Cottage/'Colonies' style dwelling opportunity eg George St, Portessie but with small cottage gardens defining plot frontages creating a feel of cluster courtyards.
- Potential to create a low traffic speed 'home zone' through use of paving materials and natural surveillance .
- Soft landscaping creating year round colours and interest for residents.
- Car parking behind build lines within courtyards will feature in the main within this area, with discrete onstreet parking bays utilised where permissible along with sensitive in curtilage parking.
- Variation in external door colours including red, will be introduced in this charcter area.

10.0 The Heartlands



The Heartlands are 3 separate character areas within the masterplan that provide medium density housing linked to public open spaces and recreational areas by strong leafy green travel connections. Formal hedges and low walls define private and public spaces and a well structured street scene creates a vibrant community spirit with easy access to the open spaces for leisure and play, including allotments, gardens and a cherry orchard. A variety of external finishes include wet dash, timber cladding and red roofs provide interest and distinction to these areas. Open spaces and outer edges are framed by soft landscaping of native species. Early summer burst of pink in the cherry orchard is complemented by soft white and pink flowering shrubs in the open amenity spaces.



Green Streets and Landscaping Opportunities



Street Trees



Allotments



Kickabout area

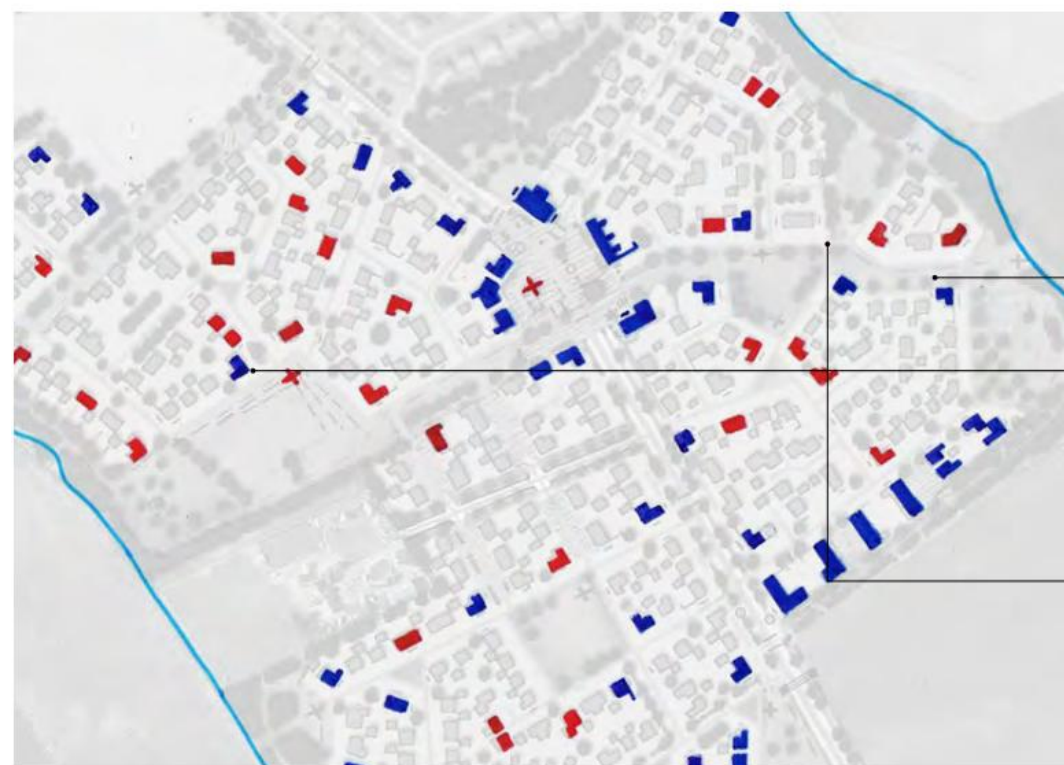


Natural play area



Cherry Blossom Trees

10.0 The Heartlands



Density

Key Buildings Vista Stoppers Key features & viewpoint locations



Frontages and Key Buildings

Key Frontages Key Corners/Buildings

Key Buildings and Vista Stoppers

- Key buildings and vista stoppers should include:

Medium density 'connecting' residential areas

Frontages to 'Green Avenue'

Key corner buildings will have a dominant focus onto the neighbourhood park with a distinct frontage providing a focal point in the area. Predominately 2 and 1.5 storey dwellings with opportunities for accent buildings and structures

View of Bin Hill from green avenue and open spaces

Street Design, Frontages and Boundaries

- Variety of dwelling types to make up vibrant community within a well-structured street scene to accommodate servicing and general access to the outer fringes and character areas of the neighbourhood.
- Suggested materials for this area are render/wet dash finish with timber, masonry accents and red roofs.
- The materiality on key blocks should differ to the standard palette to help create a bigger impact and point of reference for residents.
- Boundaries within this area should be predominately formal hedges and low wall/railings defining front gardens and front of plot subdivision as well as driveways.
- Front garden tree planting (low growing ornamental species) designed to soften the elevations/streetscene in contrast to integrated on street tree planting in other areas
- Green tree lined avenue connects pocket parks and green outer ring network of woodlands and amenity spaces.
- Natural surveillance and access to allotment gardens and community orchard.



Red roofs



White wet dash



Taupe cedar cladding



White windows



Keyblok vintage burnt ochre paving



Neighbourhood Park



Feature tree - Cherry Tree (Spring)



Feature tree - Cherry Tree (Autumn)



Specimen tree - Lime tree



Shrub Planting - Astilbe colour flash



Shrub Planting - Rock Rose



Shrub Planting - Rosa white 'max graf'

COLOUR
THEME

10.0 Garden Villages



Garden Villages, located on the peripheral of the masterplan provide a natural setting where residents can enjoy the woodland planting, meadows and natural green edges to the development. Medium to low density housing provide active frontages to the green edges, with hedges defining private spaces and native trees and flowering shrubs of blues and white complementing the natural spirit of the the character area. Existing burns and wet areas are integrated with the proposed SUDs creating areas where marginal planting encourages biodiversity and natural habitat. Open spaces connected by green travel links provide opportunities for relaxation and play.



Green Network Edge



Woodland Walks and Informal Paths



Tree lined street



Meadow Planting with Informal Paths



Natural Play of Western Edge



Encouraging biodiversity

10.0 Garden Villages



Density
■ Key Buildings ■ Vista Stoppers ✕ Key features & viewpoint locations



Frontages and Key Buildings
■ Key Frontages ● Key Corners/Buildings

Key Buildings and Vista Stoppers

- Key buildings and vista stoppers should include:

Edge of neighbourhood medium to lower density communities with pro-active outward looking frontages overlooking the Green 'Outer Ring' Network

Key corner buildings will have a materiality and colour that makes it a standalone feature plot with a contrasting colour.

Predominately 2 and 1.5 storey dwellings with opportunities for accent buildings and structures

Detached and semi-detached houses with scope for cottage flats and apartment buildings at corners and overlooking open spaces

Lower density properties edging the character area providing a soft, overlooked interface with the countryside and the fully integrated woodland to be laid out as part of the Green Network.

Frontages to Green 'Outer Ring' with informal path network

Street Design, Frontages and Boundaries

- The garden villages will create a 'Soft' edge to the wider neighbourhood.
- Accessible communal green network/open spaces and facilities close by.
- There will be a sense of community 'ownership' and informal 'surveillance' of the green 'outer ring' network.
- Mixed tenure homes and dwelling types fully integrated into the street scene
- More generous front cottage gardens and rear private gardens with soft focus communal gardens to apartments/cottage flats.
- Well-connected and accessible groups of homes set out across a range of streetscapes with integrated traffic calming designs designed to encourage community activities on street.
- Boundaries within this area should be predominantly formal hedges to define front gardens, low to medium height with additional layers of front garden soft landscape features including low growing ornamental tree species and accent shrubs.
- Suggested materials for this area are render/wet dash finishes with timber and masonry accents
- Public art connectivity to open spaces and green network.
- Variation in external door colours including green, will be introduced in this character area.



Sage green cedar cladding



Pewter grey render



Keyblok vintage burnt ochre



Grey anstone cladding



Seating and public art feature



Feature trees - Flowering Ash



Beech hedge (Summer)



Beech hedge (Autumn)



Street trees - Norway Maple (Autumn)



Garden trees - Hawthorn

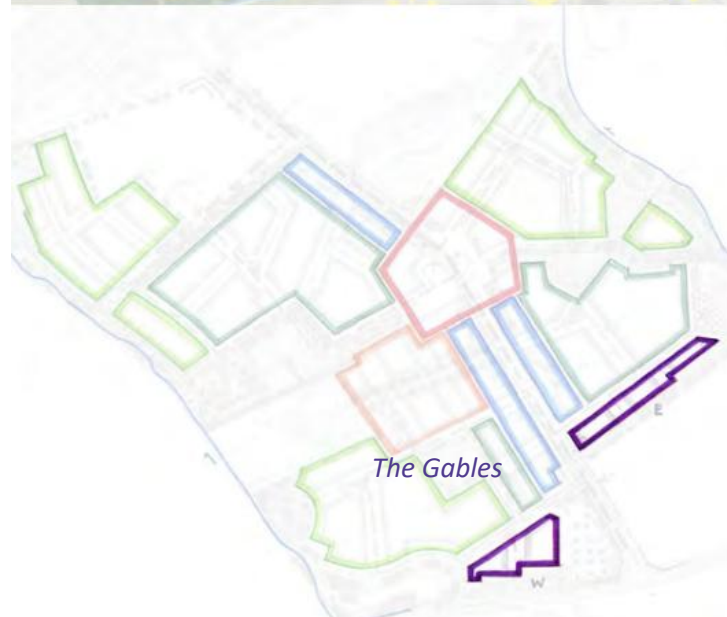


Shrub Planting - Lavender



Shrub Planting - Cinquefoil

10.0 The Gables



Visible from the A98 road, The Gables will provide a gateway feature to the south of the development. Medium to high density housing with 3 storey included to the east, the external materials will include masonry stone, with render and wet dash finish and feature gables of blue/ grey cladding taking reference from Buckie wasterfront boathouses. The feature gable roof line will also reflect the nearby distillery pagodas. A community orchard will provide colour and interest at the junction with A96 on the east and structured planting along the southern boundary will provide a green edge to contrast with the gable features. Shrub and flower bed planting of bright purples and blue with contrasting wine shades will give give depth to the character of the area and complement the blue/grey cladding.



Example of Gables



Orchard



Active frontage with tree lined street



Example of Active Frontage

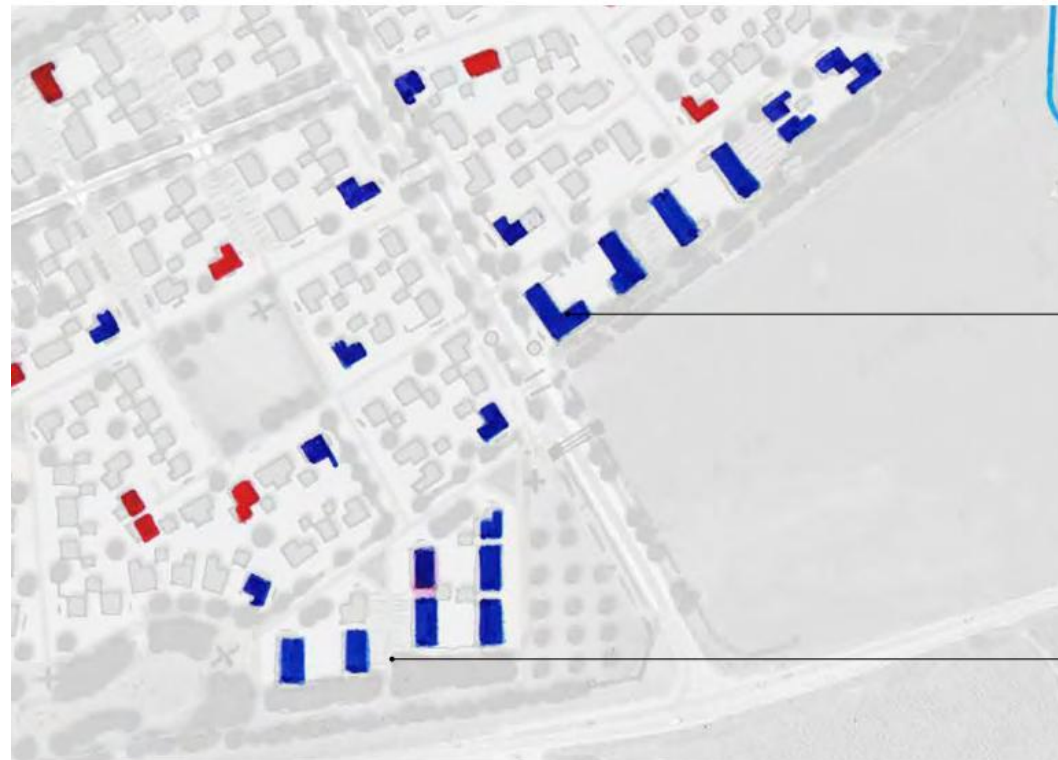


Tree lined street



Feature stone wall boundaries

10.0 The Gables



Density

■ Key Buildings ■ Vista Stoppers ✕ Key features & viewpoint locations



Frontages and Key Buildings

■ Key Frontages ● Key Corners/Buildings

Key Buildings and Vista Stoppers

- Key buildings and vista stoppers should include:

Southern medium to higher density gateway development to both 'Buckie South' and Buckie

Key corner buildings will have a 3 storey form to accentuate form and add varied streetscapes to the urban edge.

1.5 – 2 storey dwellings generally but scope for up to 3 storey gateway accent building in the 'East Gables' development

Potential for a range of dwelling types from terraces, to semi detached and detached linked villas.

Outward looking development form shaped to enhance the gateway appearance to Buckie



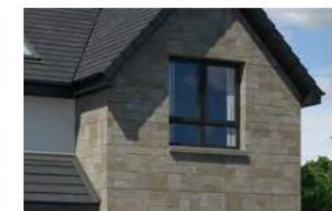
Blue cedar cladding



Dark grey cedar cladding



Navy blue door



Grey stone walls



Charcoal grey paving



Grey windows



Privet hedge



Stone wall



Specimen tree - Lime tree



Specimen Tree - Hornbeam



Spring Planting - Allium purple sensation



Shrub Planting - Blue Hydrangea

Street Design, Frontages and Boundaries

- This area will create a defined gable edge to the south taking reference from the northern edge of Buckie, including Bridge Place, Yardie/ Seatown.
- Grid-like development forms set out with lanes in an essentially north-south access to help maintain visual connectivity to the wider landscape setting.
- Dual aspect opportunities to overlook the southern Green 'Outer Ring' Network and take advantage of the sun path.
- Potential shared surface lanes serving dwellings allowing pedestrian priority.
- Boundaries within this area should be predominantly high masonry/ stone feature rear garden walls. These could be used to connect buildings along the southern boundary for privacy and/or noise attenuation. Walls associated with the Gables designed to visually connect with stone walls lining the Gateway to Buckie from the A98.
- Suggested materials are masonry with render/wet dash accents and potential timber panels to take reference from traditional Buckie waterfront boathouses and features within Inchgower Distillery.
- Feature gable roof line to southern edge of The Gables potentially to reflect the distillery pagodas.
- Narrow front gardens with scope for integrated off street and on street parking.
- Variation in external door colours including blue, will be introduced in this character area.





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1.0

Vision



1.0

Vision

The Vision for the masterplan is to create a sustainable, new high quality neighbourhood to the south west of Buckie, which will be seen to promote a strong sense of place with a community focus promoting opportunities for active healthy living. Through a detailed assessment process, which included a Townscape Analysis of the wider Buckie area, the key site constraints and opportunities across the landholding have been identified to allow a development form to come forward which will be seen to respond to the setting, providing a logical and fully integrated component of the wider settlement form of Buckie.

The masterplan responds positively to the requirements of the Moray Local Development Plan 2020 (MLDP), including Policy PP1 and the Key Design Principles for the extended land holding, and achieves the 6 qualities of a successful place set out in national policy (SPP, Creating Places and Designing Streets):

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

The land holding is located within a landscape that has the capacity to accommodate the scale of development envisaged as its northern boundary adjoins the existing and transitional settlement edge to Buckie with rolling landforms and established vegetative cover forming the setting to the south.

As such, with its excellent communication links and the scope to reinforce this, potential extensions to the Core Path network and new connections with the established community, it is considered that the land at Barhill Road, 'Buckie South', offers scope for a high quality, distinctive neighbourhood to emerge. This has been translated into the Masterplan which envisages a distinctive new Buckie

South neighbourhood coming forward, consisting of individual character areas with a strong community focus. Barhill Road will be seen to have a positive role in this community, providing the backbone with its active street frontage whilst maintaining its role in providing a main route into and out of Buckie. The new development will also be seen to be realised extending out from the established settlement pattern in a phased and logical fashion drawing positive references from Buckie's historical characteristics and qualities. This will lead to the delivery of a balanced community that will be able to evolve and adapt over time to provide a range of living and leisure/community opportunities.

The expanded settlement form, merging new and old, will be fully accessible, taking advantage of its location close to the established road network but enabling safe and convenient walking and cycling to local facilities, shown in Figure 41 - Movement Hierarchy (Volume 02 Page 29) and 20 Minute Neighbourhood Guidance (Volume 01 Page 9). A Transportation Strategy has been prepared alongside the Masterplan, associated with this a Transport Assessment for phase 1 has been submitted (as will be for each subsequent future planning application) to demonstrate the impacts of development on the road and path network.

In planning for a new neighbourhood at 'Buckie South' the proposed development form will be planned with sustainability at the forefront and with the need to respect the existing settlement pattern and sense of community. This will be achieved by careful planning of the new development, allowing the range of character areas to come forward set within an extended settlement pattern which will be seen to protect and in turn, enhance the natural environment, providing an appropriate interface with the established community to the south of Buckie and where possible, by agreement with the Moray Council and adjoining land owners, opening up access to established local facilities and importantly, the wider setting.

Key Components – Buckie South

- Consolidated and Planned New Neighbourhood
- Strong Community Focus based upon Barhill Road and a new 'South Square'
- Interconnected Character Areas drawing on Historic References
- Outward Looking
- Accessible
- Connectivity – Internally + Externally
- Responsive to the Setting/Fit in the Landscape
- Enhanced Biodiversity Value
- Associated Community Uses including a site for a potential new Primary School/Community Facility, local retail and other flexible hub space
- Broad Residential Mix
- Sustainable, Biodiversity enabling and Climate Change resilience
- Provide a new Gateway(s) to Buckie and Buckie South



Extract of Figure 19 Barhill Road Study - Proposed frontages and alternations for potential speed limit reductions

2.0

Planning Policy



2.0

Policy Context

The following local and national planning policies set the frame of reference for the formulation of the Buckie South Masterplan. This Masterplan will encourage a high quality, thriving and sustainable neighbourhood extension for the town for the next 25-30 years.

Moray Local Development Plan 2020

The Masterplan has been prepared within the context and requirements of the adopted Moray Local Development Plan (MLDP) 2020 with its proposals and policies. The Masterplan will be, when completed part of the suite of Supplementary Guidance that makes up the Development Plan for Moray. It will guide development of the Buckie South sites and be a material consideration in the determination of planning applications.

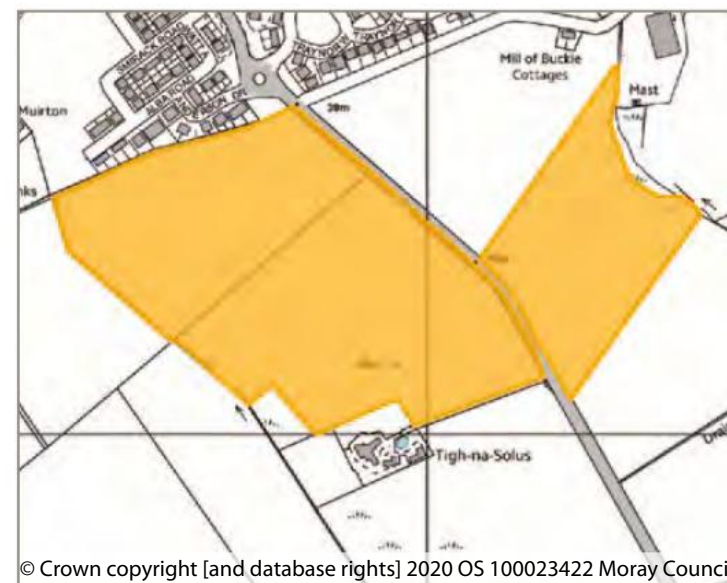
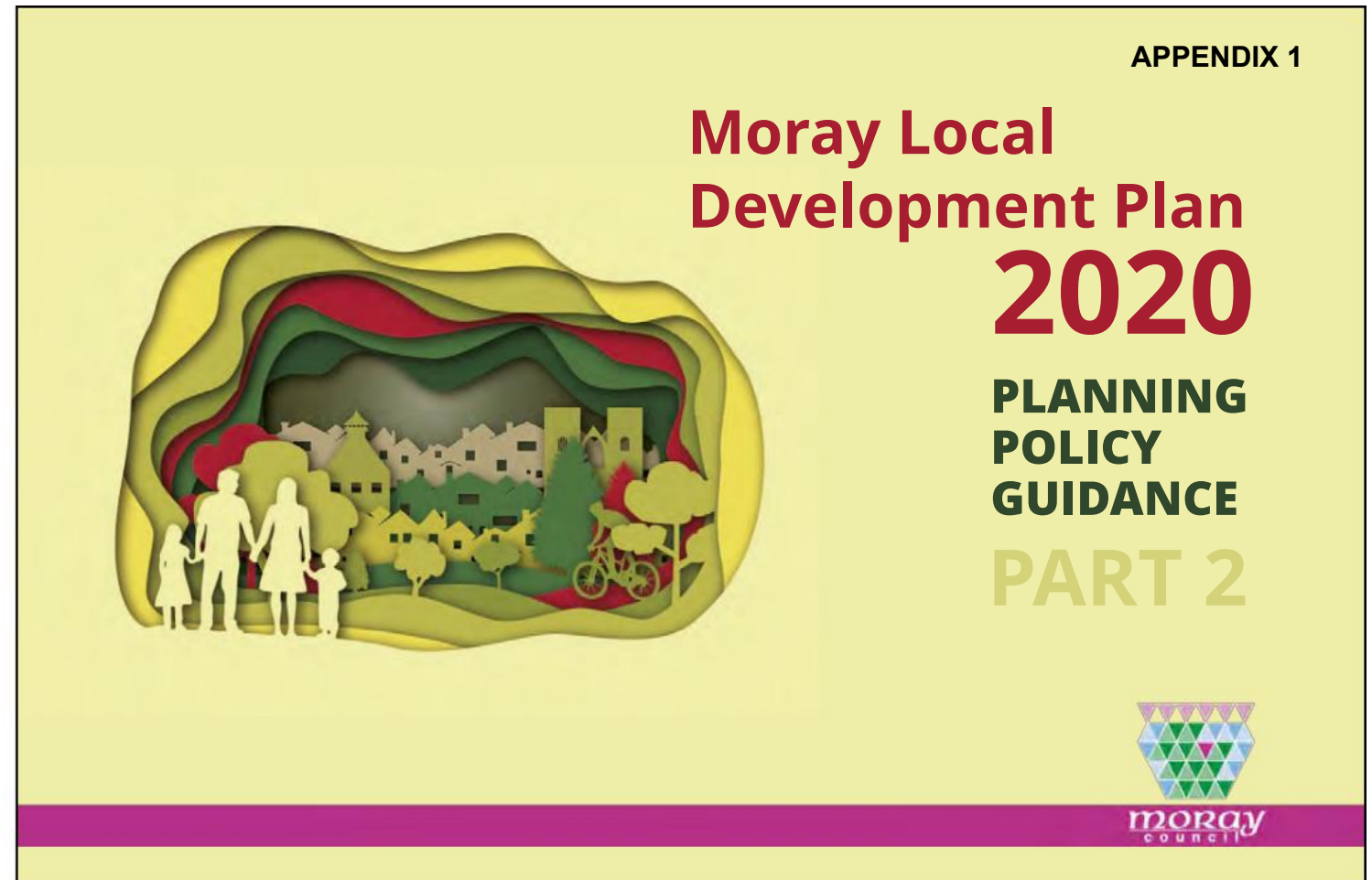
The 'MLDP 2020 Buckie Settlement Maps' shows the land at Buckie South is contained within various designations including R8 – Land at Barhill Road and LONG 1 -Land to the South West of Buckie.

The MLDP places sustainable economic growth, placemaking and infrastructure delivery at the centre of its aims. It proposes a vision to guide development in Moray up to 2030. These are implemented via a series of primary, development, environmental and delivery policies, these include: Placemaking; Development Principles; Housing; Biodiversity; Open Space; LONG 1 Term Housing Reserves amongst others. All policies must be complied with. The MLDP is also accompanied by Additional Guidance Notes on Placemaking, parking and EV Charging. Please refer to: <http://www.moray.gov.uk/downloads/file133546.pdf>

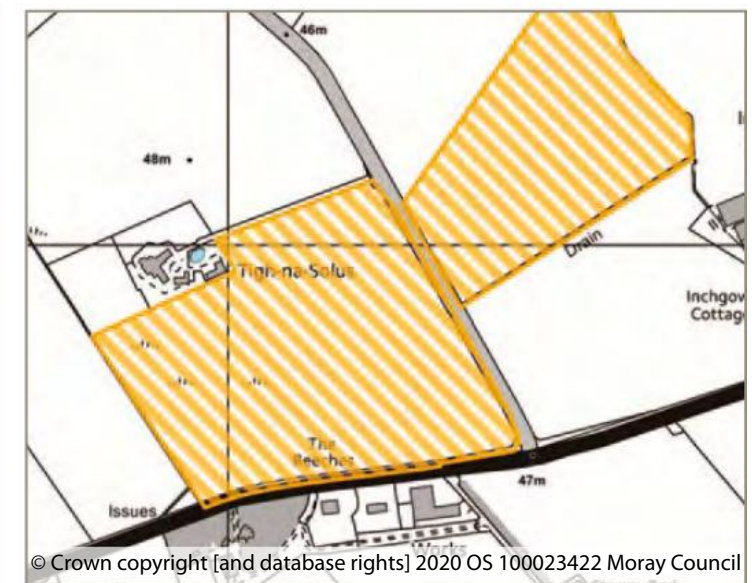
MLDP 2020 Supplementary Guidance

Flood Risk and Drainage Impact Assessments for New Developments

This SG advises that 'Flood risk and drainage must be assessed at an early stage in the development process' while 'the location, layout and design of new developments are critical factors when determining the probability and impact of flooding and designing drainage systems.' Our proposals have been fully informed by a Flood Risk Assessment and Drainage Strategy to ensure that the two watercourses within the site are appropriately designed into the development and mitigated. The site broadly is free from surface water and fluvial flooding with the exception of limited areas alongside the watercourses.



MLDP Buckie R8 Designation Extract



MLDP Buckie LONG 1 Extract

2.0

National Planning Policy

The Scottish Government is working on Reforming the Planning System to ensure it works to 'strengthen the contribution planning can make to inclusive growth, to delivering housing and infrastructure and to empowering communities... (and) addressing climate change' (Scottish Government).

National policy is currently set out in National Planning Framework 3 (NPF 3) and in Scottish Planning Policy (SPP) to which significant weight should be given. The Planning (Scotland) Act 2019 required that work to replace both of these, which date from 2014, with a new, modern and emboldened NPF4 should start immediately with a draft published in Autumn 2021. SPP will be amalgamated into the NPF 4 and provide the spatial priorities and policy drivers for Local Development Plans to bring forward. At its core it aims to deliver greener design, more homes and infrastructure investment along with combating and adapting to Climate Change, moving to zero-carbon living and promoting biodiversity and health. The better integration of land use, transportation and development that can work to support a sustainable, greener recovery post Covid-19 are key to its outcomes.

The NPF4 spatial priorities and policy changes are to be directed to zero-carbon emissions, mitigating climate change and deliver better, greener communities. This will be the guiding principle for all plans and decisions, not to restrict development but to design greener. We are fully committed to this, ensuring that Buckie South is a '20 minute neighbourhood' – providing homes together with everyday local infrastructure to significantly reduce the need to travel' (Draft NPF4).

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

places good street design before movement and calls for balanced decision-making. We are fully embracing these to deliver road safety and speed limit reduction measures at Barhill Road to ensure it becomes an attractive street for people not just cars and other vehicles.

The masterplan achieves the 6 qualities of a successful place set out in national policy (SPP. Creating Places, and Designing Streets):

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

Community Consultation

A public consultation will be undertaken as part of the Supplementary Guidance adoption process. This will be for a minimum of 8 weeks and in a format to be agreed with Moray Council. This is likely to take the form of an online exhibition and Q&A session event. Springfield Properties will be actively engaging with residents and other stakeholders throughout the process to ensure that the local community help shape the masterplan and inform planning applications which will be submitted to Moray Council.

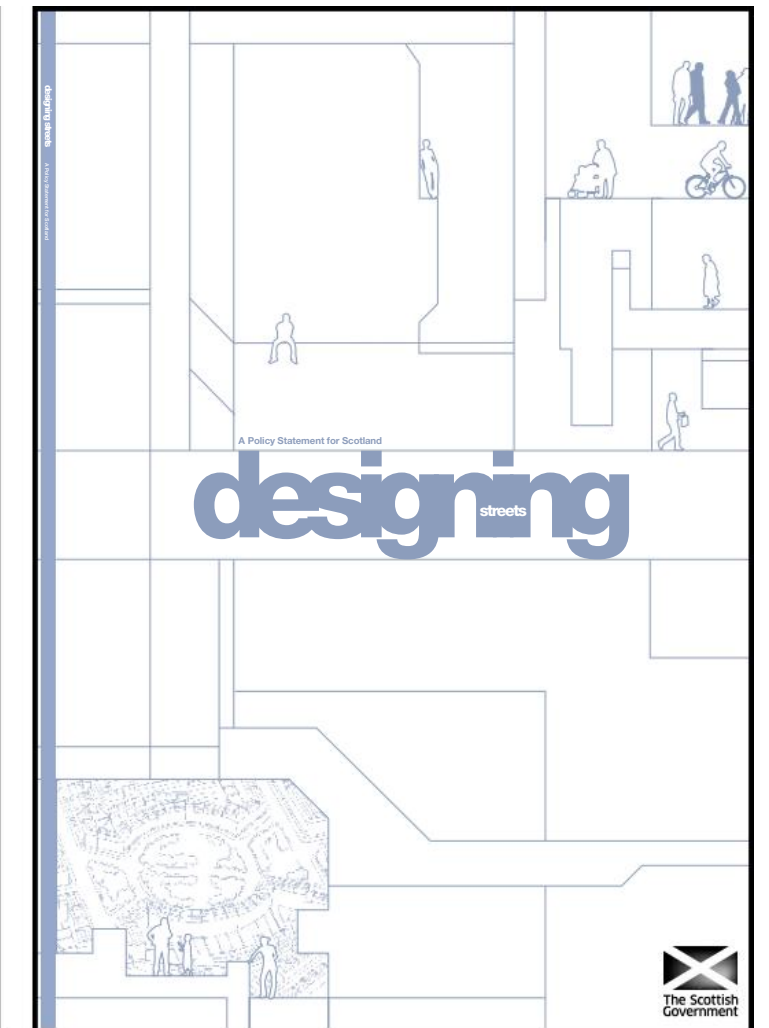
As with all other projects Springfield Properties has been involved in, the intention is to take forward the Masterplan for 'Buckie South' through a comprehensive consultation exercise drawing upon the views of Moray Council, statutory and non-statutory consultees and the local community. In our experience this is the most effective way forward in planning for significant new development and to ensure that a Masterplan is delivered that fully meets the key objectives of the vision for this new community neighbourhood. This approach would fully reflect the guidance contained in PAN83 Masterplanning which states that "effective masterplanning acts to reconcile the needs of stakeholders across public, private and community

interests." (Page 10)

A Proposal of Application Notice (POAN) was submitted to Moray Council for Phase 1 of the proposed development in December 2020. A Public Consultation online event was subsequently held in February 2021 hosted for 1 week on the Springfield Properties website owing to the ongoing Covid Pandemic restrictions. This attracted little direct feedback from the public but several local Elected Members did provide comment on access and connectivity issues, levels of facilities and other similar topics which have been taken onboard.

Strategic Environmental Assessment

An SEA Screening Request was submitted to Moray Council in December 2020. At the time of preparation of the Masterplan, Screening was carried out as part of the Strategic Environmental Assessment (SEA) process. Moray Council concluded that a SEA was not required at that time.



2.0

Infrastructure required to facilitate Buckie South

The R8 and LONG 1 site have been allocated to provide for the long term strategic growth of Buckie. It is intended to be of a size and scale to allow for between 550 to 600 homes over a likely 25 to 30 year duration, along with community and local facilities. The development will be phased and come forward in incremental phases as market conditions dictate but likely to be in the region of up to 20 homes per year. Therefore the subsequent impact on local facilities such as GP surgeries, schools and shops is not one that will be felt immediately, rather more gradually and incrementally.

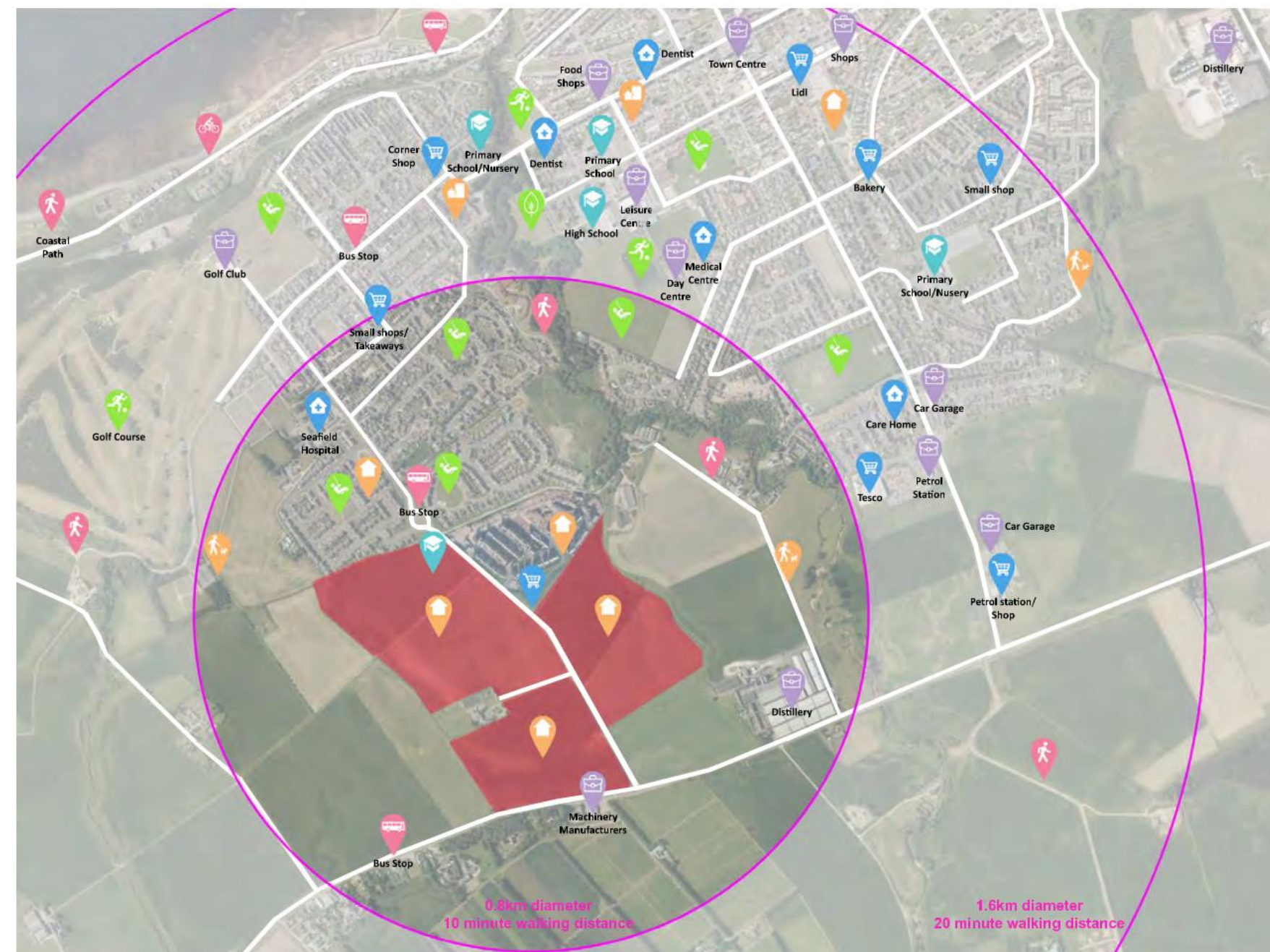
As shown in Figure 1 Local Facilities Analysis, Buckie the site already benefits from close links to the local Tesco Supermarket which is a 20 minute walk away. Local convenience shops and takeaways are available on nearby Inward Road (0.7 miles away to the north). The local Ardach Healthcare centre is located adjacent to Cluny Primary School and Buckie High School, all 1.0 mile to the north of the site edge. Good playparks are nearby, while several others will be created, alongside areas of openspace. Seafield Hospital is close by on Barhill Road, alongside the golf course. Nurseries are also at hand but work is currently underway establishing the need for a new facility and space will be shown for such, as required. Several local employers are close by, along with good links to the regions established workplaces at RAF Lossiemouth, Elgin and others.

New Community Facilities

Springfield Properties recognise that proposed development needs to offset its impact upon an existing community and its infrastructure. It is expected that reasonable and proportionate levels of Developer Obligations for new schools and/or extensions to existing ones are to be sought. An extension to the Healthcare Centre will be required. This process will be undertaken as part of each planning application for separate phases.

Springfield Properties recognise the need for flexible retail/community hubs and uses to support mixed uses in the neighbourhood core area which will be located on Barhill Road. A 2.5 ha site is set aside for a potential future community facility and/or primary school as required (dependent on the outcome of a School Estate Review and options appraisal). New local convenience retail space and/or nursery facilities are shown, responding to market demand.

Each phase will provide its own pocket park (including a kickabout pitch at phase 1), while a public square and larger scale neighbourhood park are to be further critical components of the Masterplan. This will ensure that Buckie South will contain significant levels of sports and recreational spaces, green and blue infrastructure for people and biodiversity and safe, walkable neighbourhoods.



Actual one way walking times from Summerton Sq
 Tesco- 20min Golf Club- 12min Town Centre- 30min
 Hospital- 8min High School- 25min Nursery- 20min
 Walking distance from all edges of Masterplan boundaries to Summerton Sq retail unit will vary from 5-10 minutes

- Healthcare
- Retail
- Education
- Sports
- Play Area
- Gardens
- Affordable Housing
- Higher density housing
- Safe Routes
- Main walking routes
- Cycle routes
- Public Transport route
- Key areas of employment

Figure 1 - Rev A

Local Facilities Analysis, Buckie

NTS

2.0

Core Paths

The Moray Core Path Plan (currently shown as Draft Amended 2018) shows the network of existing core path routes and new proposals for the town. Buckie enjoys a number of such routes stemming from the coastline and the Speyside Way Long Distance Route which runs from the harbour through to Spey Bay to Aviemore via Craigellachie, Aberlour and Cromdale. The core path network does not readily extend into the surrounding countryside beyond the town to the south.

Figure 2 Core Path Plan Draft 2018 – Map 17 The Inset Map shows these paths to a greater degree including those directly associated with Buckpool and the Buckie South Masterplan site. Existing paths are shown to the north beyond our existing Inchgower site and to the east via the Mill of Buckie farm tracks shown as core paths including through a ford and the farmyard which then connects to other routes – the ‘Fishwives Path/Lairds Way’ waymarked trails.

Buckie South can utilise this existing core path network to connect to the wider town and centre, while providing new links and extensions, as required.

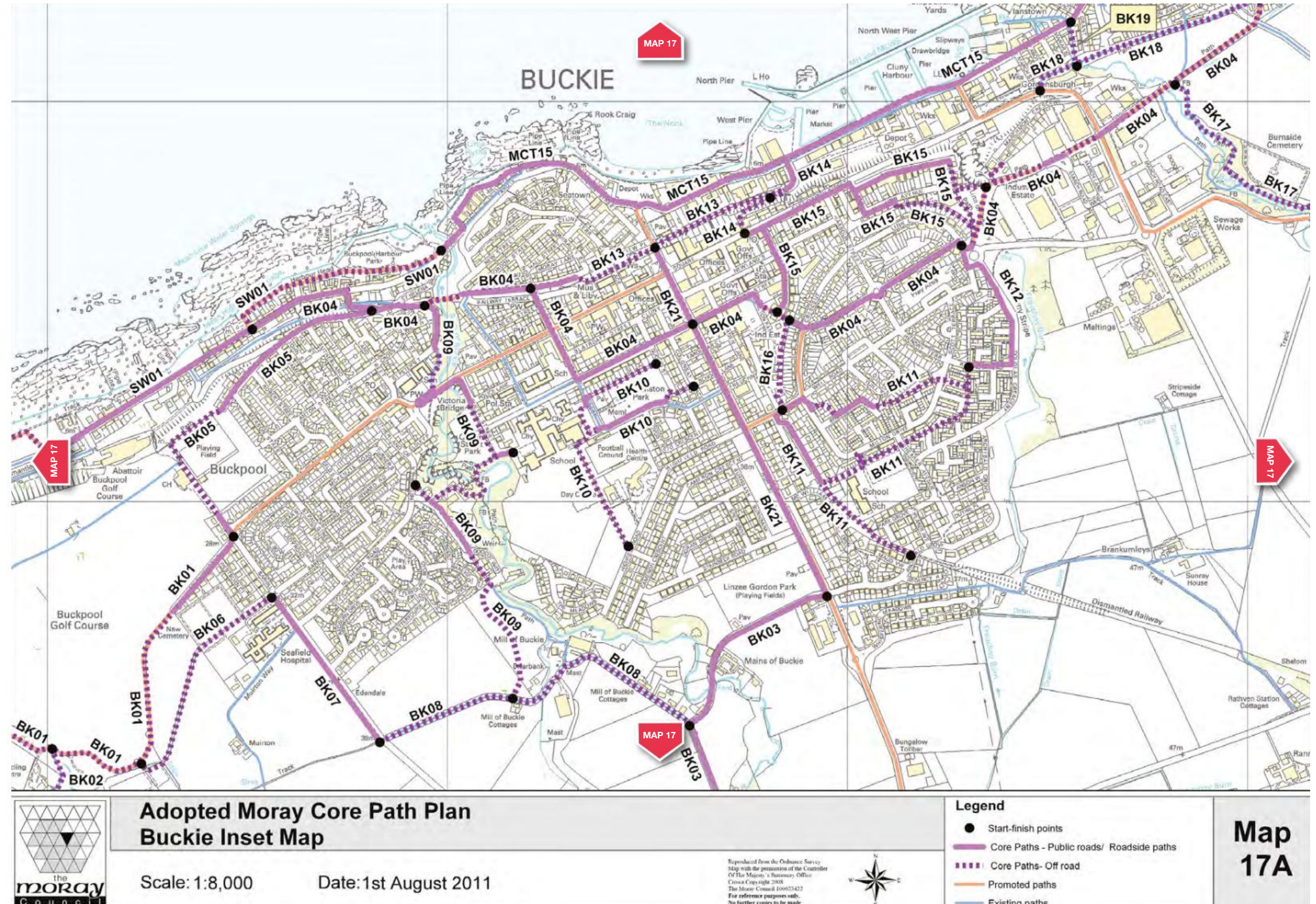


Figure 2

Adopted Moray Core Path Plan
Buckie Inset Map
NTS

2.0

Open Space Strategy 2018

Moray Council states 'All settlements should have 2.4ha of publicly usable Public Parks and Gardens, Playspace and Sports Areas per 1,000 people.' Buckie currently does not achieve the standard, falling short reportedly by 0.42ha. The Buckie South Masterplan can work to overcome this deficit.

Figure 4 Moray Open Space Strategy shows that Buckie in general has much less openspace than many other settlements in Moray, mainly due to a lack of woodland however it does benefit from having access to many coastal areas. It suggests that 97% of households within the town are within 400m of a park or amenity area.

'Buckie has approximately 97ha of publicly usable open space over 35 sites. A large proportion of this are Green Corridors and Natural/Semi Natural sites which account for approximately 70ha of the audited open space.'

'The greatest number of sites is within the Amenity and Green Corridor typology. Many of the Amenity sites are planned greenspace within developments and the Green Corridors include the old railways line, burns and the ridge which runs along the coast. There are only two sites where the primary function is Playspace but this function is found within other sites such as Linzee Gordon Park, Buckpool playingfields and Ian Johnstone Park. Pitches are also located within the Linzee Gordon Park' (OSS Appendix P1)

Open Space Strategy

The extract overleaf from Google shows the site and the large areas of openspace at nearby Buckpool playing fields, the green corridor along the Burn of Buckie and playgrounds at Letterfourie Road and Traynor Way.

The Strategy predates the MLDP 2020 therefore the R8 and LONG sites are not included in its list of requirements but we understand that the need for several pocket

parks and a neighbourhood park are set out in the MLDP 2020. Links to the Burn of Buckie are referenced and state *'the corridor for Burn of Buckie runs through the town. Steeply sided and gorge like in parts. Landscape feature. Access limited due to steep slopes.'* We intend to incorporate the burn into our landscape as much as possible while also utilising it for recreation for residents.

The Buckie South Masterplan will promote a place that is responsive to the natural environment and offer safe, high quality open space recreational opportunities. Moray Council's MLDP Policy PP1 identifies the key principles as follows:

- Provide accessible, multi-functional open space within a clearly defined hierarchy integrated into the development and connected via an active travel network of green/blue corridors that are fully incorporated into the development and to the surrounding area, and meet the requirements of policy EP5 Open Space and the Open Space Strategy Supplementary Guidance and Policy EP12 Managing the Water Environment and Drainage Impact Assessment for New Developments Supplementary Guidance.
- Landscaped areas must provide seasonal variation, (mix of planting and colour) including native planting for pollination and food production.
- Landscaping areas that because of their size, shape or location would not form any useable space or that will not positively contribute to the character of an area will not contribute to the open space requirements of Policy EP4 Open Space.
- Semi-mature tree planting and shrubs must be provided along all routes with the variety of approaches reflecting and accentuating the street hierarchy.
- Public and private space must be clearly defined.
- Play areas (where identified) must be inclusive, providing equipment so the facility is for every child/ young person regardless of ability and provided upon completion of 50% of the character area.
- Public parklands, allotments and public art will be delivered at the completion of each corresponding development phase.



Extract from Google showing site and the large areas of openspace at nearby Buckpool playing fields, the green corridor along the Burn of Buckie and playgrounds at Letterfourie Road and Traynor Way.



Figure 3

Moray LDP Proposed Plan
 2020 Buckie Settlement Map Extract
 NTS

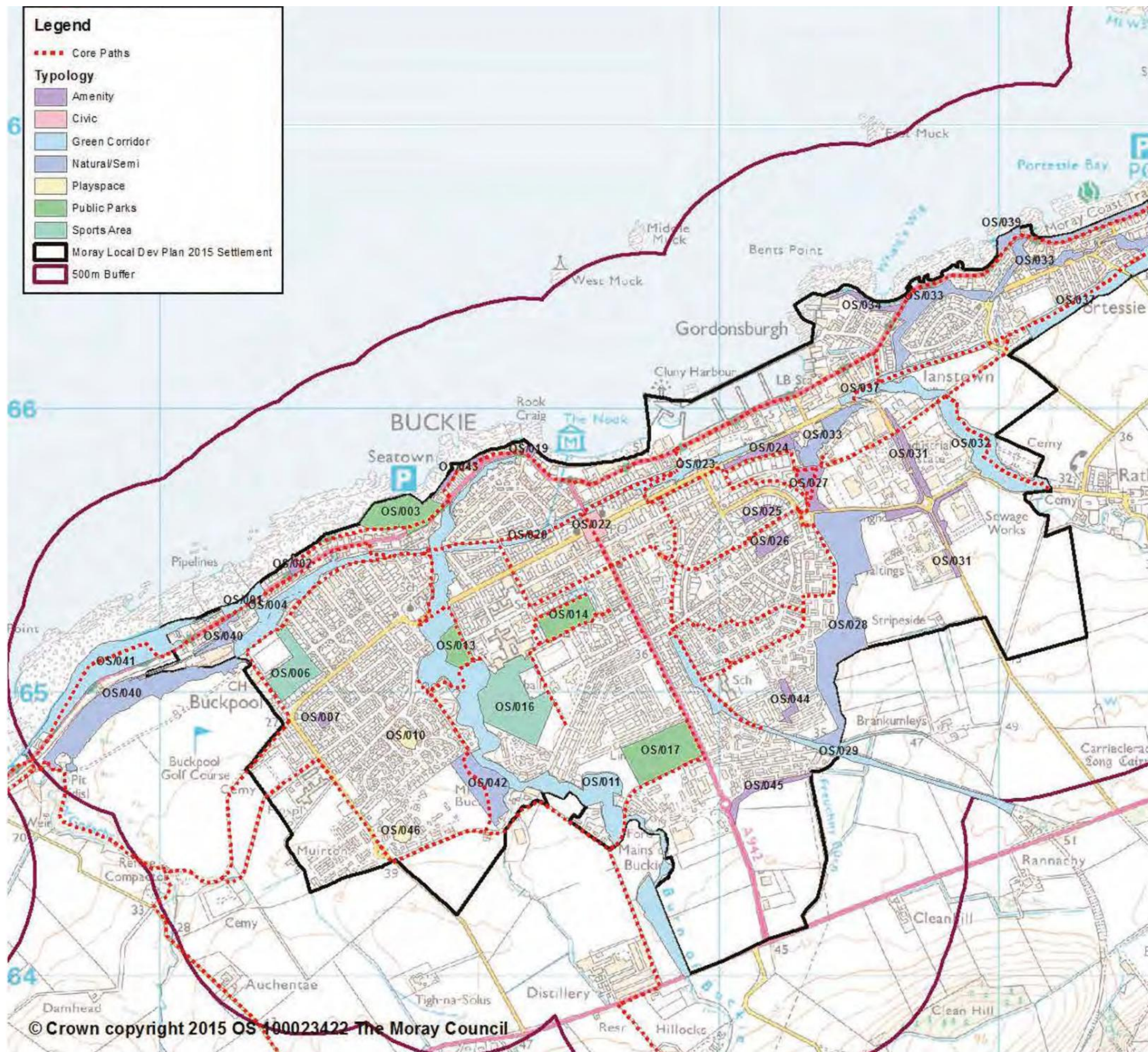


Figure 4

Moray Open Space Strategy
Appendix 4: Buckie Plan 1: Audited
Sites Typology Extract
NTS

3.0

The Historical Context



3.0

The Historical Context

To fully understand the site, its context and the opportunity that this land holding offers to deliver a new, high quality distinctive neighbourhood, it is important to take reference from the wider settlement's history, to learn from its successes and its failures and to use these to inform the design and planning of this new community and its characteristics.

The Villages

Buckie was originally formed by the merging of several separate yet nearby fishing villages: including, Nether Buckie, west of the Burn of Buckie (and now known as Buckpool), Easter Buckie, Yardie, Ianstown, Gordonsburgh and Portessie. The oldest part of Buckie lies in the almost separate settlement of Rathven, inland from Ianstown. Settlement here dates back at least 1,000 years. Each of these villages has a distinct character, laid out in response to the setting with the coastal villages nestled into the lower shoreline whilst Rathven is located inland above the coastal ridge.

Buckie itself began to take shape in the late 1700s and early 1800s when a new town was laid out along the ridge above and behind the fishing villages by the lairds, the Gordon family of Cluny, whose grand mansion, Letterfourie House, was built a little inland by Robert Adam in 1773.

The 'new town' was planned around Cluny Square, with East Church Street and West Church Street extending out from it to form the axis of a grid pattern which continues across the town. In 1877, a new harbour was built by the Cluny family (Cluny Harbour) to replace the stone harbour built twenty years earlier in Nether Buckie. While the fishing industry in Buckie is less prominent today, the harbour remains an active feature of the town.

The various villages across Buckie remain today as identifiable and distinct neighbourhoods, which is a key feature of the wider settlement pattern of Buckie. In acknowledging this characteristic it is considered that in planning for a new neighbourhood at Buckie South there is an opportunity to respect this history, by planning a new community with its own identity, taking reference from Buckie's varied and rich historic townscape, but fully integrated into the wider settlement form.

Gateways

The MLDP acknowledges that 'Buckie South' offers the opportunity to create a new gateway into Buckie from the south. In taking reference from Buckie and the various villages across the town it is acknowledged that the quality and style of the existing gateways varies from location to location. They range from simple roadside street signs with little definition between two adjoining historic villages, Gordonsburgh and Ianstown for example, to more baron suburban streetscape contexts, eg Buckpool's southern gateway on Barhill Road.



Roadside street sign - Gordonsburgh and Ianstown



1870



1908



1931



1938

Figure 5

Historic Plans & References

The Growth of Buckie

NTS

3.0

At some locations a more elaborate palette of townscape/landscape features and structures combine to denote a strong sense of arrival. For example Buckpool's historic eastern gateway at Victoria Bridge, presents a high quality sense of arrival with the stone walls to the bridge, the road narrowing visually as it crosses the bridge and formal tree planting contrasting with the woodland lining the Burn of Buckie valley below, combining to create a striking gateway to and from this village.

It is considered that Buckpool's eastern gateway provides a formula from which a new high quality and effective contemporary gateway to Buckie South and in turn Buckie, can be created.

In contrast the western gateway to Rathven, reflects a more semi-rural character with low maintenance hedgerows and grass swards edging the road as you enter the village. This reinforces the sense of separation between Rathven and Buckie albeit Rathven is acknowledged as being the oldest part of Buckie.

Key Buildings and Town Marks

Buckie, as with many of our coastal communities, is home to a range of places of worship. As a result the skyline is punctuated by a range of vertical church spires and towers when viewed from within and around the town.

St Peter's Church, located overlooking the intimate surroundings of St Andrews Square and built from red sandstone with its large twin spires, dominates the Buckie skyline when viewed from various locations within the town and out with. Like a number of other churches it also forms a key reference point in the Buckpool street scene hierarchy.

Other churches of note include All Saints Episcopal Church and North Parish Church, both of which are located on the northern side of Cluny Square and stand prominent above the surrounding street scene whilst a broad range of other places of worship are often seen

as being a more integral part of the street scene, often standing shoulder to shoulder with adjacent housing.

An important aspect of the historic grid planning of Buckie and its facilities was the prominence given in the street scene and vistas to important community buildings. A fine example of this is Buckie High School located on West Cathcart Street which sits square on the centre line of South West Street to reinforce the view from the main road leading to Cluny Square, West Church Street.

In contrast the urban grid form of the planned 'new town' often facilitates views out from the streets towards the north and the Moray Firth and to the south and the hills and farmland stretching out beyond.

This provided a strong connectivity between the town and its setting which in many ways contrasted with the intimacy of the street patterns that were established in the older fishing villages. In the villages the main streets do follow the coast line but views to the north from streets and lanes are often foreshortened by houses and/or workshops to help contain the elements and protect the community. In these instances 1.5 and 2 storey homes would be used to stop the vista thereby maintaining a much more intimate character to these parts of Buckie.

Gables

In contrast to the 'closing in' effect of the streets where houses and key buildings were laid out to foreshorten views a characteristic of some of the more historic coastal village communities and in turn Buckie, related to terraced housing and how it was often laid out with the gables facing north. This was planned to provide protection for the fishing boats that would often be kept between properties and also, importantly for the time, to provide protection to the homes. This can be seen in 'Yardie' where the properties located on Bridge Place were set out with their gables laid out directly perpendicular to the shore line. Today the old



Western Gateway to Rathven



Buckpool's Southern Entrance



Buckpool's Eastern Gateway - Victoria Bridge



Barhill Road approaching Buckie



Cluny Square looking to North High Street



Buckie Skyline from the East

3.0

buildings have been adapted in places, introducing feature windows in the gables to allow for views from the properties to the north and across the Moray Firth.

Closer to the land at Buckie South examples of gables punctuating the landscape can be seen at Inchgower Distillery where the distillery sheds were laid out effectively on an east-west axis. Lower buildings in this group also follow suit although they contrast with the terraced 'workers cottages' that were constructed along the western edge of the complex.

Village Edge

A feature which is prevalent across Scotland's towns and villages is the laying out of longer gardens where space permits on the edge of settlements. This is a common feature as larger houses accommodate larger plots on the edge of communities however, longer gardens can also be associated with higher density homes, semi-detached and terraced where longer gardens can be seen extending down steeper ground which otherwise would have remained surplus. This characteristic is also evident in Buckie, where two examples have been noted in Rathven and Ianstown where longer gardens are seen to extend out across steeper ground giving occupants more outdoor space a greater visual and physical buffer to either adjoining fields or in the example of Blantyre Terrace, Ianstown, a burn with associated public path.

At Blantyre Terrace the gardens are west facing and fall towards the burn to provide the added benefit of increased privacy for residents without the need for large physical barriers. In a rural edge location, similar to that found at Main Road and Kirk Road, Rathven this provides an attractive interface between the built land and the adjoining landscape.

Architecture and Urban Design

Buckie is a fine example of a community expanding over time, maximising the benefits of its location and taking advantage of its hinterland to continue that growth

through to the 21st Century. This growth has crossed a large number of historic periods and that is reflected in its architecture. Up to the second world war growth was well planned and locally influenced extending out from the intimate, small scale fishing villages that hugged the coastline before the well planned new town began to emerge in the 1800s, reflecting a more formalised and grand scale approach to settlement planning and infrastructure.

The early villages had a strong bias towards the need for cottages and terraced housing set out tightly together to help address the, at times, hostile micro climate. Single storey at first and as noted above often laid out in long rows with a north-south axis these buildings became a signature of the time. Further expansion and development around these cores continued slowly up until the 1800s when the new town became the focus of a new Buckie.

The traditional housing of single storey terraces and cottages, finished in white render with slate roofs contrasted with the later stone built buildings in the fishing villages set back from the foreshore but still adapting the more intimate streets associated with the original village layouts. Houses were generally becoming 1.5 and 2 storey whilst the new town, where the streets became grander and broader, introduced buildings extending up to 3+ storeys. A mix of yellow and red sandstone is in evidence across Buckie's historic core and villages contrasting with the original predominately render finishes, which now includes various colours and tones in addition to the traditional white/off white.

With the new town and its grander street scenes larger buildings were designed and built to serve the community from schools to commercial areas set out along key accessible routes across the settlement. Larger buildings have been delivered since the Victorian era when larger detached urban homes were also built for the wealthy.



Buckie High School



St Peters Church



Properties at Bridge Place - 'Yardie'



All Saints Episcopal Church



Long gardens at Rathven and Ianstown



Inchgower Distillery

3.0

Associated with this scale of development parklands and recreational areas were also established, laid out across Buckie but with many there was a close connection to the Burn of Buckie valley where the local community could enjoy active leisure pursuits as well as informal activities in designed landscapes. These parks still exist today and benefit from a mature tree structure which adds to the overall green scape across the town.

Post war development has continued to expand Buckie to the south, east and west, delivering large expanses of family homes breaking away from the core philosophy behind the new town. These developments have been more 'organic' in nature, often designed to reflect the popularity of the car and losing the intimacy, character and form of the earlier phases of Buckie's growth.

This has included housing areas extending along Barhill Road to the south west of the town and where the street scene has been designed as a distinct contrast to the historic core areas. The dominance of the car has resulted in a suburban landscape dominated by roads with homes built set back significant distances from each other, again contrasting with the intimate character of old Buckie. On Barhill Road the street scape is dominated by the road with broad swathes of grass verges reinforcing the barren character of parts of this road culminating with the over-sized roundabout serving Anderson Drive and Siberg Drive. This also serves as the 'current' gateway to Buckie as well as Buckpool from the south, contrasting with the character and quality of the Victoria Bridge gateway to Buckpool from the east.

The masterplan for Buckie South fully acknowledges the architectural and urban design qualities and characteristics inherent across Buckie and its various communities, historic or otherwise. The Masterplan therefore has embraced and promoted a return to high quality planning and design of residential led developments taking reference from Buckie's historic past and fully endorsing the objectives set out by Moray Council in the MLDP.



Gables on Geat Eastern Road, Portessie



Dormer and Bay windows



Houses at Duguid Street overlooking Ian Johnston Park



Gables on Chancellor Road, Portessie



Boundaries example - wall with railing and hedge



Queen Street Park



Sandstone Detailing







Boundaries example - masonry wall





View towards Bin Hill

Character Area Overview and Historical Referencing in Buckie

CHARACTER AREA	FORM & FUNCTION	KEY COMPONENTS	HARD MATERIALS	SOFT	HISTORIC BUCKIE REFERENCES / LOCATIONS	KEY REFERENCES
 SOMERTON SQUARE	<ul style="list-style-type: none"> • Neighbourhood hub; • Connecting space; • Traffic Calming; • Commercial focus 	<ul style="list-style-type: none"> • Prominent buildings; • Meeting Place; • Formal landscape focus; • Public art; • Higher density; • Commercial units in key buildings; • Active frontages; • Large feature tree 	<ul style="list-style-type: none"> • Light and dark grey facing brick and paving; • Contemporary furniture; • Wall and/or railing boundaries; • 2D and 3D public art with Buckie fishing theme 	<ul style="list-style-type: none"> • Semi-mature tree(s); • Formal shrub beds; • Year round colour and interest; • Formal lawns and verges; • High maintenance; • Large feature tree 	<ul style="list-style-type: none"> • Cluny Square • St Andrews Square <p>These civic spaces form the basis of social and economic lifeblood of the town. The Square will be the heart of the community for meeting, connecting, trading and working together;</p>	<ul style="list-style-type: none"> • Town focus; • Key buildings focussed on the square; • Hard landscape focus; • Taller buildings • Focused public realm
 BARHILL AVENUE	<ul style="list-style-type: none"> • Living Main Street; • Connectivity to Buckie; • Connectivity east/west; • Traffic calmed corridor; • Soft edge framing the street; • Integrated active travel routes; • Connectivity to secondary streets and paths 	<ul style="list-style-type: none"> • Medium density; • Range of house types; • Varied building lines; • Active frontages; • Key corner buildings; • Tree lined corridor; • Broad green verges; • Segregated lanes and paths to housing areas 	<ul style="list-style-type: none"> • Masonry and render finish; • Feature cladding including timber; • Variety of colours to add to vibrant street scene; • Low and medium height walls; • Medium height railings 	<ul style="list-style-type: none"> • Layered soft landscape; • Semi-mature trees to form dual avenue; • Formal hedges; • Linear shrub beds; • Bulb planting; • Green verges - grass / shrubs inc SUDS 	<ul style="list-style-type: none"> • West Church Street (west section) • East Church Street (east section) • High Street (mid and south section) <p>These important arterial streets are the principal thoroughfares with a strong relationship between buildings and the street. Barhill Avenue to echo these places.</p>	<ul style="list-style-type: none"> • Wide range of house types and front garden depths; • Prominent buildings and returns narrowing the street; • Green verges / separation of roads; • Primary frontages over main street; • Range of boundaries
 THE COURTYARD	<ul style="list-style-type: none"> • Intimate street scene clusters; • 'Home zone' lanes with pedestrian priority; • Secure streets framed by active frontages and dual aspect houses 	<ul style="list-style-type: none"> • Medium density, cottage style living; • Hard landscape and court yard focus; • Soft landscape edging with cottage gardens and low hedges; • Path links 	<ul style="list-style-type: none"> • Small element paving focus to streets / lanes; • Facing brick and render finishes, grey and cream tones; • Re-con stone accents; • Limited street furniture as intimate public realm 	<ul style="list-style-type: none"> • Specimen lower growing trees; • Linear shrub / herbaceous front gardens and low hedges; • Orange, red, yellow accent colour plants; • Year round colour and textures 	<ul style="list-style-type: none"> • Richmond Street, Gordonsburgh; • Manor Street, Gordonsburgh; • Aboyne Street, Gordonsburgh; • George Street, Portessie <p>Planned grid layout with dense network of streets and lanes. Compact houses and gardens. Higher density core and space.</p>	<ul style="list-style-type: none"> • Tight, intimate street scenes; • Single vehicular access; • Path links to a green network
 THE HEARTLANDS	<ul style="list-style-type: none"> • Housing related to parks and green network as well as tree lined active travel routes; • Range of house types; • A connecting character area; • Tree planting in public and private realm 	<ul style="list-style-type: none"> • Medium density; • Primary elevations overlook green network; • Plot variations with range of garden sizes; • Variety of house types; • Building lines reinforce key views; • Garden tree planting; • Verges; • Distinct street hierarchy, fully serviceable 	<ul style="list-style-type: none"> • Low walls to garden plots; • Wet dash render, timber cladding and red roofs; • Masonry accents; • Low walls and railings used to define gardens and in parks and open spaces 	<ul style="list-style-type: none"> • Street tree planting with in-garden trees; • Medium / low hedges to gardens; • Ornamental street planting contrasts with native species based parkland and 'outer ring' native planting mixes 	<ul style="list-style-type: none"> • Duguid street and West Cathcart Street, 'Newton'; • West Street; • South Land Street; • Queen Street Park; • Ian Johnston Park <p>Medium density interlinked with greenspaces and parks. Leafy streets and verges. Larger gardens and varied housing types.</p>	<ul style="list-style-type: none"> • Green verges; • Range of house types and homes fronting parks; • Tight streets with green relief; • Green verges / tree planting / private lanes; • Park forming focal point to the street and link to river corridor landscape; • Formal integrated park with street frontages overlooking

Character Area Overview and Historical Referencing in Buckie (cont)

CHARACTER AREA	FORM & FUNCTION	KEY COMPONENTS	HARD MATERIALS	SOFT	HISTORIC BUCKIE REFERENCES / LOCATIONS	KEY REFERENCES
 GARDEN VILLAGES	<ul style="list-style-type: none"> • Edge of settlement locations; • Relate to surrounding countryside; • Outward looking; • Green network contrasting towards more naturalistic landscapes; • Outer ring path network and connections; • Inner edge connected to more formal green network inc. active travel 	<ul style="list-style-type: none"> • Medium to low density - 1.5-3 storey; • Frontages to the green network inc dual aspect housing (E & W); • Broad range of house types and streets; • Native species based, integrated and enhanced river corridor landscapes • Edge of neighbourhood SUDS basin landscapes 	<ul style="list-style-type: none"> • Render and wet dash finishes; • Timber and masonry accents; • Public art reflecting more organic / natural characteristics; • Street finishes to include asphalt and small element paving with asphalt paths supported by self bound gravel routes (not active) and timber furniture 	<ul style="list-style-type: none"> • Outer green ring native species based landscape; • Formal planting to parks; • Orchard; • Longer garden plots to edge of site; • Ornamental species used in street scenes with hedges to primary garden boundary; • Garden planting of lower growing trees 	<ul style="list-style-type: none"> • Blantyre Terrace, lanstown; • Rathven; • Queen Street; • Seaview Road, Buckpool; • New Street and Mid Street, Seatown <p>Organic more expansive spaces and greens. The site will reflect these on its edges.</p>	<ul style="list-style-type: none"> • Edge of 'village' dual aspect houses and gardens; • Countryside edge interface; • Village edge with park and Burn of Buckie; • Larger houses; • Raised 'village' edge; • Elevated 'village' edge to coastal landscape
 THE GABLES	<ul style="list-style-type: none"> • Edge of 'villages' location; • Dual aspect; • Strong reference point; • Southern edge to Buckie; • Part of gateway opportunity; • Visible edge 	<ul style="list-style-type: none"> • Medium to high density with up to 3 storeys; • Strong gable feature to define this character area; • Intimate courtyard setting between linear 'blocks' of housing; • Lanes and paths; • Soft edge but not fully woodland; • Range of house types set out on a north - south (NW-SE) axis; • Dual aspect buildings 	<ul style="list-style-type: none"> • Medium height masonry walls to connect to buildings; • Blue / grey masonry with render / wet dash accents and timber panels; • Feature gable roof lines to southern edge to reflect the distillery pagodas; • Small element paving and asphalt lanes / paths; • Low key furniture / metal painted finish 	<ul style="list-style-type: none"> • Shared surfaces edged by planting strips and cottage gardens to help soften car parking etc; • Tree planting limited to public areas; • Low trimmed hedges to define small front gardens; • Accent colours in planting to be purples, blue and wine shades 	<ul style="list-style-type: none"> • Bridge Place, Yardie / Seatown • Inchgower Distillery <p>Gateway to town and the focal points of the former villages. These will have taller buildings to reinforce sense of arrival and distinguishing place.</p>	<ul style="list-style-type: none"> • Distinctive gables and long house features to Buckie North; • Traditional and contemporary styling; • Striking feature • Pagoda features and gables create a sense of scale that Buckie South's southern edge can adopt • Gables and pagodas combined to create a strong gateway to Buckie

4.0

Site Appraisal



4.0

Location and Context

The land at Barhill Road, referred to as ‘Buckie South’, is located immediately to the south of the neighbourhood of Buckpool in the settlement of Buckie. Buckie has been the focus of fairly extensive post war housing development, which has seen the town extend out to the east and south east as well as to the south and south west, the latter of which has seen the neighbourhood of Buckpool continue to grow out from its original historic core north of St Peters Road, when it was known as ‘Nether Buckie’. These more suburban housing developments have effectively seen the extension of the town building out from Barhill Road as independently designed parcels of land came forward in the post war era. The most recent development at Inchgower, which is still on-going, has adopted a more pro-active design strategy, as it is seen potentially as part of a larger fully integrated Buckie community. Its layout responds more positively to the setting and context than other earlier developments and therefore, reflects more of the objectives set out by Moray Council for new residential led developments set out in recent Local Development Plans.

Designations

The land at Buckie South is not covered by any national, regional or local landscape designations which would denote scenic value or landscape quality. There are also no townscape designations covering the site.



Growth of Buckpool neighbourhood



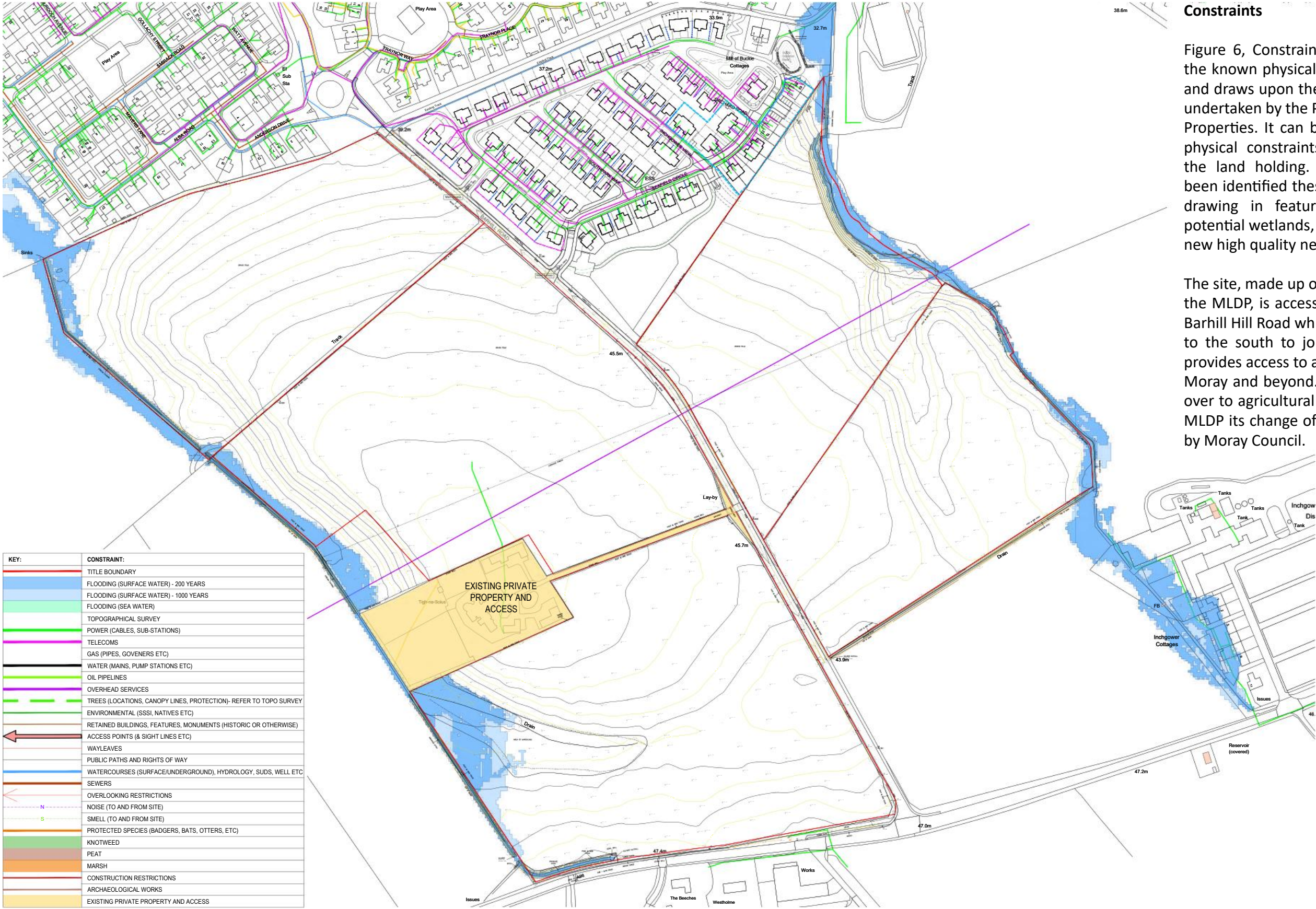
St Peters Road looking towards St Peters Church



Growth of Buckie, Seafield Circle and current Inchgower Site



Development at Barhill Road



Constraints

Figure 6, Constraints, has been prepared to illustrate the known physical constraints across the land holding and draws upon the findings of a series of assessments undertaken by the Project Team on behalf of Springfield Properties. It can be concluded that there are limited physical constraints to realising development across the land holding. However, where constraints have been identified these have been dealt with proactively, drawing in features, including water courses and potential wetlands, into the masterplan to help create a new high quality neighbourhood for Buckie.

The site, made up of the allocated site R8 and LONG1 in the MLDP, is accessed from the existing settlement via Barhill Hill Road which continues across the landholding to the south to join the main A98. In turn, the A98 provides access to a broad range of communities across Moray and beyond. The land holding is currently given over to agricultural uses but with its designation in the MLDP its change of use to residential is fully promoted by Moray Council.

4.0



Figure 7
Topographical Survey
NTS

4.0

Site Analysis

Whilst the high point of the site is relatively low at 48m AOD, compared to the extended landscape to the south, Figure 11 Site Analysis-Wider Context, it is noted that there are important 'connecting' views out from this area and other parts of the site towards key landmarks across the town, including the church spires and towers, as well as towards important landscape features in the wider landscape, including Bin of Cullen to the east. Further or more distant views to the south are foreshortened by the rising land form and range of hills that extend across the landscape whilst to the north the existing settlement form tends to limit views across Buckie to roofscape features. However, where views do open up, the broad expanse of the Moray Firth and in turn, the North Sea, dominate the setting.

Due to the agricultural usage of the site the land has no landscape or artefact features of note however, towards the centre west part of the site is a large private dwelling with associated buildings, set within a large 1.0ha+ garden plot edged mainly by fencing with groups of semi mature trees establishing around its boundary. This house is known as Tigh-na-Solus and is accessed off a long walled private driveway which extends from its access onto Barhill Road

The site is generally defined by field boundaries consisting mainly of post and wire fences with small areas of gorse scrub. The east and west boundaries are reinforced by existing water courses/drainage channels which have been identified as the 'West Burn' and 'East Burn' within the Phase 1 Flood Risk Assessment undertaken on behalf of Springfield Properties. The field boundary defining the site's south eastern site boundary, close to Inchgower Distillery, also includes an existing water course/drain. The south western boundary to the site extends right up to the A98 road corridor whilst part of this boundary is also reinforced by an existing drainage channel however, this part of the site also benefits from having a close relationship with some of the existing properties that make up the hamlet of Arradoul.

These characteristics combine to effect a visually open site boundary to the east, west and south, as detailed in Figure 12, Site Analysis-Local Context. Views to parts of the site are therefore available from various locations across the landscape. In contrast the northern boundary of the site is well defined by the existing settlement edge. Existing housing on Anderson Drive backs onto and frames the site's north western boundary whilst the recently completed housing at Inchgower and a recently planted out woodland belt associated with the new development, defines the north eastern boundary.

The site benefits from a location within a landscape incorporating a well-defined network of watercourses and drainage ditches which are connected directly into the main water courses serving this part of Buckie, the Burn of Buckie to the north east and the Burn of Gollachy to the north west. Narrow water courses and drainage channels follow the eastern, western and southern boundaries of the site and these combine to provide an established localised drainage network into which it is considered the site can be drained with the adoption of site wide Sustainable Urban Drainage Strategy. A Phase 1 Flood Risk Assessment has been undertaken and this has identified potential locations for flooding however, the impact of these is considered to be limited and the areas will remain free from development. (Figure 6, Constraints).

A Level 2 Flood Risk Assessment will be undertaken looking at existing surface water flooding issues at the A98 at Arradoul which may affect the site. This work is ongoing.



View from site to church spires



View of 'West Burn'



View from site to Bin of Cullen



View of 'East Burn'



View of private house, Tigh-na-Solus



Existing housing at Anderson Drive on Eastern boundary

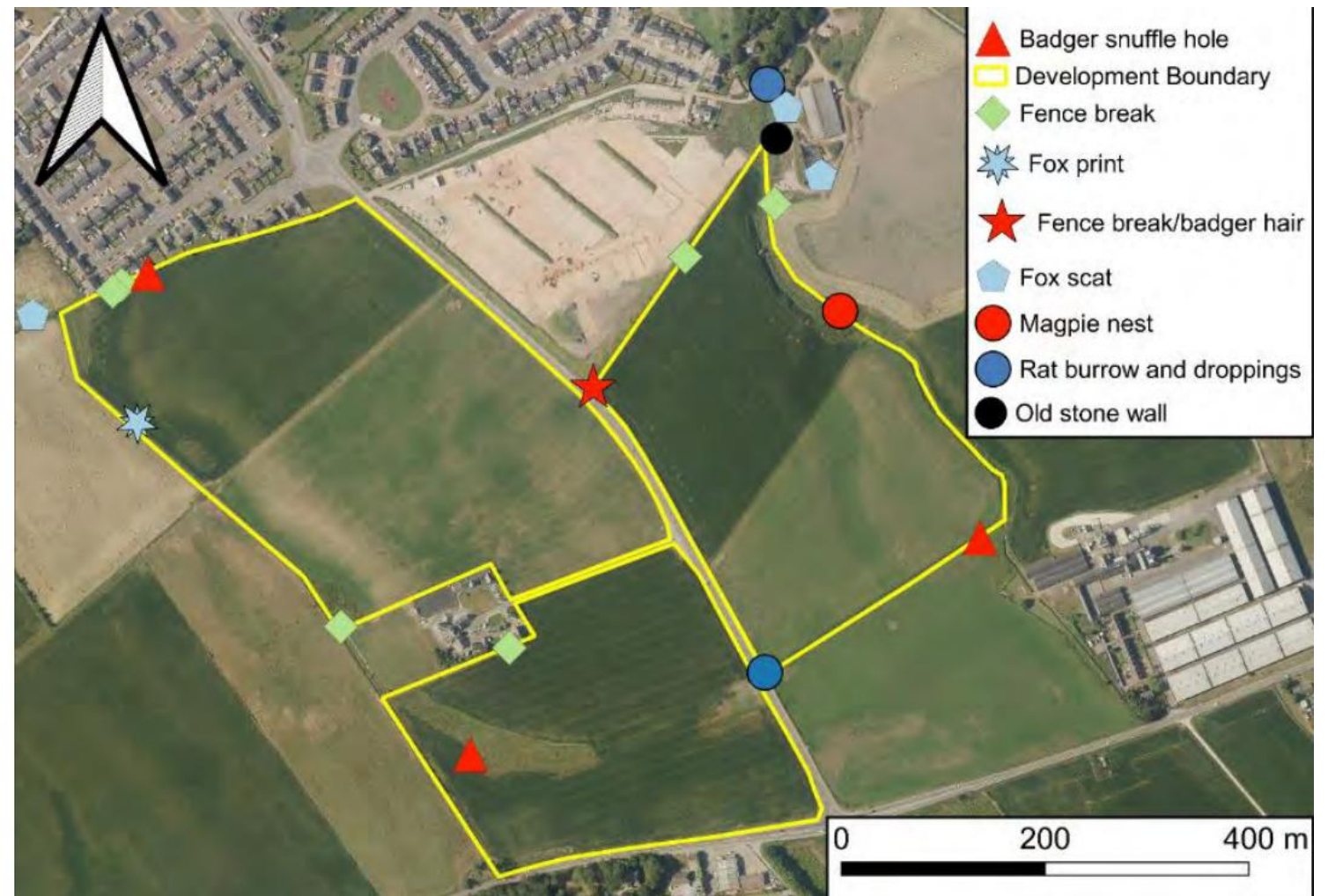
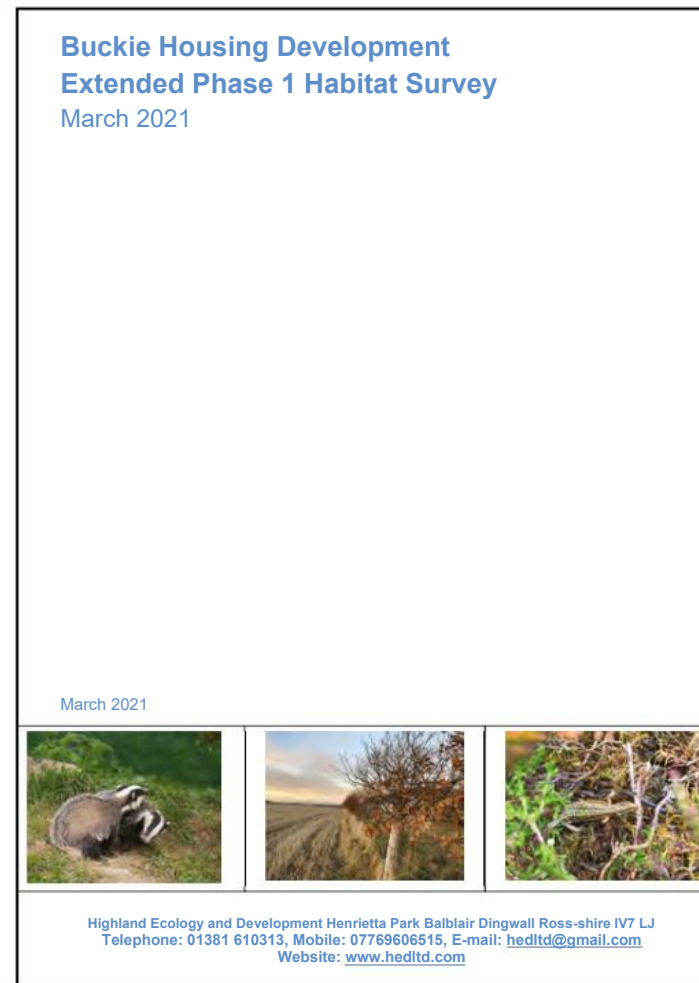
4.0

Existing Habitat and Biodiversity

An Extended Phase 1 Habitat Survey was undertaken across the site, which informed the design of the development in relation to maintaining and in turn, enhancing biodiversity and wildlife features. This included undertaking Protected Species and Phase 1 vegetation and GWDTE survey work across the R8 and LONG 1 Masterplan extent which confirmed that the area is all agricultural with limited potential for semi-natural vegetation, no signs of bats were detected and evidence suggests limited use by badgers with no setts found. With no real woodland on site there is no suitable habitat for squirrels and only a few trees for breeding birds. No otters are present in the watercourses.

Further survey work will accompany each planning application for subsequent phases of development.

We will work to provide a variety of wildlife friendly habitats and features into the site including hedgehog fencing, bat and bird boxes, wildflower meadows for pollinators and blue/green infrastructure. Please see later sections for biodiversity enhancements on p50



Extended Phase 1 Habitat Survey



Wildlife friendly environments



Bird boxes



Wildflower planting to promote biodiversity



Swale Planting

4.0

Existing Connectivity

The existing area surrounding the masterplan site allows for good pedestrian, cycle and vehicle flow. 'Buckpool' has a mix of residential, commercial and retail uses and schools, which can be accessed by all modes of transport (foot, cycle and vehicles). The wider accessibility has been analysed and is good but with considerable margin for improvement including speed reductions on Barhill Road, improved pedestrian routes, enhanced cycle linkages and the provision of new bus stops.

The surrounding built up areas have an established network of footways and footpaths providing links to local facilities, bus stops and the wider area.

Barhill Road has footways on both sides of the carriageway to the north of the existing roundabout junction with Anderson Drive with the footway adjacent to the road carriageway on the eastern side and remote from the road carriageway on the west. A series of appropriate crossing points will be formed along Barhill Road, along with cycleways.

To the south of the aforementioned roundabout and adjacent to the site frontage, Barhill Road benefits from a footway on the east side of the carriageway which extends for the full length of the route till its connection with the A98 in the south. At the junction with the A98 a footway is introduced on the west side of the route

for a short section which continues on to the A98 and provides a link to the commercial premises to the south.

There are no established cycle routes within the immediate environs of the site but National Cycle Route 1 (NCR 1) does run east to west through Buckie, approximately 1km north of the site. NCR 1 is a national cycle route running along the east coast from Dover to Shetland. More locally the identified route runs along the Moray Coast providing links west towards Elgin and eastwards towards Banff and Macduff.

Bus stops are located to the north of the site on Barhill Road just to the north of the Anderson Drive roundabout. The existing stops on Barhill Road are indicated by flags with shelters provided. The bus service provides links around the town to the town centre and local supermarket.

As well as the Buckie Town Service which passes the site, additional bus links are available from Buckie to Elgin, Inverness and Aberdeen. Stagecoach service 35 between Aberdeen and Elgin passes through Buckie and Buckpool, with an hourly service throughout the day, and additional express services at peak times.



Barhill Road looking towards Buckie and current Springfield Development



Barhill Road and footpath connection to Buckie



Extract taken from bing maps showing site to Cluny Primary School walking distance of 22 minutes

4.0

Existing Barhill Road is a single carriageway road providing the main access from the A98 into the west of Buckie and Buckpool. The road was widened previously by Springfield Properties to support residential development and is now typically around 5.5-6.0m wide and along the majority of the site frontage is currently derestricted. The road is subject to a 30mph limit as it enters the built up area of Buckie and runs broadly north to south through the town providing access to the local hospital and golf course as well as surrounding residential areas. The road is also a bus route served by the local town circular route, including the local hospital.

Within the built up area the road is lit, with footways provided on both sides. The current entry to the built up area is denoted by a roundabout junction, providing access to earlier phases of development. To the south of the roundabout, along the site frontage, the road is more rural in nature, with a footway on the east side only.

The junction with the A98 to the south of the site is formed as a ghost island priority junction, shown below. The junction was upgraded by Springfield Properties to include right turn provision in order to support residential development on Barhill Road.

The A98 (near Buckie) is a single carriageway road that links the coastal towns of Buckie, Portsoy and Findochty with the A96. These routes provide onward links to Macduff to the east, Elgin and Inverness to the west and Keith and Huntly to the south.

The road is generally derestricted outwith settlements, although it is subject to a 50mph limit in the Arradoul area immediately to the west of and including the Barhill Road junction. It is linked to Barhill Road (and the west of Buckie) by the aforementioned ghost island priority junction.

Visibilty and Views

A Landscape and Visual Appraisal/Overview was undertaken to help inform the masterplan for 'Buckie

South' and to consider the likely effects of the proposed development on the landscape character and visual amenity within a 3km study area. The report is presented as an appendix to this document however, the key conclusions reached in the study have been set out below.

The proposed development site lies at the southern edge of Buckie, directly abutting its existing settlement boundary. The settlement lies within the 'Coastal Farmlands – Moray & Nairn Landscape Character Type', with open views often available across the flat and gently undulating coastal plain. The landscape is well settled, with the southern edge of Buckie, and numerous small building groups and single dwellings often visible across the coastal plain. The landscape is also dissected by the busy A98 road corridor, with numerous minor roads extending off it, serving the settlement pattern described above.

This overview concludes that the proposed development would have only a limited effect on landscape character, with no notable effects on the Coastal Farmlands LCT, or the other landscape types identified within the study area. This is generally a result of the proposed development site lying adjacent to the existing, visible settlement edge, and within a transitional landscape already characterised by dispersed building groups and single dwellings.

This overview also concludes that in terms of effects on visual amenity, the proposed development is likely to have a limited effect on views. As noted above, the proposed development site lies adjacent to the existing, visible settlement edge, with other dispersed building groups and single dwellings evident across the coastal plain. As such, the proposed development would appear generally within the context of existing built form, especially when viewed from the south, east and west.

In this regard, for 7 of the 8 viewpoints appraised, the magnitude of change is predicted to be no-change,

negligible, small or medium-small. For the 2 viewpoints where a medium-small magnitude of change is predicted, the effects are anticipated to reduce to small once the proposed boundary structure planting has established to contribute a softening / filtering effect. For the single viewpoint where effects are judged to be more notable (viewpoint 2 – great magnitude of change), this is primarily due to the close proximity of the viewpoint and the resulting extent of nearby visible development in the view.



Bus Stop north of roundabout at Anderson Drive



Junction at A98



Sunset views looking North West of Buckie South

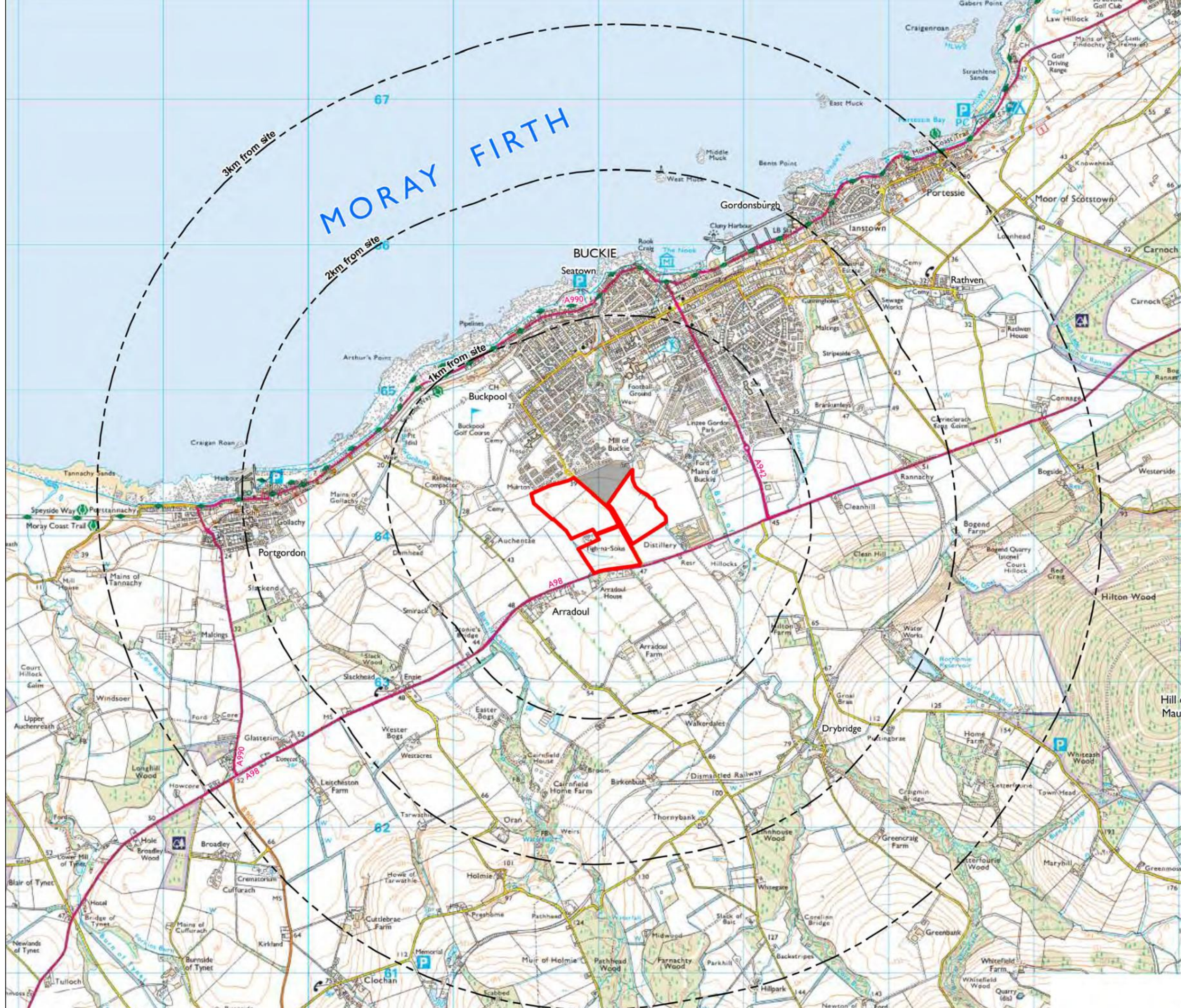
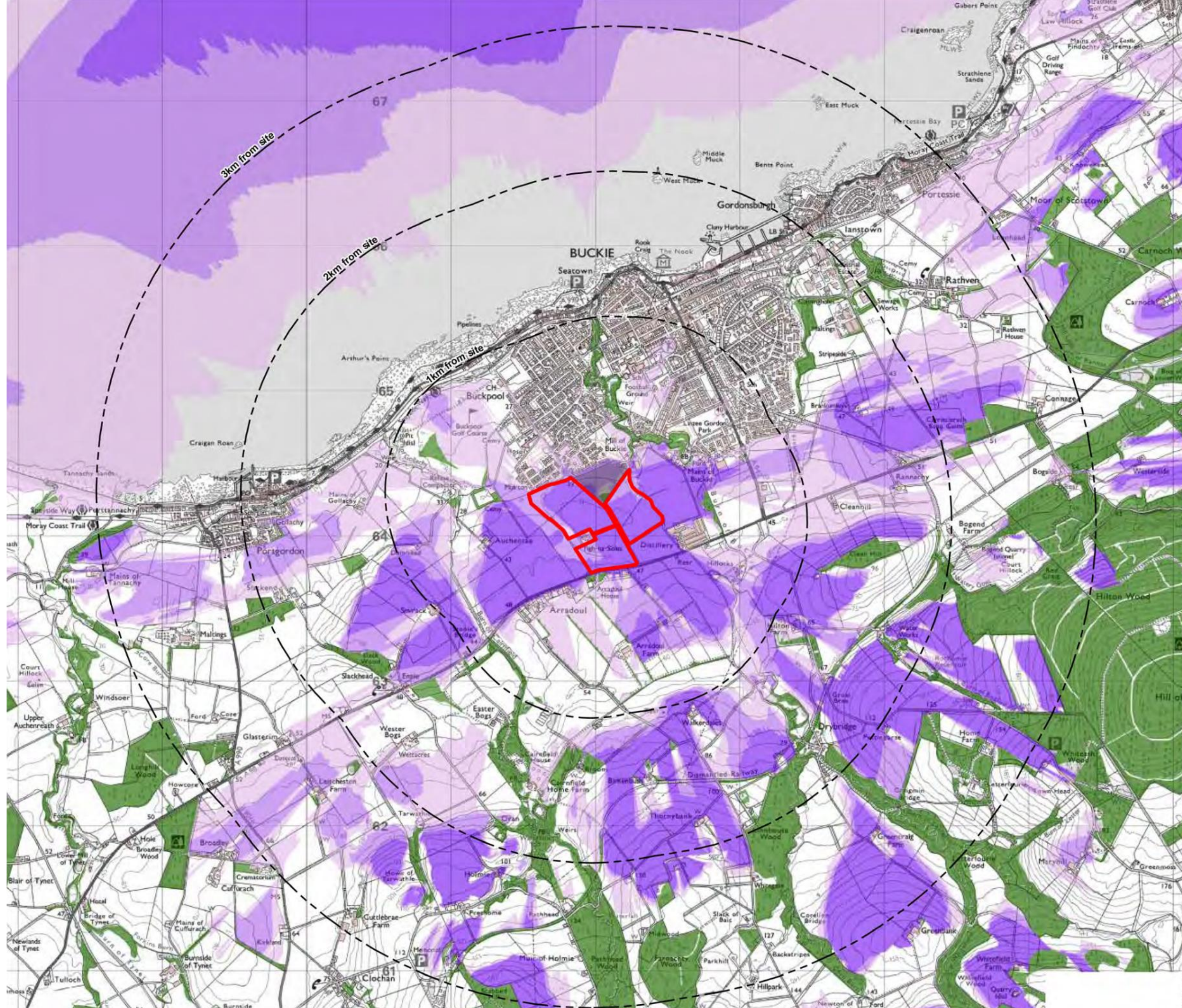


Figure 8
Location Plan
NTS



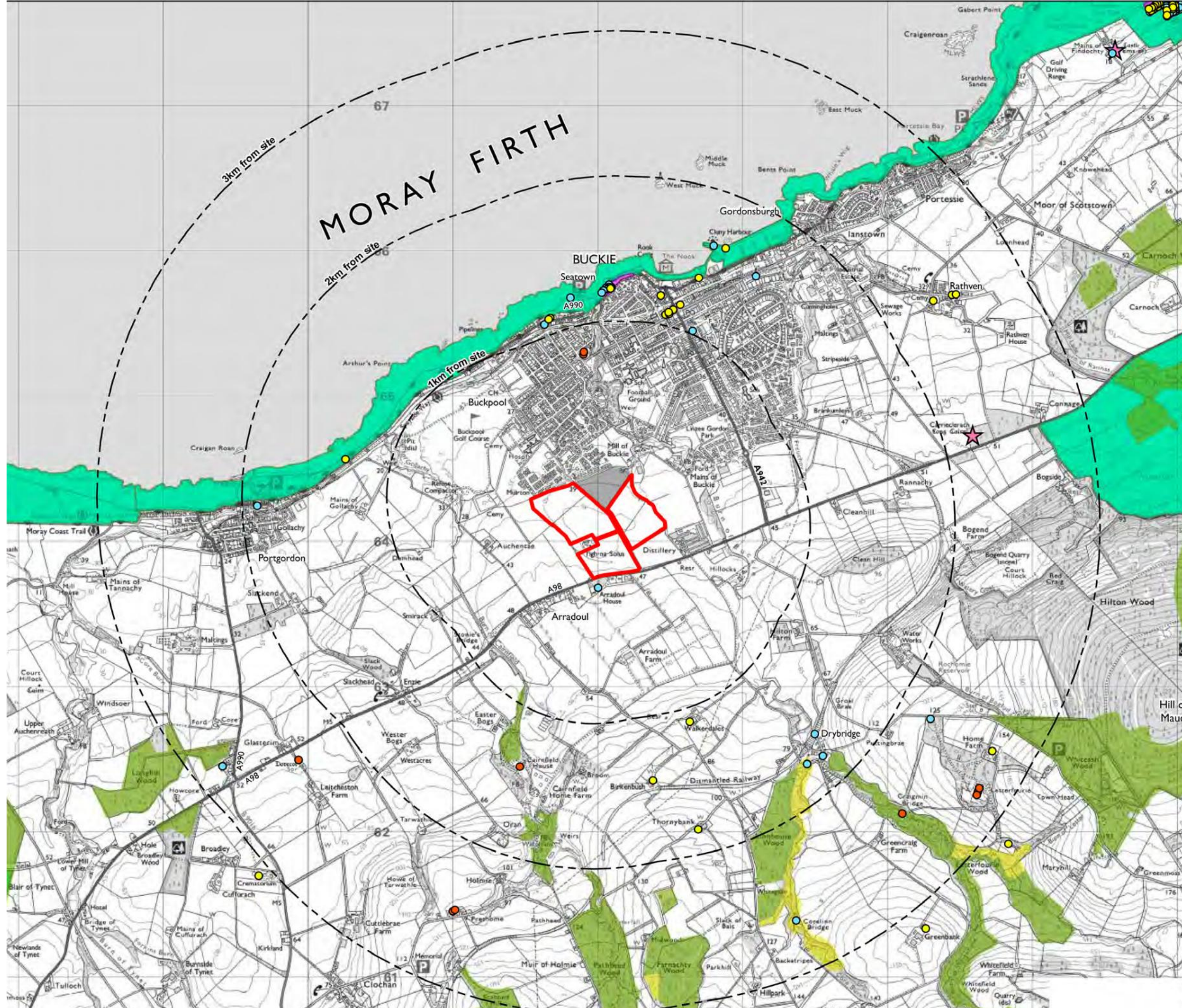
LEGEND

- Site
- Buffers at 1km intervals from site
- Zone of Theoretical Visibility**
- Screening features included
 - Small part of site visible
 - Moderate part of site visible
 - Majority of site visible
 - Woodland
 - Buildings
 - Existing housing site under construction

Figure 9

Zone of Theoretical Visibility

1:25,000 @ A3



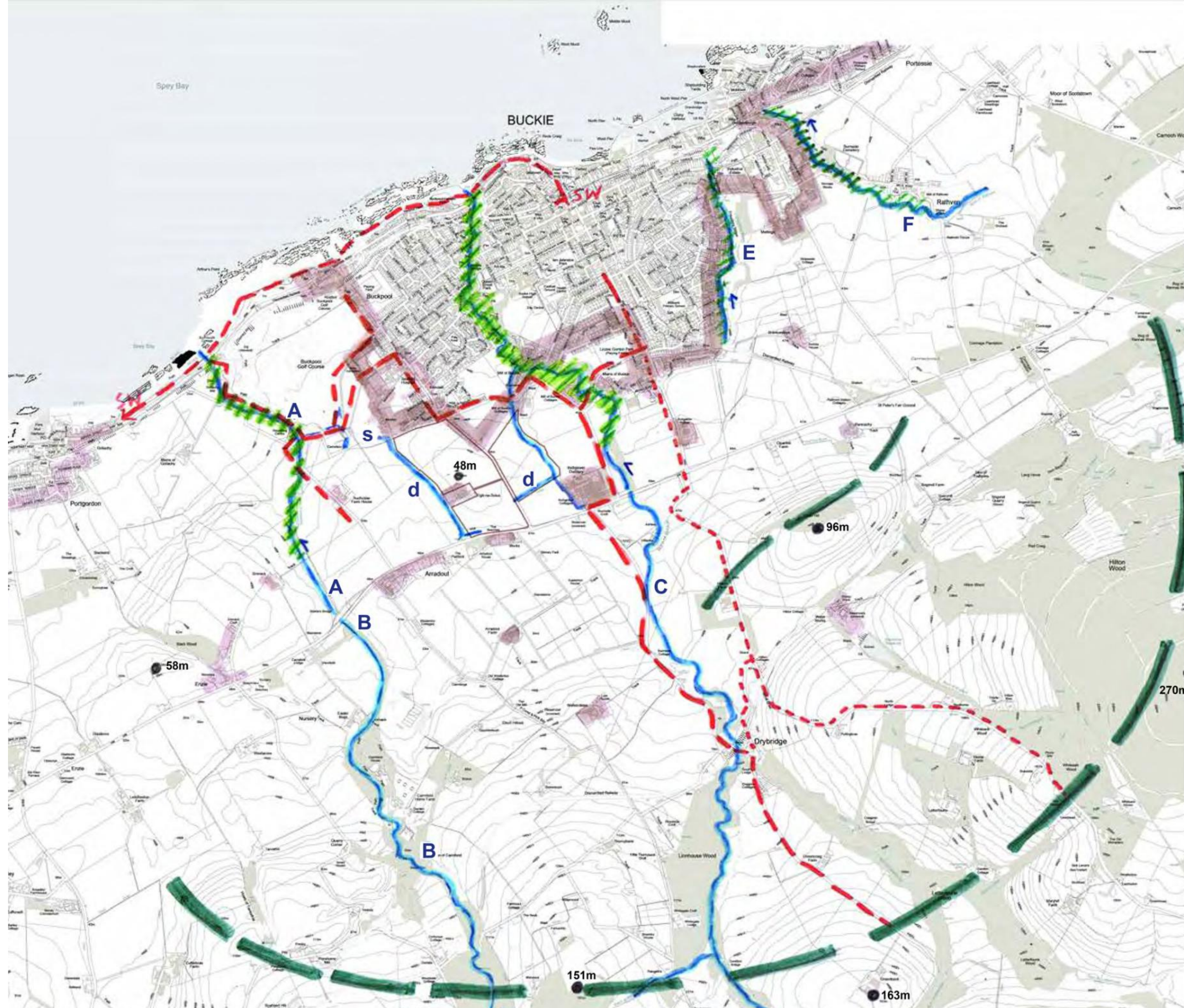
LEGEND

- Site
- Buffers at 1km intervals from site
- Special Landscape Areas
- Ancient Woodland
- Semi-Natural Ancient Woodland
- ★ Scheduled Monuments
- Conservation Areas
- Listed Buildings
- Category:
- A
- B
- C
- Existing housing site under construction



Figure 10

Designations

1:25,000 @ A3



LEGEND

-  High terrain / enclosure to setting
-  Significant water courses
-  Burns & green corridors
-  Core Paths
-  Promoted Paths
-  High points
-  Existing Settlement Edge / Pattern

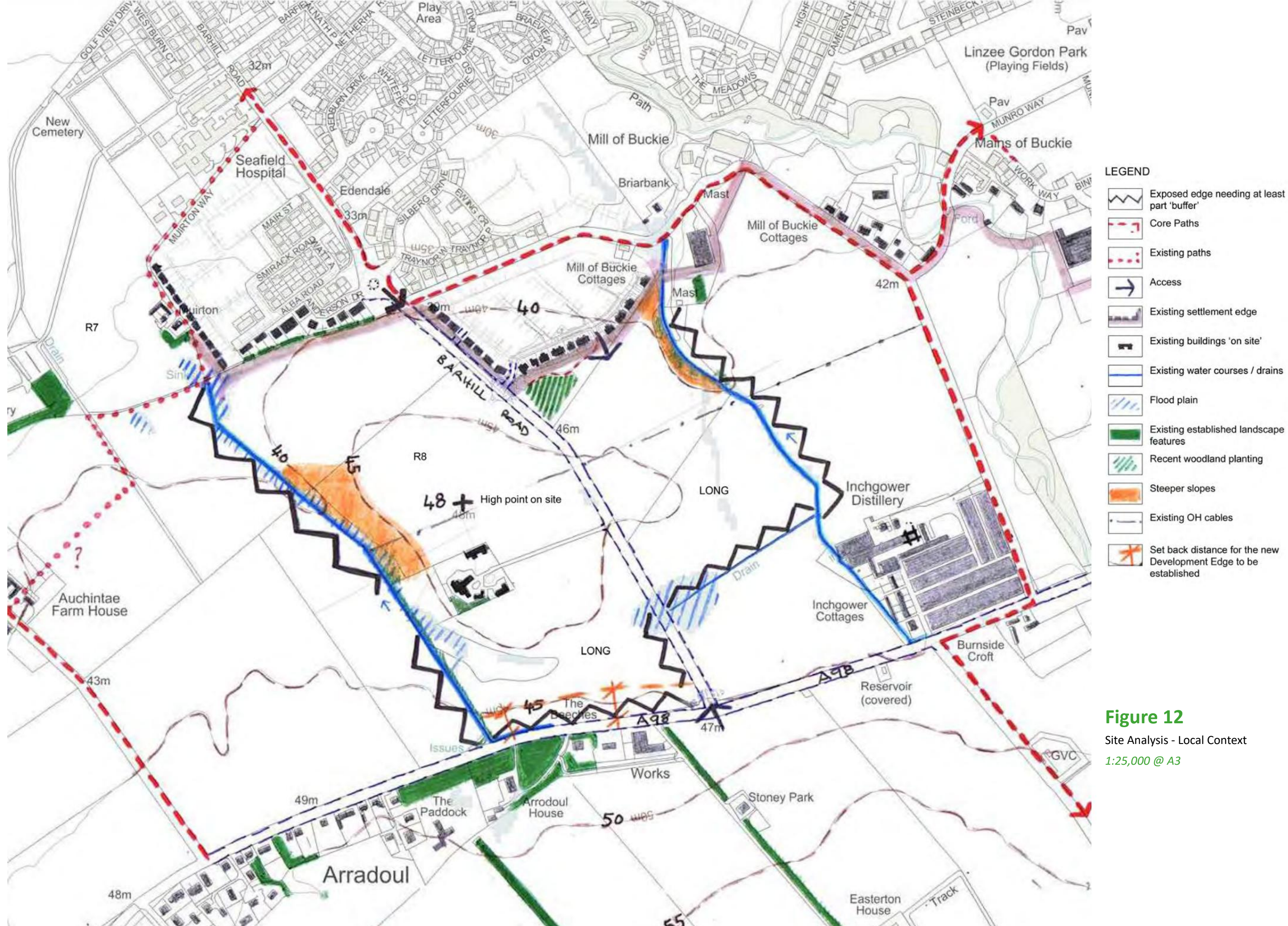
Significant water courses

- 'A' Burn of Gollachy
- 'B' Burn of Cairnfield
- 'C' Burn of Buckie
- 'D' Burn of Rathven
- 'E' Freuchny Burn
- 's' Sinks
- 'd' Drains

Figure 11

Site Analysis - Wider Context

1:20,000 @ A3



5.0

Developing the Design



5.0

Developing the Design

The proposals have evolved from the earliest concepts to this vision of a new, planned neighbourhood community at Buckie South. A development of circa 550 to 600 dwellings in association with a range of ancillary community and leisure facilities (including land set aside for community facilities and/or a Primary School) the new community has been planned as a single entity made up of a number of distinct Character Areas. These areas have been planned to be seen to be fully responsive to the specific characteristics of the site and its connections to the wider context with direct references taken in the design strategy to the evolution of Buckie and its historic townscape.

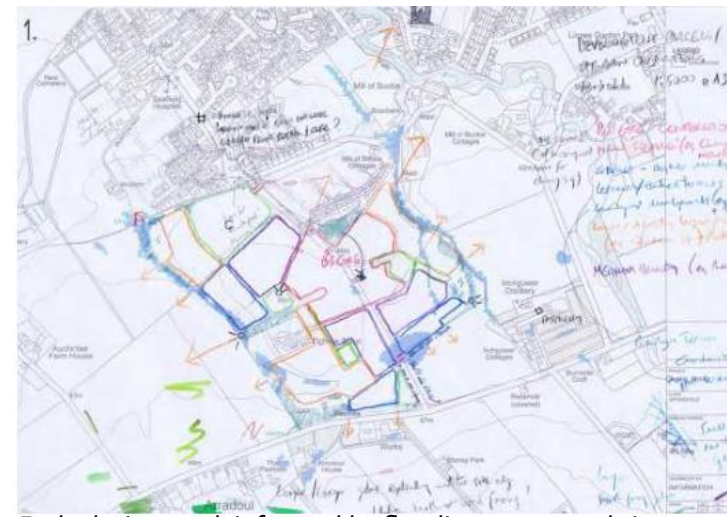
This approach is fully consistent with the guidance and policy of the Scottish Government as the general development form has evolved with a real emphasis on place making and where the proposed development form is seen to be fully responsive to on site conditions. In this respect the key components of Buildings, Spaces and Movement have been drawn out and set within the landscape context to create a unique development form with a strong sense of place.

This strong sense of place derives from an understanding of the landscape setting and the site's relationship to the existing community and how this has established over time. A series of detailed site assessments and analyses were undertaken to help identify the initial key constraints and opportunities across the landholding resulting in an informed and unique planned development pattern coming forward which provided the context to the creation of a series of distinct character areas set within a strong connected landscape framework, incorporating both established and new landscape features.

A series of options were worked up to help inform the decision making process. These included initial Development Appraisals and schematic design concepts, some of which are set out overleaf.



Initial Masterplan sketch carried out by Springfield looking at the local development plan



Early design work informed by flooding extent and site context



Further worked up draft design prior to Moray Council dialogue



Focus on eastern areas including phase 1



Barhill Road treatment options and new 'South Square' review



Finalised design showing development blocks, major greenspaces and site relationship

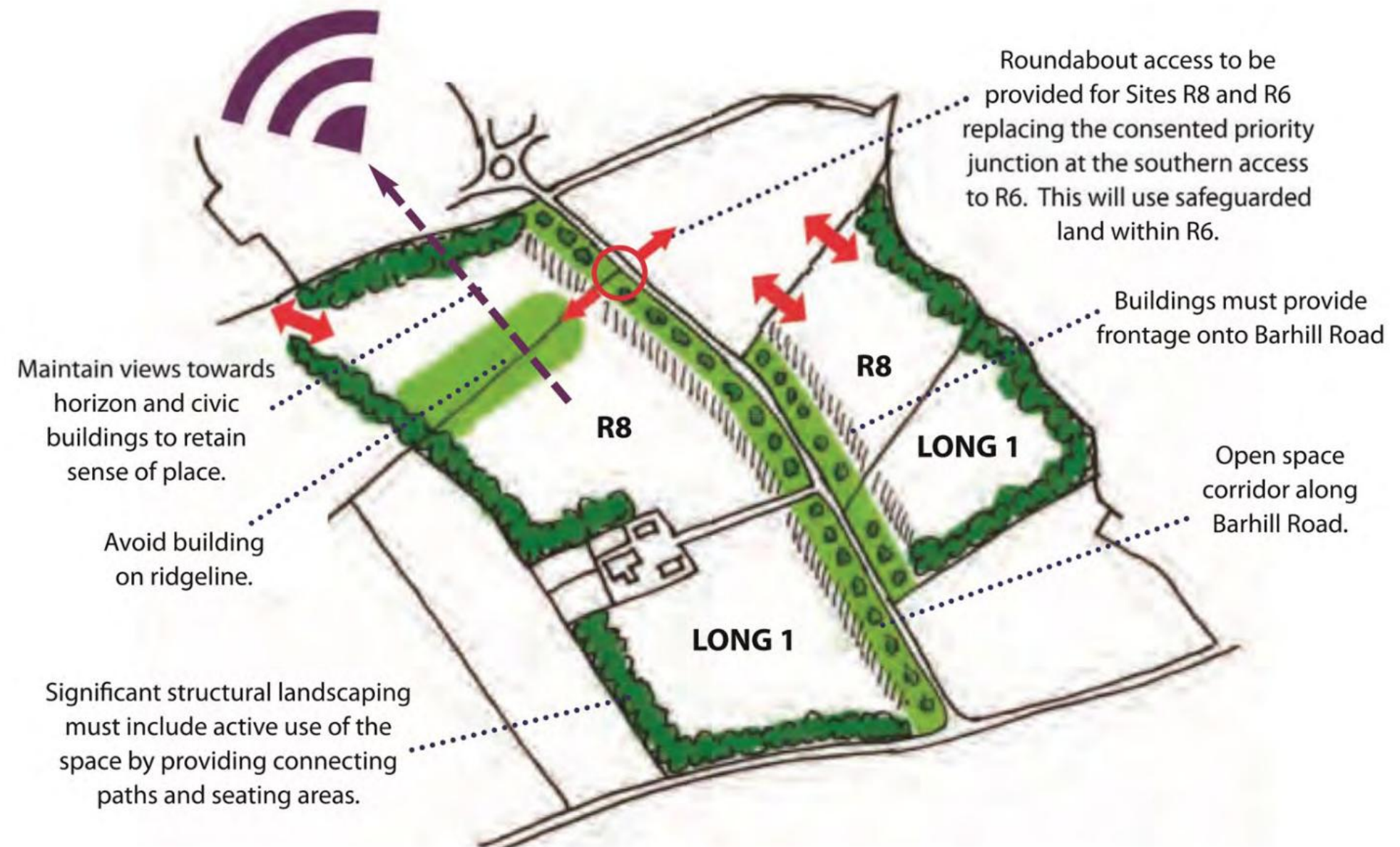
5.0

Design Form Principles

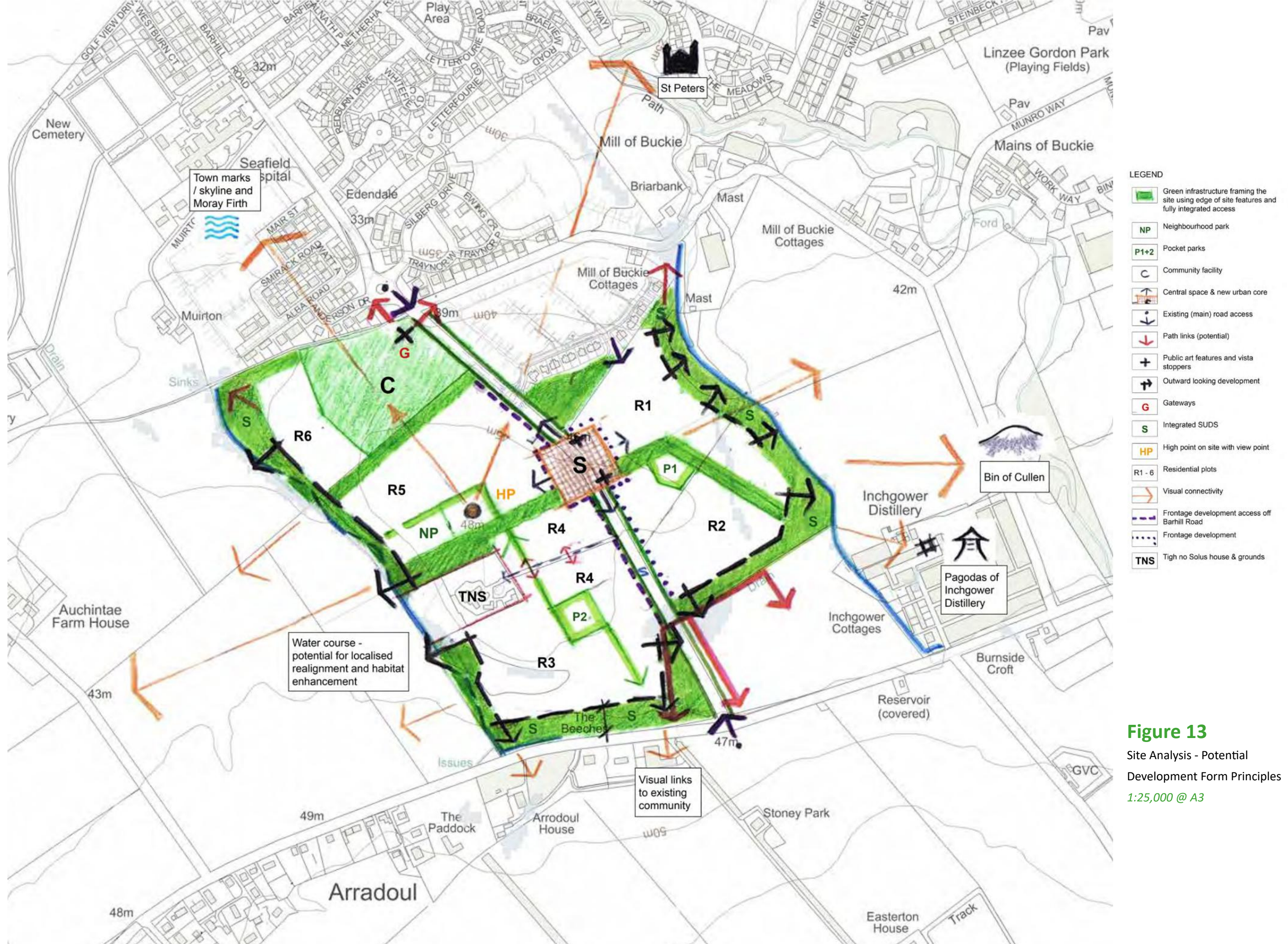
Figure 13, 'Site Analysis – Potential Development Form Principles' sets out the conclusions of the comprehensive site assessment process, taking on board the preferred option for the location of the proposed Community Facility and reflecting feedback received from officers at Moray Council as well as the on-going inputs of the Project Team. Site Analysis offers a baseline schematic planned view of how the site form could be planned in response to the characteristics of the site and its setting.

In addition to the aspirations of MLDP20 (as shown opposite) key objectives of the strategy presented in Figure 13 include:

- a single neighbourhood with a clear focus;
- distinct compartments and character areas;
- a Green Network framing the site but not designed to hide the development form;
- an outward looking responsive development form making a positive statement in the landscape and as a gateway to Buckie;
- a fully integrated green/blue infrastructure defining development compartments and incorporating an accessible network of structure planting, open spaces and recreational facilities;
- a permeable and fully connected neighbourhood taking account of all available transport nodes and facilities outwith the land holding;
- a development form that visually connects with Buckie and its wider landscape setting thereby helping to promote a strong sense of place;
- the integration of Barhill Road into the development form as a fully functioning street to allow the application of a maximum 30mph speed limit throughout this new neighbourhood; and,
- respond to micro climate and fully support sustainability



Extract from MLDP Buckie Settlement map



5.0

Development Framework Plan

The design strategy was then further refined following further inputs of the Project Team and feedback from Moray Council. The Development Framework Plan, Figure 14, was then prepared to take forward the principles of the new development form, formalizing and drawing out the key components of the proposed development strategy including:

- Recognising the relationship between street design and built form to the historic/cultural context;
- A central 'South Square' and community focus including potential shop/retail outlet(s);
- A range of neighbourhood scaled commercial opportunities include 3 circa 90sqm café and retail units along with community nursery to be delivered. Details at planning application stage.
- Barhill Road street design components including active frontages and key buildings/features;
- Residential led development parcels;
- Land for a community facility';
- Infrastructure and street hierarchy;
- Path network;
- Green Network including open space hierarchy and Parks;
- Habitat/Biodiversity enhancement;
- SuDS schematic strategy;
- Gateway features – southern gateway and potential northern gateway;
- Visual references and connectivity;
- Key Public Art and Way Finding reference points; and,
- Orchard + allotments

The design strategy continued to evolve through an iterative process, and was tailored as more site specific and aspirational information came forward in the place making process and as the key constraints and opportunities were refined. The Masterplan is fully explored in Chapter 7 of this Document which sets out the vision for this new Buckie neighbourhood.



South Square with potential retail unit



Street Furniture



Public Art



Habitat / Biodiversity Enhancement



Open Space and Natural Play



SuDS schematic strategy

6.0

Historic Analysis & Barhill Road Study



6.0

The following section provides a series of sketch diagrams that reference historical existing elements of Buckie and which have been drawn out to provide good design precedents to echo. These include planned civic squares which have been referenced for layout, scale and building heights.

A design solution using strong simple forms, suitably articulated to create positive external spaces and a sense of place has developed. Orientating 3 storey building's gables to the street and the use of commercial units with large glazed frontages immediately creates a sense of activity, while the civic square should generate a scale of place and street rhythm with appropriate public realm street furniture and planting. Parts away from the neighbourhood core/civic square will feature rows of houses defined by street trees and well overlooked public spaces. These areas consists of 2-storey homes with projecting elements that provide variation and differing forms, with prominent gables such as within the 'Gables East and West' character areas which will provide forms inspired by the local vernacular and mix of strong gables and dormer windows seen in Yardie, Seatown and other historical former villages.

A number of street perspectives are also provided to demonstrate street scale, natural traffic calming features and Barhill Road interventions that have been discussed elsewhere within this Masterplan.

Barhill Road Study

The A98 and Barhill Road provide excellent connectivity to the site from the wider community, however, it is considered that as development frontage is constructed there will be an opportunity to introduce new accesses and with this, subject to Moray Council's agreement, improvements to the road to allow reductions in the speed limit to meet 30mph limit requirements.

A study was undertaken to assess the current qualities of Barhill Road against those required to help deliver the twin objectives of creating a new fully inclusive street scene whilst maintaining its role serving the wider community. The study is set out in Figures 19 to

22, 'Barhill Road Study'. Barhill Road will continue to be a key route to the wider settlement but will also be transformed from its currently rural characteristics to an urban street which can accommodate all modes of transport safely and efficiently.

The management of vehicle speeds through good urban design will ensure that all vehicles can continue to use the route efficiently but are aware that they are within a street environment which prioritises more vulnerable modes such as walking and cycling. Direct access to residential properties will be promoted from Barhill Road to ensure that houses front the route and provide a visual connection with the street thereby altering driver perception and driving style. We note MC Transportation's preference for direct driveways rather than shared mutual accesses.

Consistent with MLDP Barhill Road will still be designed as a Green Road Corridor as it enters the village via a new 'Gateway' from the south, tree lined and where possible, incorporating roadside features with associated green verges. This green road corridor will sit well with the semi-rural fringe setting to the neighbourhood, however, on approaching the neighbourhood core from the south, its character will change to reflect more of the qualities of a traditional Scottish street. Formal landscape features will be introduced to edge Barhill Road to help highlight the change in character leading to a new central neighbourhood square set out around the existing bend on Barhill Road. The square will be designed as a key focal point to the new community and will, subject to Moray Council approval, incorporate a predominately hard landscaped design theme with feature buildings set out at key locations and potentially, ancillary facilities, including a new shop/café. Bus stops can also be accommodated here to add to the qualities and value of this community hub.

The Barhill Road street scene will be active, with, where possible, housing fronting the street and accessed directly via a series of private drives whilst a hierarchy of streets will be laid out to serve the extended community from Barhill Road. Added to this, safe crossings, designed to reflect Moray Council

guidance, will be introduced at a range of locations to help connect the community via a comprehensive network of paths.

The northern section of Barhill Road will also be designed with active street frontages and will include the green corridor concept, incorporating avenues of street-side trees, grass verges and as appropriate, fully integrated SuDS features. This will connect in with the green corridor already in place on the Seafeld Circle frontage whilst the masterplan for Buckie South also

identifies the potential for planting and green verges along the frontage to the proposed community facility. In addition, it is considered that a new northern gateway will be created for Buckie South to help reinforce the application of the 'villages' concept across this part of Buckie and the different neighbourhoods of Buckpool and Buckie South.

Please refer to our phase 1 Transport Assessment for further details of Barhill Road speed limit transition measures.



Extract from Figure 19 Barhill Road Study



CLUNY SQUARE 1938
(NTS)

NOTE: REFER TO FIGURE 24
FOR LEGEND



SECTION / ELEVATION LOOKING EAST BETWEEN 2 & 3
STOREY FEATURE BUILDINGS ON 'SOUTH SQUARE' (1:250)

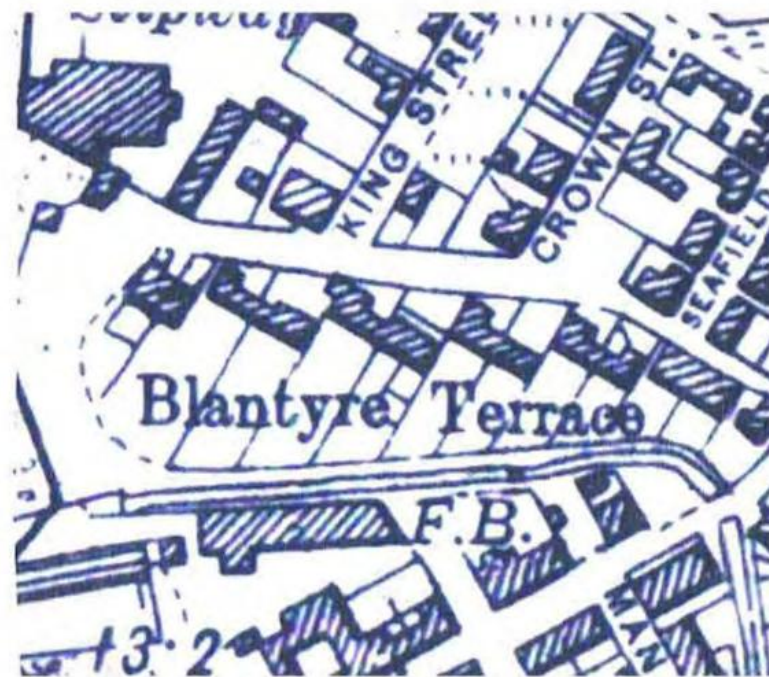


Figure 15- Rev A

Historic Analysis & Referencing,

Cluny Square

1:1250 @ A3



**BLANTYRE TERRACE, IANSTOWN, c1938
(NTS)**

POTENTIAL ROAD / PATH LINK
TO 'R7' AND MUIRTON LANE



GREEN NETWORK + CORRIDOR
INCORPORATING WOODLAND PLANTING
AND PATH MEASURES A MINIMUM WIDTH OF
20m AT THIS LOCATION BEFORE EXTENDING
TO 70m +100m WIDE TO THE NORTH

**SECTION / ELEVATION ACROSS RISING
GROUND ON WESTERN EDGE OF SITE
(1:250)**

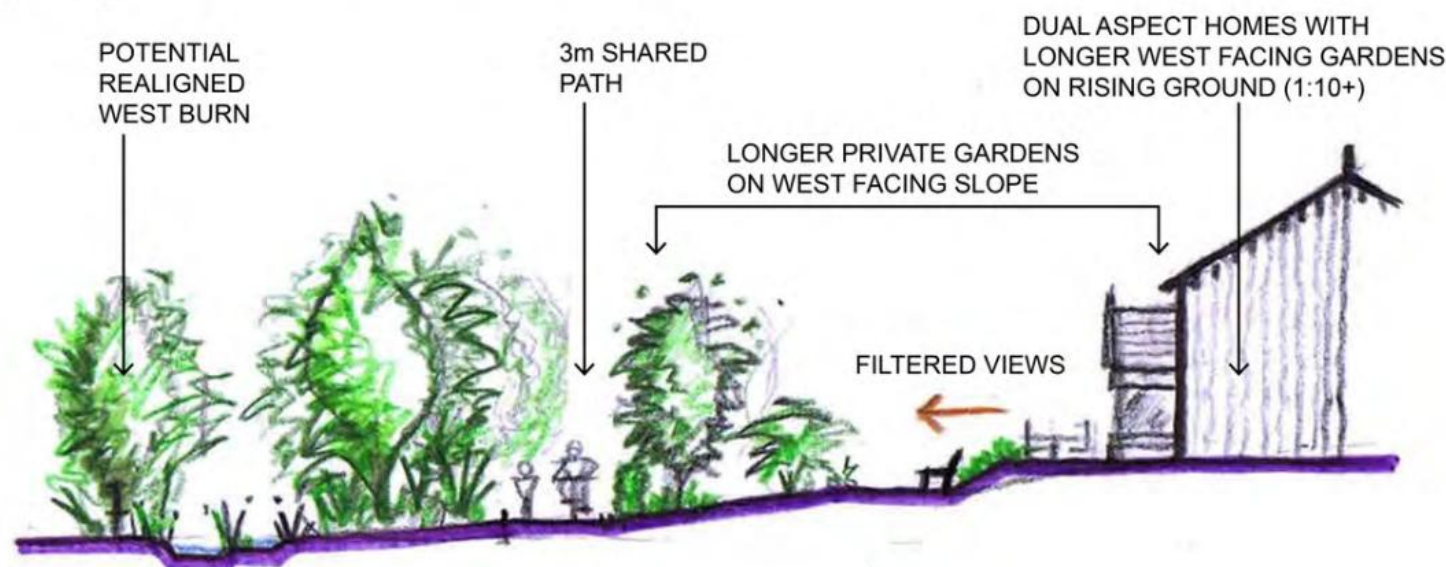


Figure 17

Historic Analysis & Referencing, Edge
of Settlement & Blantyre Terrace
1:1250 @ A3



VICTORIA BRIDGE - 1938



EASTERN GATEWAY TO BUCKPOOL AT VICTORIA BRIDGE



SOUTHERN GATEWAY TO BUCKPOOL AT BARHILL ROAD



SOUTHERN GATEWAY TO BUCKPOOL AT BARHILL ROAD

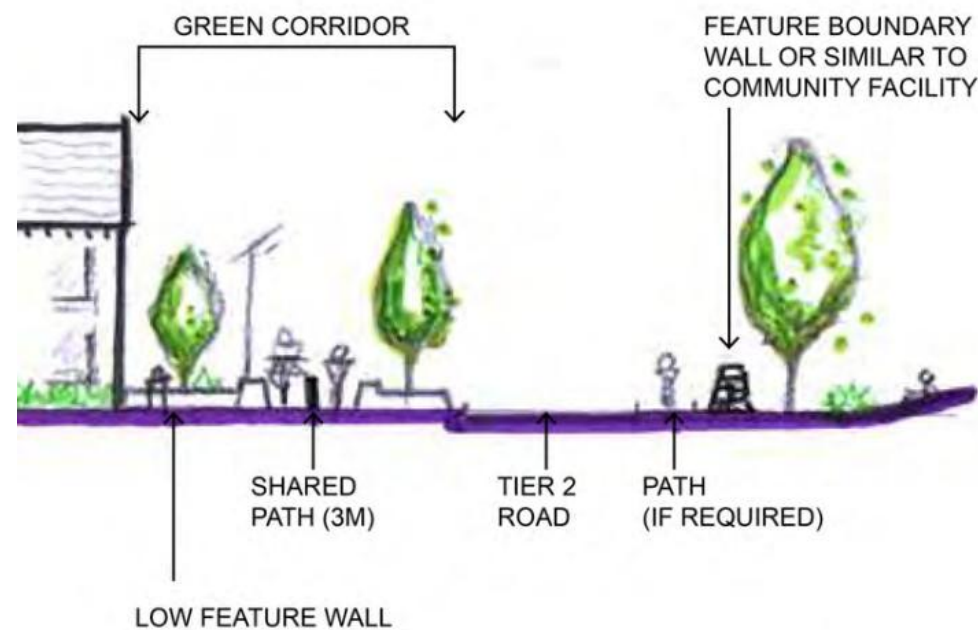
Figure 18

Historic Analysis & Referencing,
Gateways

1:1250 @ A3



Figure 19
Barhill Road Study
1:2500 @ A3



SECTION / ELEVATION LOOKING SOUTH WEST TO GREEN CORRIDOR FROM BARHILL ROAD (1:250)

SECTION / ELEVATION ILLUSTRATING POTENTIAL NORTHERN GATEWAY TO BUCKIE SOUTH (1:250)

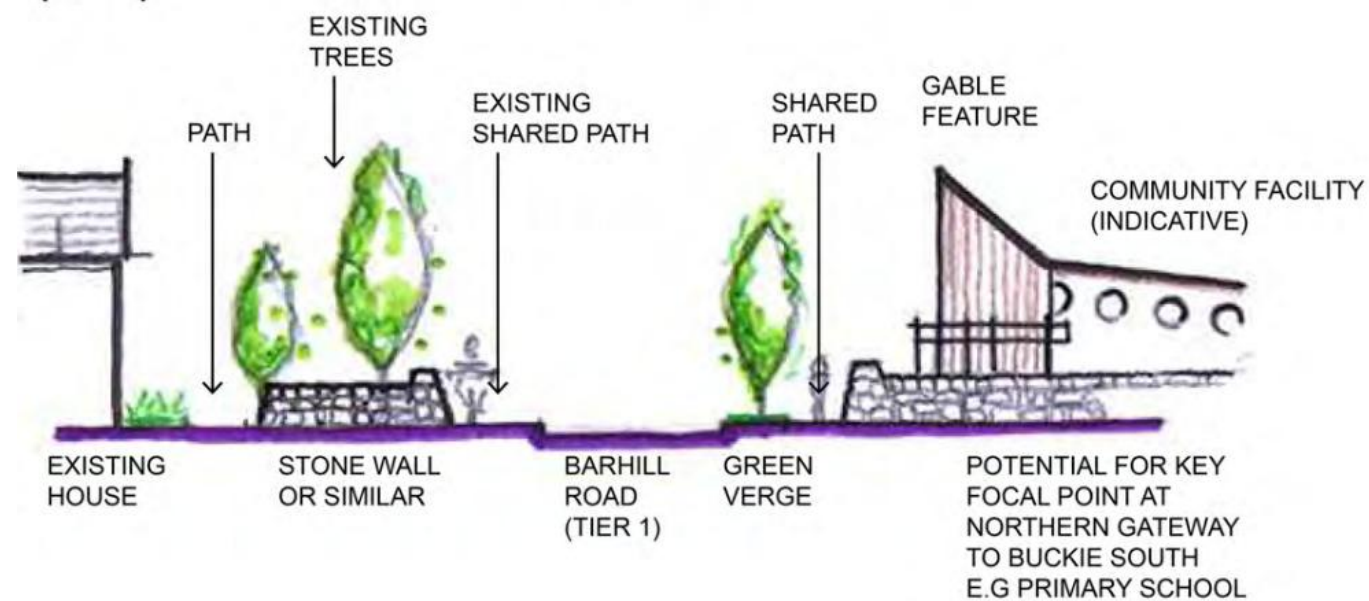


Figure 20

Barhill Road Study - North Sector
1:2500 @ A3



NOTE: REFER TO FIGURE 24
FOR LEGEND

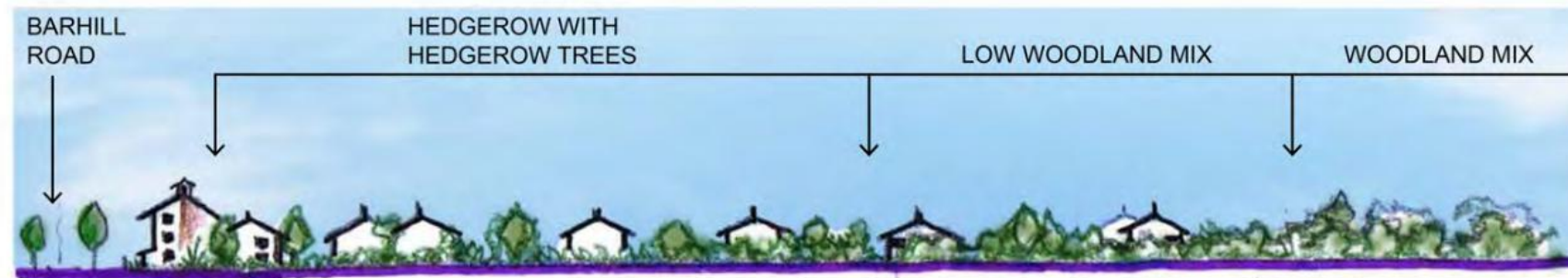
Figure 21 - Rev A

Barhill Road Study - Middle Sector

1:2500 @ A3



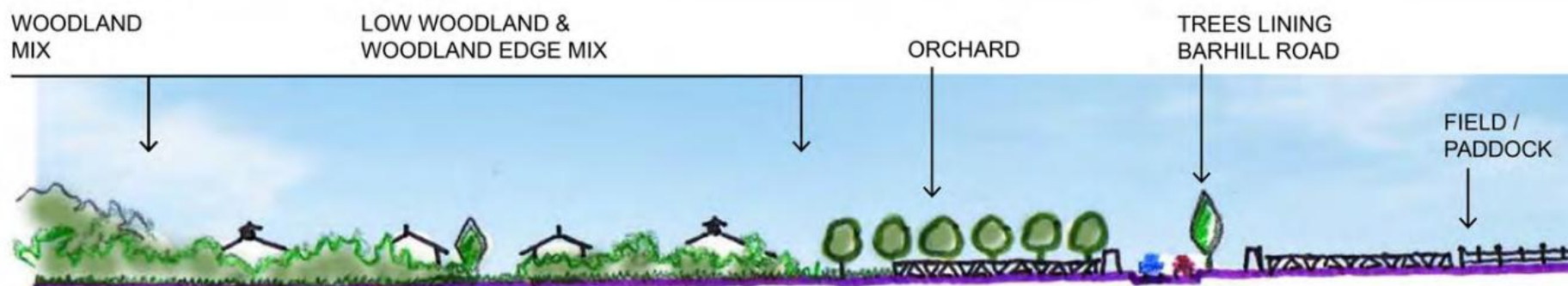
SECTION / ELEVATION: 'EAST GABLES'



SECTION / ELEVATION: 'EAST GABLES' (WITH EDGE OF SETTLEMENT PLANTING ESTABLISHING)



SECTION / ELEVATION: 'WEST GABLES'



SECTION / ELEVATION: 'WEST GABLES' (WITH EDGE OF SETTLEMENT PLANTING ESTABLISHING)

MAP INSERT: HISTORIC WATERFRONT GABLES, BRIDGE PLACE, YARDIE / SEATOWN, 1938



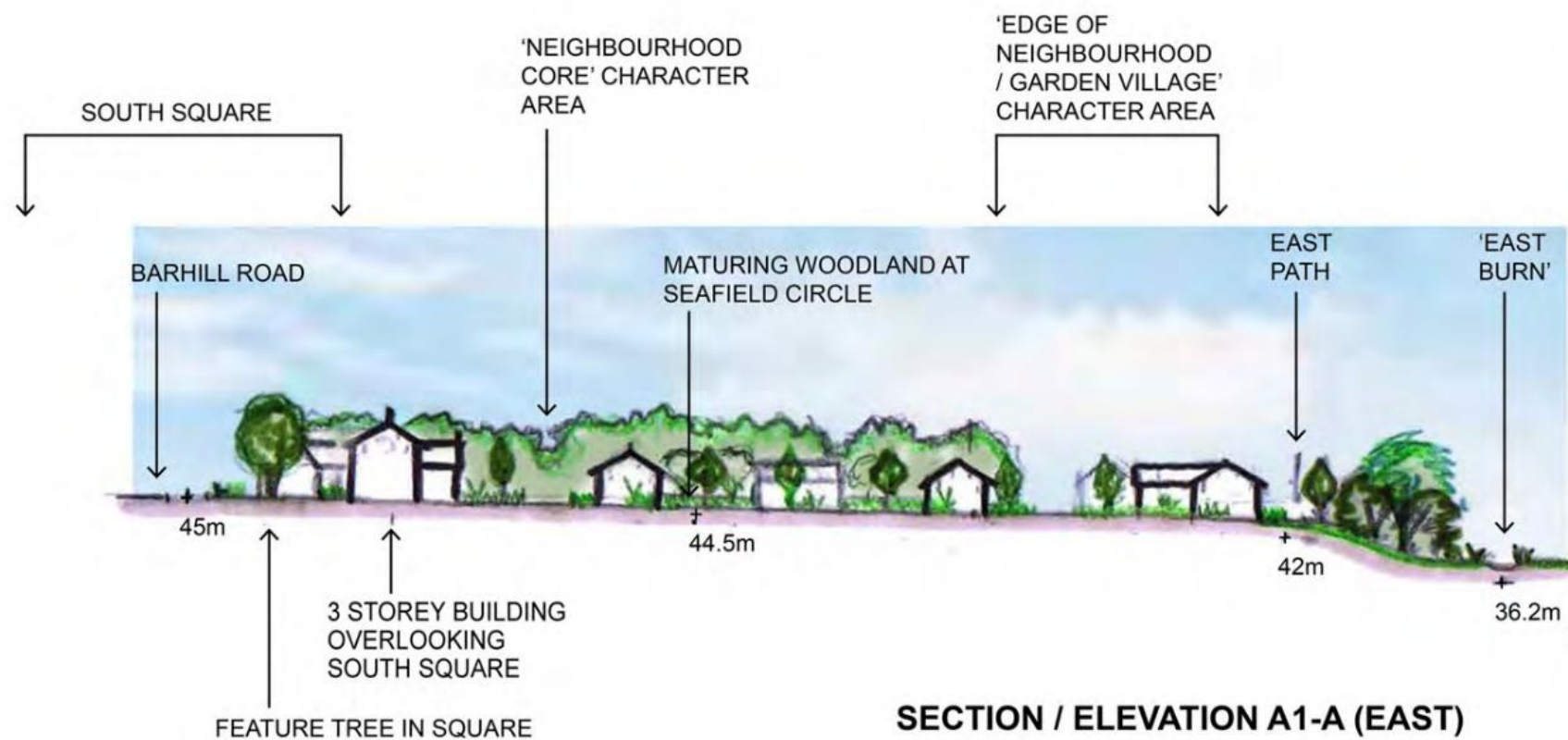
Figure 23 - Rev A

Historic Analysis & Referencing Site
Sections and Elevations 'The Gables'

NTS



SECTION / ELEVATION A-A1 (WEST)



SECTION / ELEVATION A1-A (EAST)

SECTION / ELEVATION LOCATION



Figure 24 - Rev A

Site Section Analysis

NTS

SECTION / ELEVATION LOCATION (NTS)



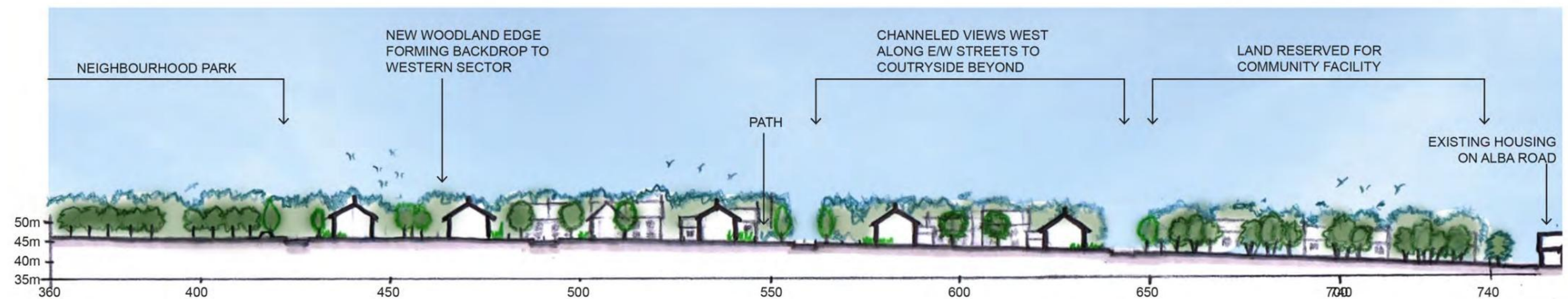
Figure 25

Site Section Analysis

1:1000 @ A3



SECTION / ELEVATION B-B1



SECTION / ELEVATION B-B1 (CONT.)

Figure 26

Site Section Analysis

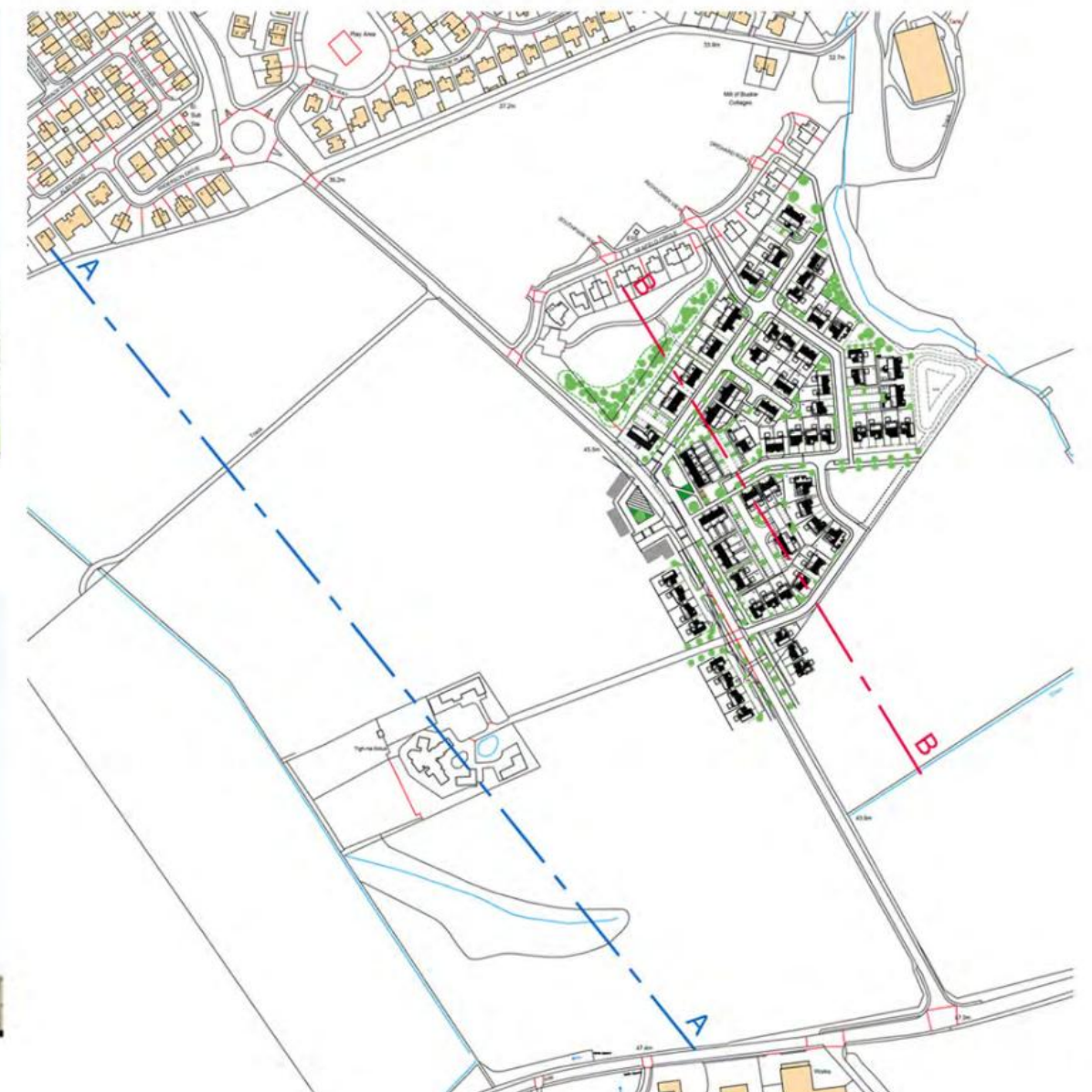
1:1000 @ A3



R8 Buckie Phase 1 - Detail of Section B-B along Summerton Street Green Travel Link



R8 Buckie Phase 1 - Detail of Section B-B along Crosby Avenue Green Travel Link





7.0

The Masterplan



7.0

Introduction

This chapter describes the key components of the Masterplan for Buckie South, how these have been informed by the site and its context and how these will combine to create a distinctive, high quality settlement extension which will be seen firstly, to respect Buckie and its historic qualities and secondly, respect and enhance the natural environment. The masterplan effectively establishes a structure within which detailed phases can come forward in the future.



Extract from Figure 37 Masterplan

7.0

Development Form

The figures set out across chapters 1 to 6, when viewed in sequence, illustrate how the new development form has been planned to respond to the established constraints and opportunities across the land holding. Figure 14, Development Framework Plan, draws upon the conclusions of the various detailed site appraisals undertaken to identify in principle where landscape components need to be introduced to reinforce the site's sense of structure and to complete the framework into which the new development can be accommodated. Importantly, taking reference from Buckie and many other historic coastal communities across Moray which remain visible in the landscape, the structure planting associated with delivering the Green Infrastructure across the development will, as a key objective, 'provide containment and settlement edge' (LONG 1 Land to the SW of Buckie, Page 29 Settlement Statement MLDP20) but has not been planned to hide the new building forms. Rather, the new planting will be seen to establish to frame the setting, soften the building elevation and give context to the new building groups which will be laid out to have an outward looking and positive appearance in the landscape.

The character and form of the site and in turn, its potential to create a coherent neighbourhood required a review of Barhill Road to determine how it could be redesigned to become the back bone and main street to the new community. From this central spine the development parcels have been designed to effectively extend out across the site to the east and west, thereby visually connecting the core of the site with its surroundings and opening up views to the wider context and important land marks like Bin of Cullen. The form and character of the Masterplan, as illustrated in the figures and graphics set out through Chapter 7.0, draws its reference from the historic growth of Buckie and adopts a more formal planned settlement approach, influenced by the formation of the 'New Town' in the 1700s and 1800s which was planned with a strong grid pattern extending out to the east and west from a formal square and connecting

with the remaining Buckie 'villages'. In turn, Buckie South has been planned to present a distinct structure and street hierarchy linking individual character areas that will include references from Buckie's historic villages.

Buckie South and its range of character areas will be seen within a framework of formal and informal open spaces/parks, incorporating structural landscape components, green and blue infrastructure/ corridors, nature conservation areas, as well as sports and recreational facilities.

The primary road and street infrastructure, building out from the existing route of Barhill Road, will generally follow the profile of the land, minimising cut and fill operations, running with the contours and connecting all the character areas with the neighbourhood core.

This site and design analysis process identified the need for new structure planting to be introduced to set the context to both the proposed built form and the varied landscapes that are proposed across Buckie South. However, consistent with responsive, pro-active settlement planning, whilst acknowledging the

guidance for 'Buckie South' provided in MLDP20, the proposed development strategy does not seek to fully screen or 'hide' the extended settlement form from external viewpoints but rather, the extensive areas of new native species based structure planting will be designed to reinforce the framework into which the new development will be placed, softening the elevation as appropriate but allowing for an outward looking development at key locations. This approach will lead to the creation of a high quality southern gateway development to Buckie.

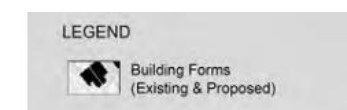


Figure 27

Building Forms & Spatial Framework
1:2,500 @ A3

7.0

20 Minute Neighbourhood

Buckie South will be a 20 minute neighbourhood. The Masterplan will promote densities that will provide the critical mass of population to support local services and amenities within a walkable distance – hence the ‘20 minute neighbourhood’.

The concept of 20 minute neighbourhoods is promoted by the draft NPF4 released in autumn 2021. There is growing interest in creating places in which most of people’s daily needs can be met within a short walk or cycle. The benefits of this approach are multiple:

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

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

The 20 minute neighbourhood is defined as including

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

Each phase will have equal access to facilities, shops, parks and paths to ensure that Buckie South is a fully 20 minute neighbourhood. This in turn will boost active travel, reduce car dependency and aid placemaking, healthy lifestyles and low carbon living.



*Features of a 20 minute neighbourhood
Copyright- State Government of Victoria*

Public Transport

The existing public transport network to the north of Buckie South passes through existing residential areas around the town centre, along West Church Street and St Peters Road. The Masterplan identifies a new bus route through the development, running along the Primary Streets – with an established new route served by Barhill Road. This route will be extended to ensure that all residents of Buckie South will live within 400m of a public transport stop, the guideline distance set out within Scottish Planning Policy. Bus routes should be designed to cater for 12m buses, be informed by swept-path analysis with roads and straighter alignments for easier passage for buses. The right balance will need to be struck between facilitating bus access and discouraging larger vehicle traffic ‘rat running.’

Bus stops will be introduced at regular intervals on Barhill Road to ensure that all houses within the development are within 400m (5 minute walk) of a stop. 400m is recognised as a short walk in Scottish Government Guidance and will ensure that travel by bus is attractive to residents.

Crossing facilities on Barhill Road will be located to provide a safe connection to the bus stops on both sides of the carriageway. This in turn will work to reducing vehicle speeds, along with other traffic calming.



7.0

Walking

A network of on-street and segregated footway / cycleways will be introduced throughout the masterplan area to ensure that the site is permeable and promotes good connections with the existing settlement to the north and east while also maximising links within the site to the various development areas and local facilities.

Pedestrian refuge, zebra and traffic signalled crossing facilities will be introduced on Barhill Road to guide pedestrian / cyclists to safe crossing points and ensure that Barhill Road does not present a barrier to integration of the development areas to the east and west of the route. In addition, active travel linkages via the Burn of Buckie and Highfield Road are currently being evaluated to increase the site's connectivity to the wider town to the east.

Moves to ascertain the feasibility of providing an upgraded direct link over intervening farmland to the east toward the north-south section of BK03 is underway. This would provide greater links to the east toward the rear of the Tesco Supermarket. Clearly improved core path linkages are advantageous to local residents and new homeowners alike so further routes will be evaluated.

Options to provide an active travel bridge link from the rear of Mill of Buckie Farm over the Burn of Buckie 'gorge' to Highfield Road are currently being assessed – initial evaluations deem this technically challenging.

A key component of the Masterplanning strategy being presented is the need to deliver a well-connected community providing a safe and accessible environment for both existing and new residents as well as visitors. The proposed active travel initiatives which are integral to the masterplan ensure that the proposed development will be a pleasant, easy to navigate and inclusive environment for residents of all ages and capabilities. Where achievable, direct routes will be promoted.

Cycling

A shared cycle / footway will be introduced throughout the full length of Barhill Road which will connect all areas of the masterplan with the existing settlement and NCR1. The internal street network will be designed in accordance with Designing Streets principles which will ensure that the environment is attractive for both pedestrians and cyclists. All cycling infrastructure will adhere to Cycling by Design Guidance.

Cycle Storage and Parking

Houses throughout the new neighbourhood will have provision within private gardens and garages to facilitate adequate storage for bicycles. Secure bike storage is to be provided for all apartments and flats, where required – details could be provided by suspensive condition. Provision for bike parking facilities will be made at all retail, commercial and community hub spaces which will encourage cycling and wheeling. Different types of development will have different user requirements and solutions for cycle parking from short stay racks to long term shelters. This will be provided in line with Moray Council requirements.



Shared cycle/ pedestrian routes



Cycle Parking



Various cycle friendly road and path surfaces



Sustainable communities

7.0

Street Hierarchy

The masterplan promotes a hierarchy of streets which is based upon the objectives and advice set out in 'Designing Streets', the Scottish Government's policy statement for street design, with each component part carefully planned to reflect their role in the street hierarchy and to create a fully accessible and serviceable community. The 'grid' pattern effectively adopted across the central part of the site draws upon the historic 'New Town' area of Buckie which was built out from a central square leading out to the east and west via two main streets, East Church Street and West Church Street respectively. Buckie South will have its own main street in Barhill Road with a network of lower 'tier' streets providing access to and throughout the various character areas. Edge of neighbourhood external linkages, as identified in the MLDP, will be designed to discourage 'rat runs' with road geometry introduced to reduce forward visibility, slow down traffic and to discourage use. This approach is based upon a simple and legible 4 tier street hierarchy, the details of which are presented in Figure 41 Movement Hierarchy Combined and Figure 43 Movement Hierarchy Street Network with schematic indicative layouts/sections presented in Figures 44 to 48, 'Street Hierarchy – Schematic Options'.

- Tier 1 – the primary street in the masterplan, designed to afford easy access through the core of the site for all travel modes, traffic calmed by design with a maximum speed limit of 30mph. Active frontages will be sited along the length of this street to help enforce the speed limit but the main road will be segregated from the path network (Figures 44 and 45);
- Tier 2 – the secondary street network will provide connecting loops through the development serving each of the character areas. Options can include: built in traffic calming features including SuDS and tree planting beds; roadside paths or segregated by green verges incorporating SuDS and/or amenity planting; priority given to paths over driveway

access (Figures 46 and 47);

- Tier 3 – Internal character area connector streets that could have design speeds reduced to 20mph, incorporating roadside paths but with forward visibility designed in features that encourage low speeds. Design options could be extended to include Home Zones and small element paving (Figure 47);
- Tier 4 – Intimate streetscapes incorporating private drives, shared surface driveways for multiple units, shared surface courtyards and shared surface lanes. Bounded by soft landscaped verges and garden edges finished materials could include textured asphalt and/or small element paving. Equal priority given to all user groups. (Figures 45 and 48).

Traffic Calming Principles

Traffic calming measures will be designed into the street network to help maintain the development's residential amenity and to ensure reduced traffic speeds. Reductions in vehicle speeds will be achieved through a combination of design options, including:

- Active frontages,
- Junction and crossing features;
- Horizontal road alignments and reductions in forward visibility;
- Soft Landscaping/SuDS design features;
- Changes in surfacing;
- Public Art; and,
- Road/street narrowings.



Example of shared path with verge along primary street



Example of shared street



Example of traffic calming

7.0

Parking Strategy

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

Parking will be predominately provided to the rear of building lines, through side drives or parking in courtyards to ensure parked cars are as inconspicuous as possible. This is set behind building lines insofar as possible. Mitigation in the form of varied mature hedging, semi-mature trees and boundary treatments is proposed for screening. Parking for flats or any commercial units will be provided in maximum rows of 4 spaces, broken up by areas of planting. Any associated visitor parking will be located close to flats.

It is anticipated, where required, that there will be space for cycle parking within the curtilage of each dwelling. Secure cycle stores will be provided for each flatted property.

Electric Vehicle Charging

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

Electric car charging points will be provided at all commercial and community parking facilities.



Garage and front parking



Side parking



Private Drive



Parking courts behind the build line

7.0

The Landscapes of Buckie South

In taking a landscape-led approach to the preparation of the Masterplan for Buckie South Springfield Properties have adopted a proactive strategy for the site, resulting in a significant proportion of the land holding being kept free of development and forming the context to the Landscapes of Buckie South. This approach is considered to be fully compliant with the aims and objectives of the SNH/NatureScotland Report (No. 490) "Green Networks and People: A Review of Research and Practice in the Analysis and Planning of Multi-Functional Green Networks," published in 2011.

This seeks to promote green space as part of a network, therefore, in response to this key objective, the Landscapes of Buckie South are seen as a series of connected resources and part of a wider settlement network actively planned to engage with people and promoting healthy living. This will ensure that the built form in Buckie South will be seen fully integrated with the landscape whilst achieving biodiversity gains through a proactive green and blue infrastructure Masterplan.

Figure 40, The Landscapes of Buckie South, illustrates the range of landscape character areas that will be promoted as an integral part of the Green Network and development strategy. These will form the focus to a fully accessible multi-functional open space network for all user groups incorporating a broad range of opportunities for activities and leisure pursuits with more formal sports and leisure activities focused within the proposed Parks. This fully consistent with the requirements of Policy EP5 Open Space of MLDP.

In addition the Open Space proposals:

- meet the Council's Accessibility and Quality Standards for Open Space in new developments;
- are accessible and well connected;
- will create attractive and appealing places;
- are biodiverse and support ecological networks;
- promote activity, health and well-being;

- are safe, welcoming and contributing to character and identity;
- meet/surpass the quantity standard; and,
- will be overlooked by buildings with active frontages



Extract of Figure 40 The Landscapes of Buckie South

7.0

Hierarchy of Open Space

There will be a clear hierarchy of publicly accessible open space provided across Buckie South, from a network of formal and informal paths circumnavigating the site as part of an outer 'green ring' to more formal, centrally located Pocket Parks serving the three distinct sub-neighbourhoods and in turn, each of the character areas. A Green Network will be created by connecting the outer green ring and formal parks through a series of linear corridors designed to promote both leisure and habitat enhancement.

The characteristics of the Green Network will vary from location to location as different combinations of structure and woodland planting, amenity tree and shrub planting, hedges/hedgerows, meadows/grasslands, and SuDS features etc will come forward to reflect the design strategy adopted. This network will accommodate various leisure uses, including play areas, playing field/kick about areas, allotments, seating areas, informal recreational areas, paths, an orchard(s), public art and landscaped gardens etc.

In addition the masterplan incorporates green corridors across the site which will support the movement of wildlife, linking open spaces under the cover of vegetation and woodland belts. These features not only enhance biodiversity but will also provide quiet spaces. This landscape-led approach to settlement planning will lead to the creation of extensive areas of greenspace which in turn will form the setting into which the various development sectors will be planned. This Green Infrastructure, making up more than 30% of the total site area, has an important role to play in the Masterplan for Buckie South as it will help to characterise the area and provide connectivity across the whole of the subject lands whilst offering a broad range of facilities to the wider community.

In responding to the 'constraints' identified across the extended land holding, the green infrastructure has been designed to present opportunities for enhancement with, for instance, scope for meadows to be introduced as part of the outer green ring within established flood areas and new waterside landscapes created to enhance landscape value and biodiversity. This is seen as a proactive strategy as the blue-green infrastructure will be seen to extend out from the key features to connect to a broad range of landscapes, including the potential for new waterside linear landscapes along the East and West Burns offering paths and connections on to the wider Core Path network.

This hierarchy will be headed up by a Neighbourhood Park, located in the north western sector of the site, which will be laid out as a multi-purpose open space potentially accommodating play equipment for a range of age groups and abilities, a playing field, allotments, landscaped gardens, informal open spaces and meadows/grasslands. Two smaller Pocket Parks located at the centre of the two other sub-neighbourhoods, will add to the overall open space network by providing more 'localised' facilities for each part of the community. These will include kickabout areas, play space, seating areas and soft landscaping.

In addition the new community will benefit from a network of more informal open spaces and landscapes which will open up the countryside edge to the development site and allow more passive recreational pursuits to take place. These areas will add to the overall open space experience as the green/blue infrastructure is seen as a fundamental asset at the core of the Masterplan for Buckie South.

The proposed outer green ring will be a minimum of 20m with widenings at specific points. Seating, paths and signage to be detailed at planning application

stage. For planting specifications see separate details on timescales, sizes and species.

Key components of the Landscapes of Buckie, as set out in Figure 40, include:

- Neighbourhood Park
- Pocket Parks
- Formal Play Areas
- Orchard(s)
- Allotments
- Integrated blue/green infrastructure
- Burnside Enhancement with Green Corridors and Paths
- Fully integrated SuDS features in the streetscape and green corridors
- Green Road Corridors
- Wildlife Habitats
- Woodland Belts
- Woodland Edges and Hedgerows
- Avenue
- Meadows
- Private Gardens
- South Square
- Structure and other planting areas



Play Area



Meadows



Fully integrated SuDS features in the streetscape and green corridors

Management of the Green Infrastructure

Springfield Properties will, through the phased completion of the development, hand over sectors of the site, on completion of a post construction maintenance period, to their Management Company, Screen Autumn. Screen Autumn have been set up as an independent business established to manage and maintain landscapes and common areas associated with development sites and as they have a proven track record they will have ultimate responsibility to implement the requirements of an approved Management Plan during the establishment period. They will work with the developer as the various phases unfold taking responsibility for each of the sites following hand over and completion of all construction contracts.

As each phase is completed a levy on each of the households will be paid into the Management Fund covering that phase with the total sum increasing as phases are completed. Ultimately the client will be the residents of Buckie South who will then employ directly Autumn Screen or a similar organisation under a contract for the maintenance and site management services based upon the Moray Council approved Management Plan.

Proposed Species Mixes

The following species mixes are recommended for the various types of structure planting envisaged across Buckie South with the final schedules to be agreed at the detailed planning stage and prior to works commencing. The final range of species is likely to be more extensive than the lists shown below with the final mixes to be agreed with Moray Council.

Woodland Mixes

It is proposed that there will be a minimum of 3 No woodland mixes applied across Buckie South with mixes reflecting the Native Woodlands found in this area. The primary species within each of the woodland types will be as follows:

- Scots Pine Woodland: A predominately Pine/Birch woodland canopy including– *Pinus sylvestris*, *Betula pendula*, *Juniperus communis*, *Sorbus aucuparia*
- Birch/Oak Woodland: *Quercus robur*, *Quercus petraea*, *Betula pubescens*, *Betula pendula*, *Pinus sylvestris*
- Mixed Broadleaf Woodland: *Quercus petraea*, *Quercus robur*, *Betula pendula*, *Corylus avellana*, *Populus tremula*, *Prunus avium*, *Malus sylvestris*

Woodland Edge Mix

It is proposed to use woodland edge mixes in areas to reflect the specific conditions of the site but the primary species used will include:

- Woodland Edge Mix and Hedgerows: *Corylus avellana*, *Crataegus monogyna*, *Ilex aquifolium*, *Prunus avium*, *Prunus spinosa*, *Rosa canina*, *Rubus idaeus*, *Sambucus nigra*, *Sorbus aria*, *Sorbus aucuparia*, *Ulex europaeus*, *Viburnum opulus*
- Woodland Edge Mix (Wetlands): *Alnus glutinosa*, *Corylus avellana*, *Salix cinerea*, *Betula pubescens*, *Populus tremula*

All planting and landscaping to be carried out at end of each development phase unless otherwise agreed. All street trees to be semi-mature or mature.



Woodland walks



Open space



Orchards



Figure 29 - Rev A
Green Infrastructure
1:2,500 @ A3



Biodiversity

Buckie South will look to increase tree cover, create areas of habitat generation and provide for better connectivity of green/blue infrastructure post development. The planting of street/ feature trees, hedgerows, shrubs and wildflower meadows will be informed by species as listed in the MDLP and others as appropriate. We will work across the masterplan site to create a network of wildlife friendly measures and include, as required, wildlife crossing points, hedgehog fences and amphibian friendly drainage. Rain gardens and ponds will also feature.

The main aim will be to enhance wildlife provisions and biodiversity on site and enhance connectivity to further suitable wildlife habitats in the wider landscape. Habitats will be situated throughout the development, providing connectivity to existing ones on the fringes and wider extents of the site.

Blue-green infrastructure will be incorporated into the multi-functional open space in the form of swales (where porosity allows), sustainable urban drainage systems and other water features which are design elements which contribute to biodiversity and also help create a sense of place and identity. The proposed sustainable urban drainage system (SuDs) provides an opportunity for habitat creation and create or maintain wetland areas on the fringes of the Burn of Buckie and other watercourses on site. Throughout the development there are areas to be hydro-seeded and maintained as species rich long grass areas as well as seeded communal close mown grass areas, with minimal management. Wildflowers present diverse and appealing habitats which are iconic to UK countryside, benefiting local wildlife and quickly naturalizing with little maintenance required. Meadows attract plant as well as insect biodiversity, accommodating invertebrates (including pollinators), birds, and mammals.

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

SUDs Strategy

The overall approach will allow for the creation of a self-contained, sustainable community with extensive areas of the land holding given over to open spaces which will provide the setting for recreation and leisure pursuits as well as, importantly a Sustainable Urban Drainage System.

The range of facilities to be incorporated into the site's drainage strategy is still to be determined but could,

subject to ground conditions, potentially include rain gardens, tree box filters, swales and open water features along with Detention Basins sited across the development close to the existing water courses/ drainage ditches and taking advantage of the sites topography which generally falls towards the site's boundaries. Initial ground investigations suggest that the drainage strategy will rely on end of treatment detention basins however, further detailed studies are required to complete the full designs.

Figure 31, SuDS Schematic Plan, illustrates the general principles of how the SuDS could be planned out and how a fully integrated surface water drainage strategy could be achieved creating a high quality green/blue infrastructural network. The features will be designed in detail to meet the requirements of the Council, SEPA and Scottish Water, as well as NatureScotland and will be designed to add to the overall diversity of the landscape resource.



Figure 31 - Rev A

Preliminary SUDs Network

1:2,500 @ A3

7.0

Public Art and Wayfinding

The introduction of Public Art and landscape features can help to build on the sense of place and importantly local identity. The proposals for Buckie South allow for a range of public art features to be introduced at key locations, from 'gateway' and central square reference points through to features introduced along the path network.

Locations where it is considered that works of art could make a positive contribution to the Buckie South community have been highlighted on the Masterplan. Wayfinding is a key aspect of the urban design approach taken in the design of the Masterplan for Buckie South and this has been achieved through several means. Firstly, an easily understandable network of streets and paths that creates a logical movement pattern connecting the various character areas with key features and land uses within the site and importantly, beyond. These form a hierarchy from the main street, Barhill Road, running north-south, through residential access streets and on to lanes and shared access courts.

Memorable buildings and 'vista stoppers' that close views or act as focal points further add to the legibility of the street (see Figure 36, 'Urban Design Principles-Key buildings & Vista Stoppers'). The path network also caters for all user groups with both shared facilities and routes designed for specific user groups whilst providing both fully integrated and segregated options for crossing the development form safely and easily.

Each development phase will incorporate public art to be delivered in agreement with Moray Council.



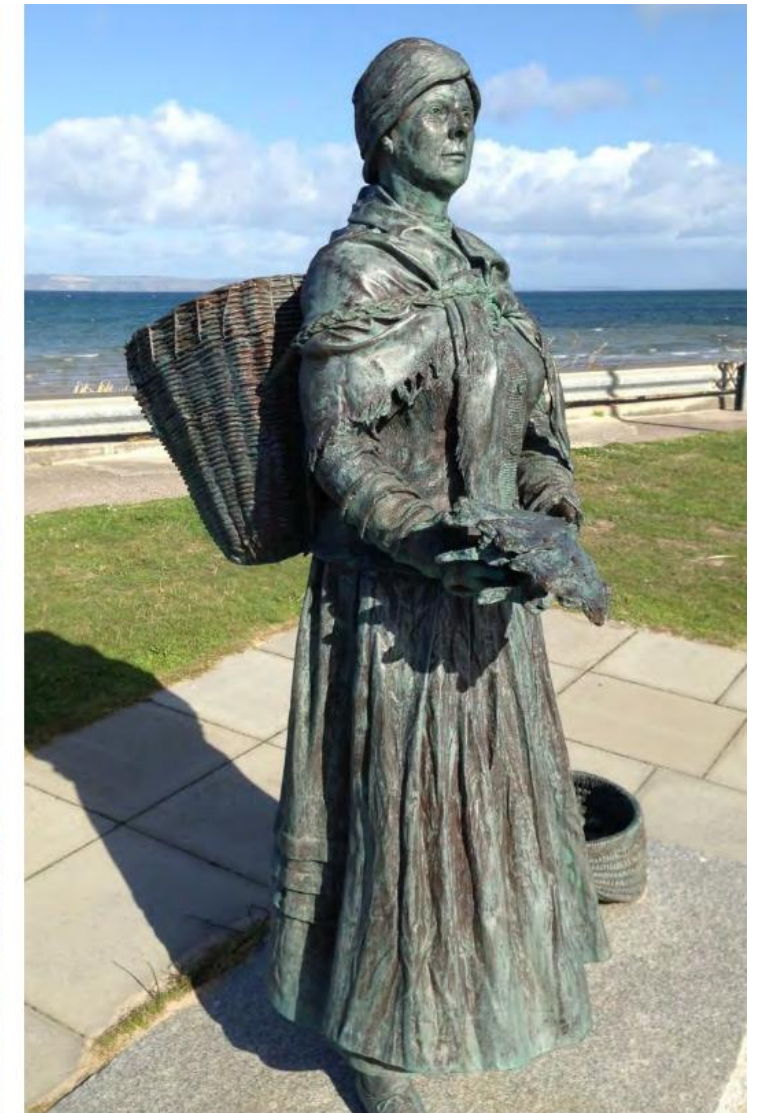
Example of public art



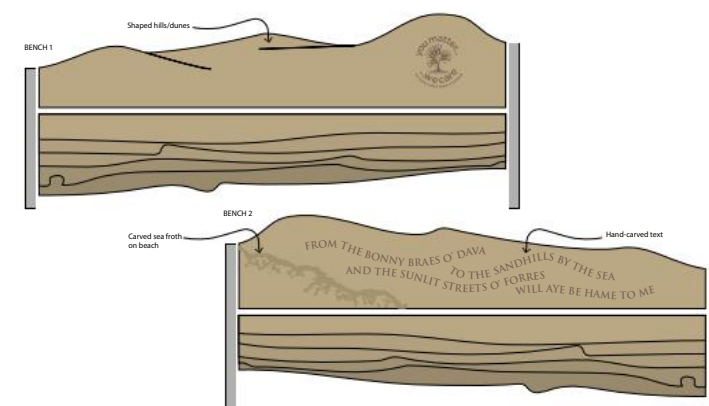
Example of paving features



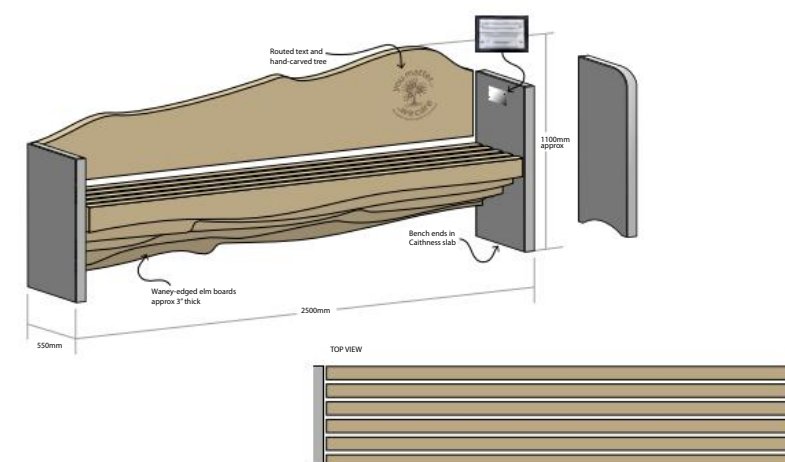
Example of public art



Example of public art



Design of benches proposed for Forres



7.0

Density

A broad mix of residential scale and massing will be provided with the masterplan illustrating how approximately 550-600no. homes can be delivered across a range of character areas and street scenes, of which 25% will be delivered within the affordable tenure. This number is dependent on meeting MC PP1 policy requirements on satisfactory densities and layout over the indicate capacity of the R8 site.

Higher built form including 3 storeys is located around the South Square over-looking the main street and this reinforces the role played by that space in the new community. The higher edges and areas will include the potential to introduce ancillary community uses and services.

A broad approach has been adopted across the site which allows for a range of house types to come forward in a number of phases, including terraced units, apartments, detached and semi-detached houses and bungalows. These can be delivered across the masterplan to meet different market demands.

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



Figure 32

Density Analysis

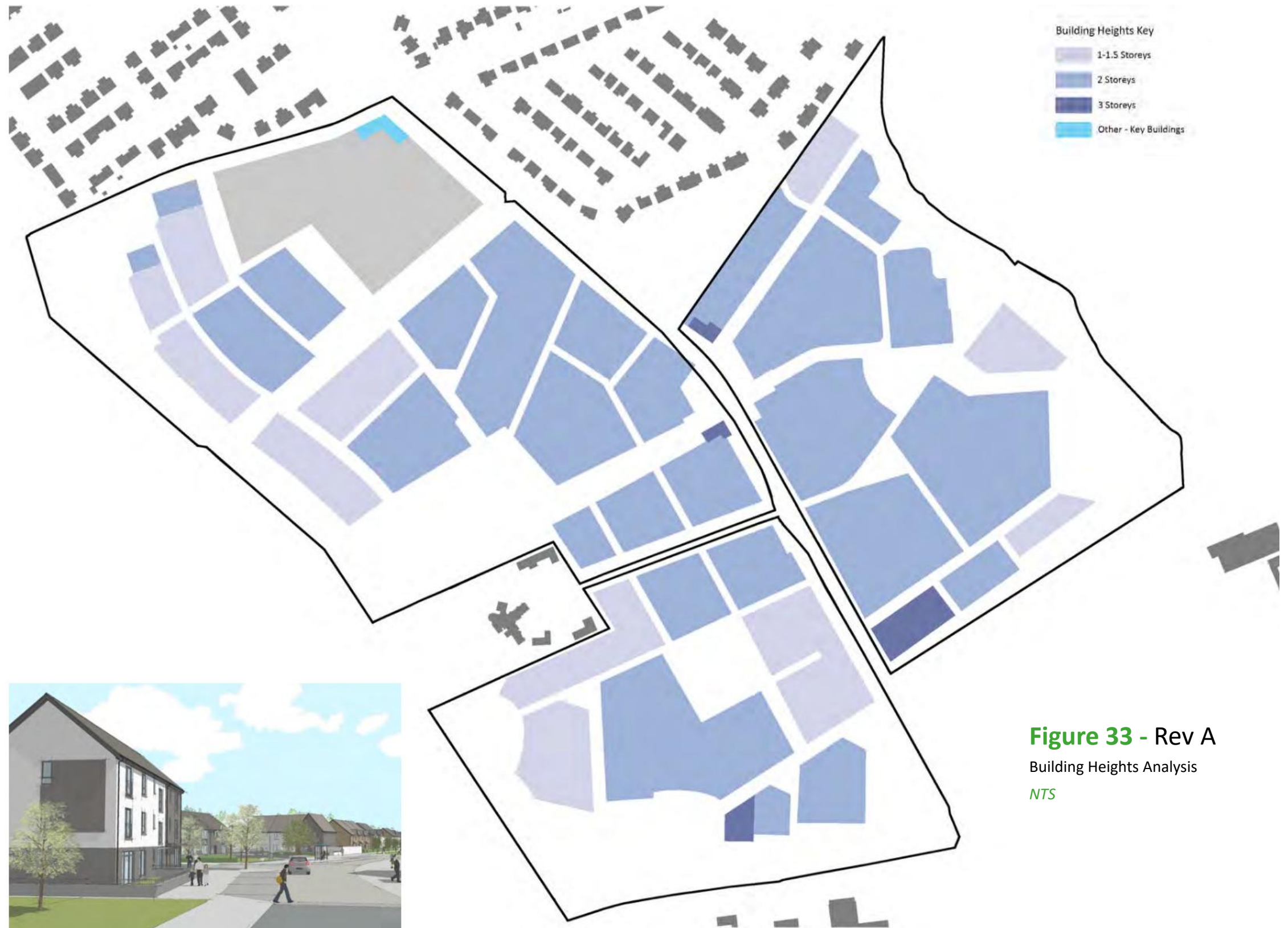
NTS

Building Heights

The site subdivides into three distinct areas, or sub neighbourhoods, all of which connect through South Square on Barhill Road. South Square is the focus of the focal point to this new community and as such, taking reference from Cluny Square in Buckie's New Town, it is considered there is scope for the introduction for taller buildings of 3 storeys set out around the square. Beyond the square the masterplan is made up of a number of character areas which will offer scope for a variety of building heights to be introduced to help lend accent and character to the street scenes. It is considered there is limited scope to accommodate higher buildings around the development, should there need to be accent buildings introduced, Gateway features or areas that offer scope for taller buildings overlooking parts of the Green Network these will have to be suitably demonstrated.

In terms of scale, the higher density areas around South Square can accommodate up to 3 storeys, gradually decreasing to primarily 2 and 1 storey round the perimeters of the site but also including single storey housing in areas as appropriate. As noted above, it is considered that other locations can accommodate 3 storey buildings and these include the southern gateway on Barhill Road as well as key accent buildings within streetscenes or related to the Green Network.

The 3 storey buildings take their scale from the adjacent Inchgower Distillery and Tigh Na Solus with each respective taller vertical elements including the pagoda and the feature tower to offer varied form to the development.



View of 3 Storey unit at Summertown Square

Figure 33 - Rev A

Building Heights Analysis

NTS

Frontages

The proposed layout within each character area allows for the opportunity to create a mixture of positive and active public frontages along with private back areas. These fronts mainly act as part of the entrance into each sector or principal thoroughfares and along roads, pavements and cycle paths. The idea is to provide a positive frontage to each of the character areas to provide outward, site sensitive development that recognises its role on a key approach to Buckie and to continue those strong frontages through into the development areas. The frontages will visually engage with common open spaces, streetscene and other public realm areas ensuring security in terms of overlooking and passive surveillance of public and private space. Active frontages boost placemaking by showing activity and providing surveillance of public spaces generating vitality and interest. These frontages should correspond with key buildings and vista stoppers.

Buckie South has extensive frontages within the site focussing on Barhill Road and its edges, as the most visible parts of the site, they are essential to establishing the design quality and place-making characteristics of the wider development. These frontages will be a series of higher designed buildings and spaces that are important to the quality, character and public realm.



Figure 34 - Rev A

Frontages

NTS

Affordable and Accessible Housing

Buckie South will provide affordable housing in line with the 25% proportion of all homes as required by SPP and the MLDP. This housing will be provided on-site and will generally be distributed across the masterplan area, at locations to be agreed and integrated to ensure that affordable and private housing tenure blend in terms of architectural style and external finishes to reflect policy DP2. The type of affordable housing will be determined on a site-by-site basis in discussions with Moray Council. Mixed tenures will be provided to create a mix of households available for potential residents from apartments to larger family homes and bungalows. Accessible Housing will be provided for 10% of private market housing to be made up to wheelchair accessible standard. All housing will have shared access to the same level of amenity, distance to facilities and site active travel infrastructure.



Figure 35
Affordable Allocation and
Accessibility
NTS

Key Buildings and Vista Stoppers

The Masterplan has been developed to enable a high quality distinctive settlement form to emerge over time. This 'organic' approach to settlement planning results from a landscape led approach where key features and characteristics across the setting have been identified, protected and enhanced and the new development form has been moulded into the landscape.

There is a formality and structure to the settlement plan which is presented through each of the three sub-neighbourhoods and in turn the character areas. South Square is the focus to this new community and whilst it will be a fairly intimate space it will offer scope for accent buildings to be placed at key corners centred on the approaches from the north and south on Barhill Road. However, in taking reference from historic Buckie and its 'villages' based community there will be other opportunities across the development for buildings to be designed to stand out or to reflect their role in the street scene/landscape.

Figure 36, 'Urban Design principles- Key Buildings and Vista Stoppers', highlights the locations where buildings within the street scene will have a key role to play. Importantly, not all the highlighted buildings will have a 'neighbourhood-wide' role to play in the design but rather they will be developed to present the key characteristics of the neighbourhood within which they are located and with respect to the 'Vista Stoppers', present a positive frontage to a view up a street or across an open space.

The key buildings will reinforce this approach as they afford an opportunity for individual or groups of buildings to be highlighted within a space or they can be designed to reinforce a gateway. This design approach would involve the scale and massing of the building, its particular design or use of materials and importantly, its orientation to the space it overlooks, thereby presenting a positive outlook to the view.

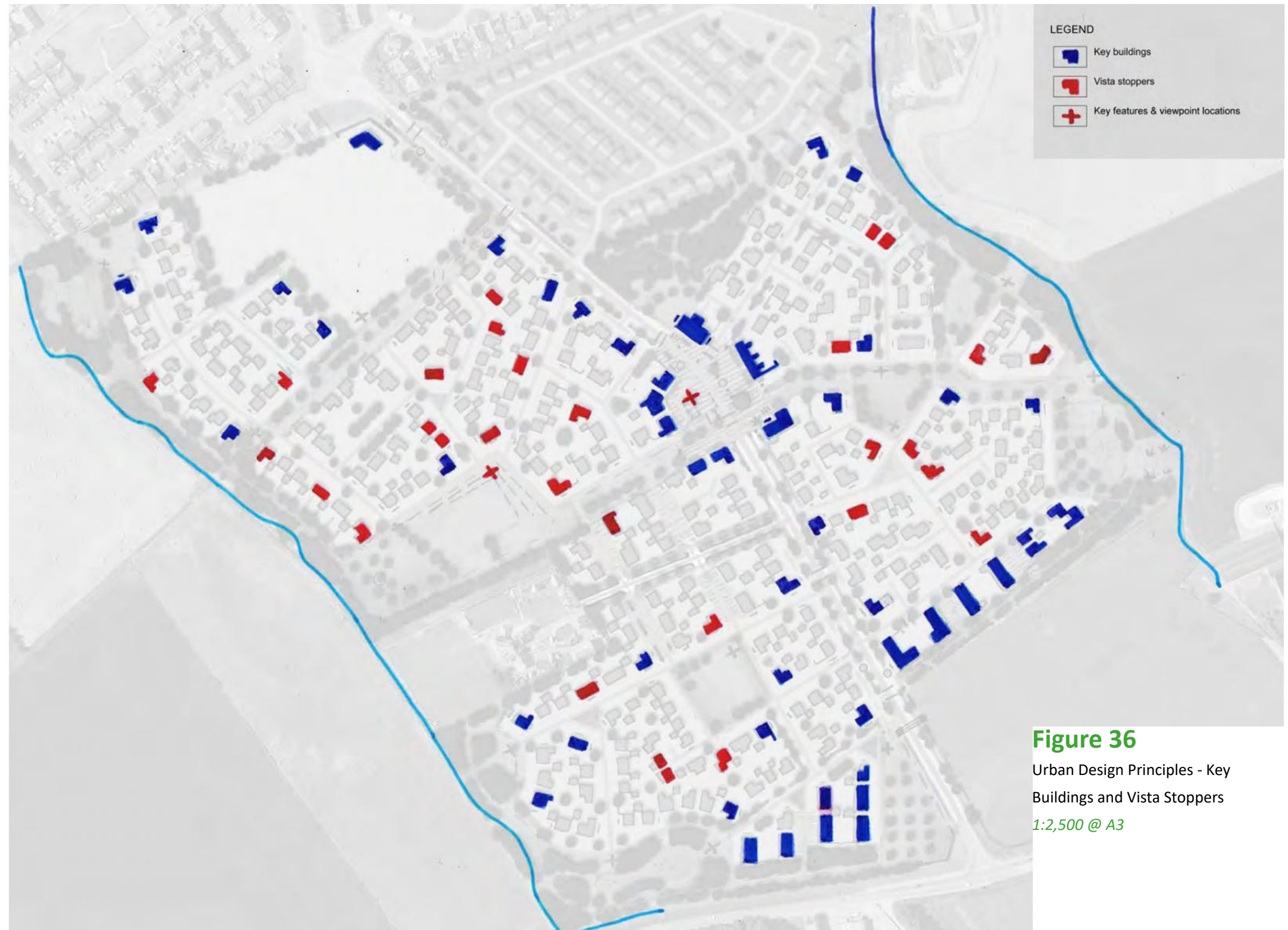


Figure 36
Urban Design Principles - Key
Buildings and Vista Stoppers
1:2,500 @ A3

7.0

Vista Stoppers' have been identified in Figure 36 as buildings which terminate the view up a street and act as a focal point to that view. In general this will involve a Primary Elevation facing down the street, but could also involve a Dual Aspect Building's Side Elevation, so that the building or buildings are seen to terminate the view. Opportunities can be taken to enhance the elevation of Vista Stoppers however the key is ensuring that the Vista Stoppers present a positive termination to the view and not, for example, a rear or blank side elevation.

'Key buildings' are also identified as buildings that are seen as features in the streetscape where a building may need to be designed with a dual elevation responding to an important corner or, like the Georgian New Town in Edinburgh, designed as a mid-focal point to a street. In places the key building/vista stopper labels can overlap however, importantly the key building can either be designed to reflect its role in the street as either an individual unit or as part of a group, for example 'The Gables'.

Generally Vista Stoppers and Key Buildings should be seen to fit into the setting of the Character Area they are located, unless a variation is justified and agreed with Moray Council. In general though a Vista Stopper and/or Key Building can be defined by one or a number of factors including:

- Colour/Material
- Design
- Accent of Elevation/Building Line
- Dual Aspect
- Height or Volume
- Change of Use
- Form and Function



Example of 3 storey key building forming gateway



Example of key building at Summerton Square



Example of key building through the use of materials



Example of 3 storey key building with change of use

7.0

Community Facility

As part of the R8 'Land at Barhill Road' allocation in the MLDP Moray Council noted that a 2.5 ha site could be required on the site for a Primary School. As such the masterplan has identified a site covering 2.5ha for this potential use located in the north western sector of the land holding although following further discussions with representatives of Moray Council it was noted that the site should be identified for a potential future community facility and/or primary school. Options are to be assessed for the best location for any such facility and it will be determined if the north western field should be set aside for this potential use as it has a close relationship with the existing settlement form and, therefore, could have a more direct benefit to the wider community with regards to accessibility and potential use.



Linkwood Primary School



Linkwood Primary School



Moray Sports Centre

Community Garden

A community garden is any piece of land (publicly or privately held) that is cultivated by a group of people rather than a single family or individual' (Ecolife.com) In this case it will be a communal area for gardening collectively rather than by allotment holders.

Allotments

To be provided:

- 6 full size/12 half size allotments in the western sector next to the Neighbourhood Park (1,500m2)
- 5 full size/10 half size allotments in the eastern sector towards the south east corner of the site (1,250m2)

Additional allotments can also be provided if required as an integral part of the proposed Community Facility.

Commercial Units

These will typically be GF flexible spaces in 3 storey blocks approximately 90sqm around Summerton Square. In addition space is left for a potential standalone retail unit and nursery.



Extract from Figure 37 The Masterplan - Aerial Photograph







Figure 39
The Masterplan In Context
NTS



Figure 40
The Landscapes of Buckie South
1:2500 @A3

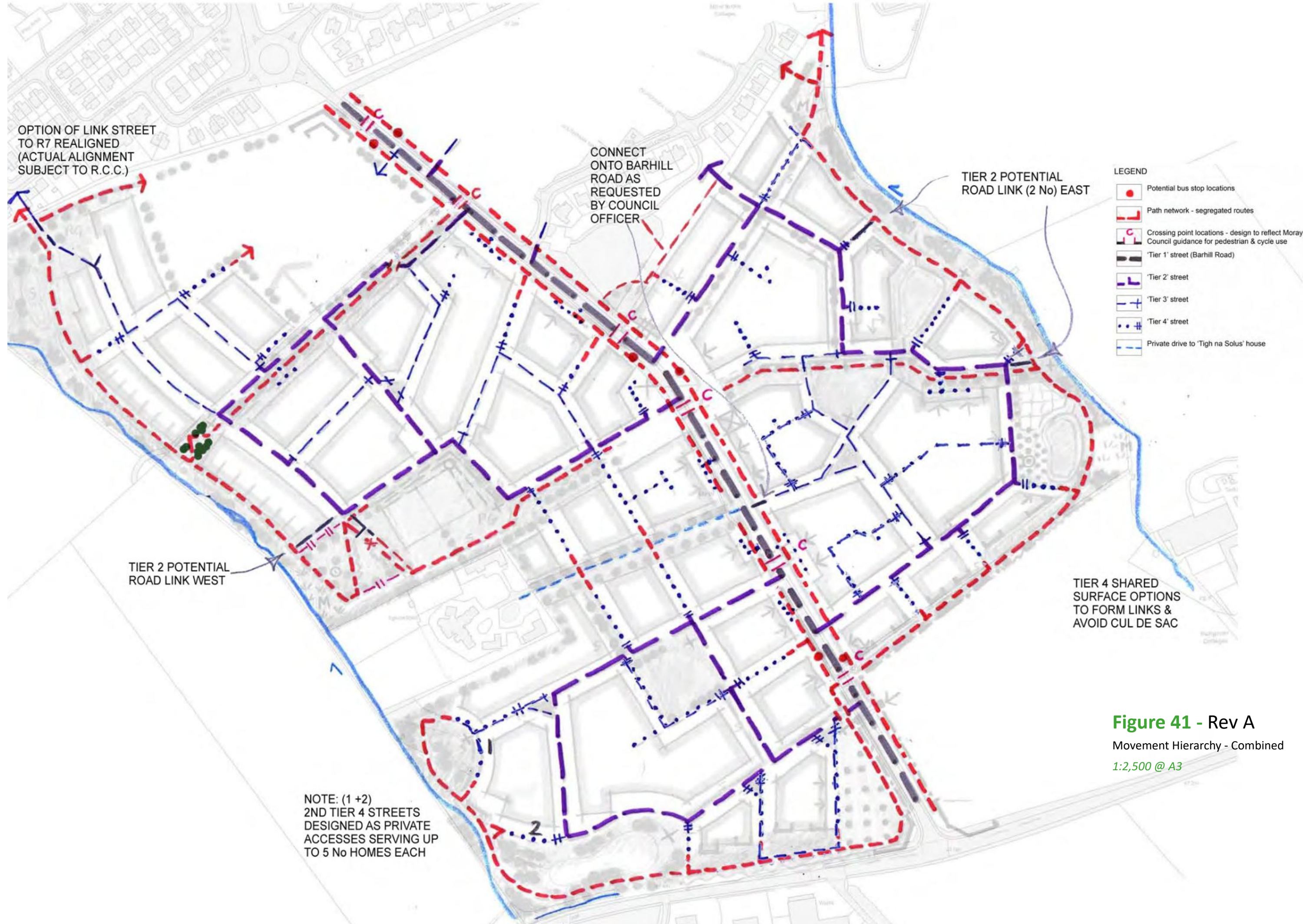


Figure 41 - Rev A

Movement Hierarchy - Combined

1:2,500 @ A3

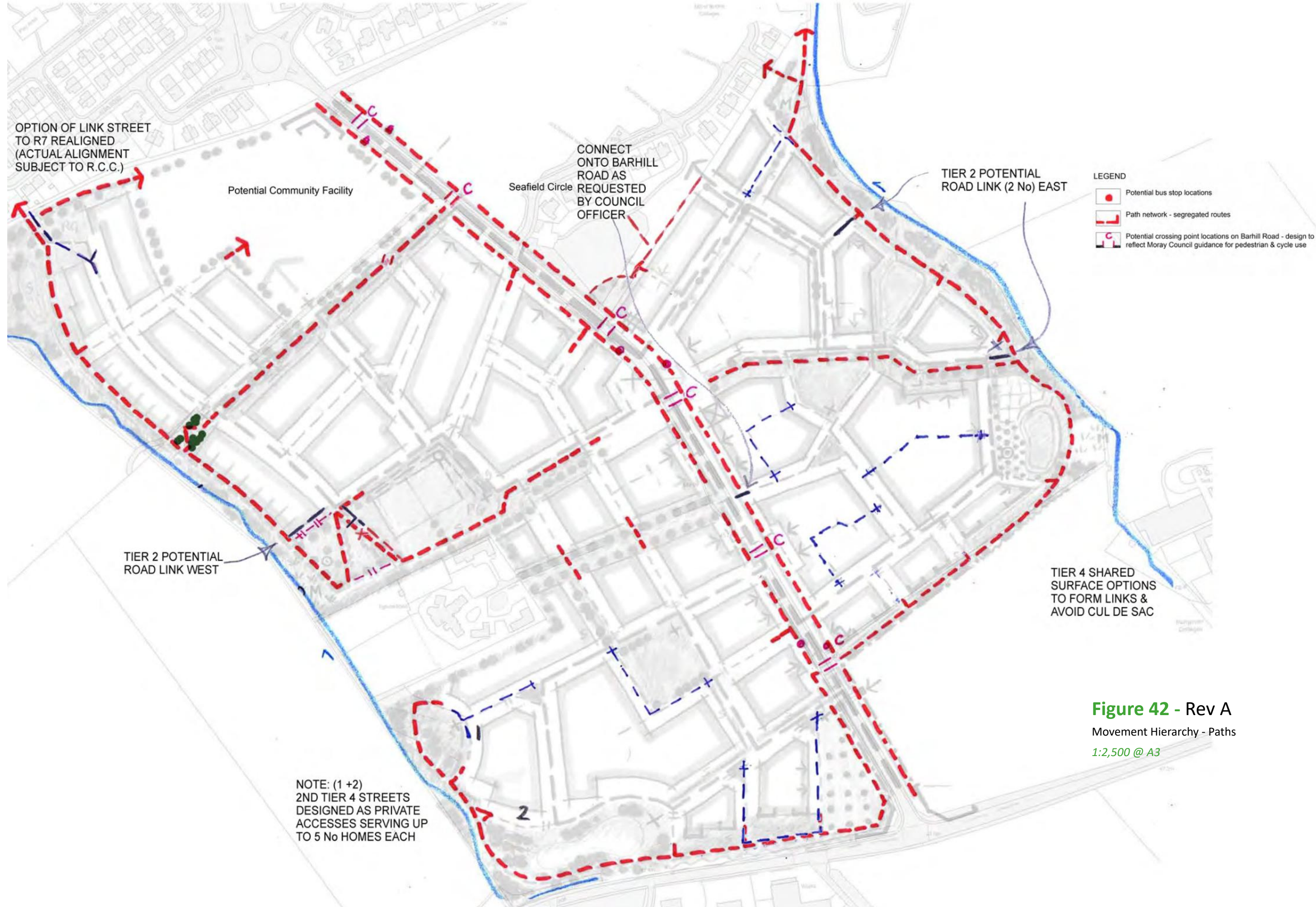
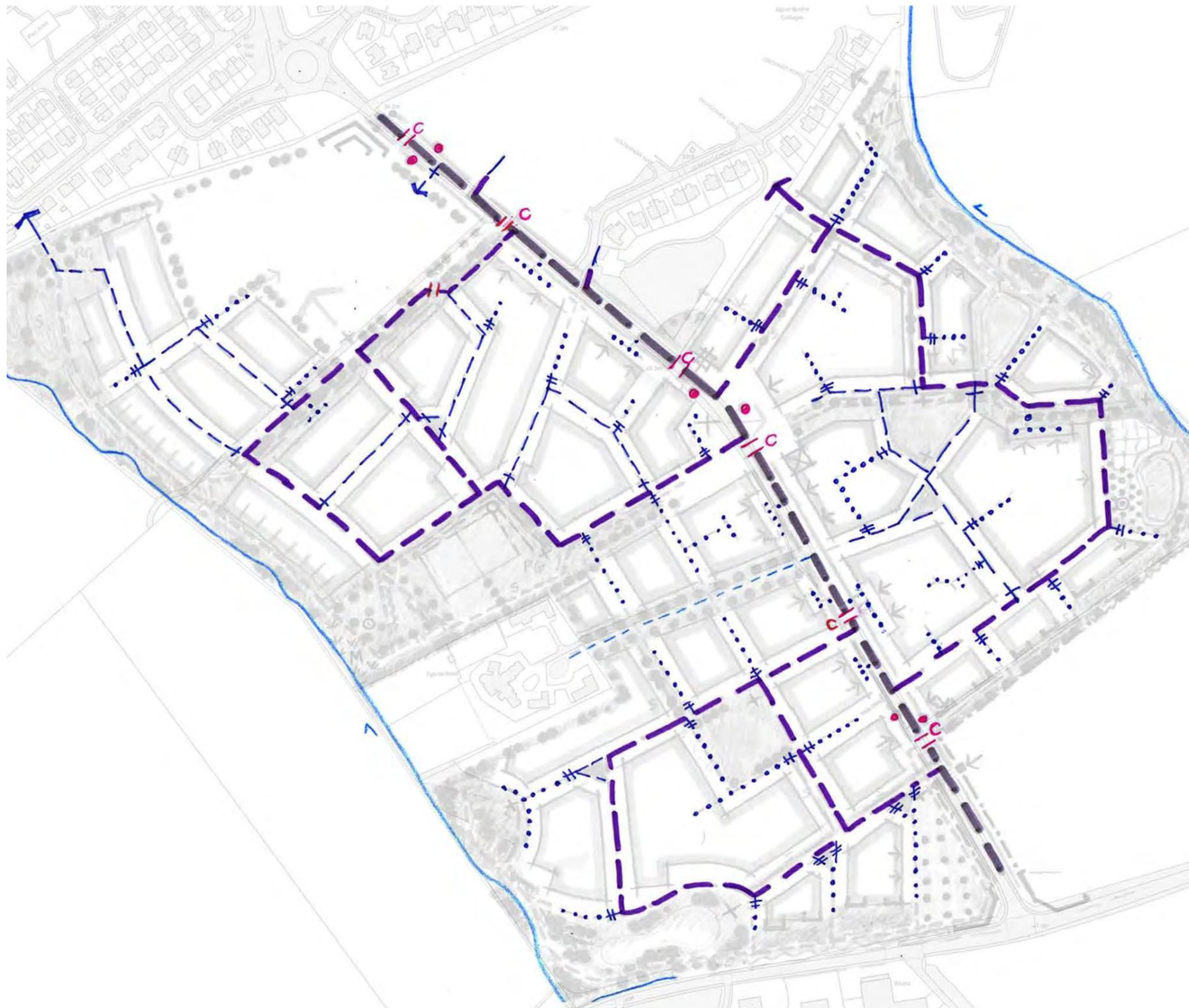


Figure 42 - Rev A

Movement Hierarchy - Paths

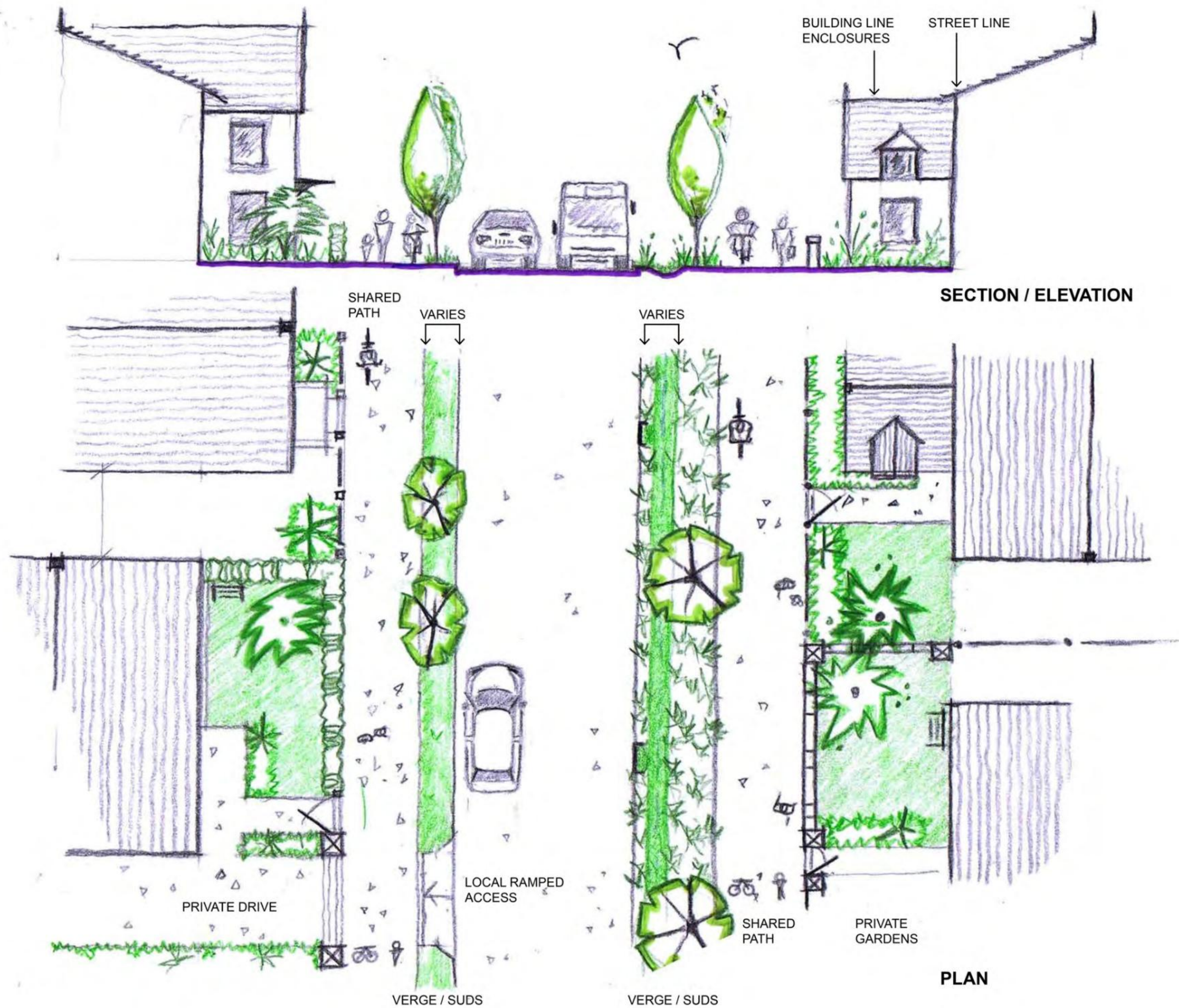
1:2,500 @ A3



LEGEND

- Tier 1' street (Barhill Road)
- Tier 2' street
- Tier 3' street
- Tier 4' street
- Private drive to 'Tigh na Solus' house

Figure 43
 Movement Hierarchy - Streets
 1:2,500 @ A3



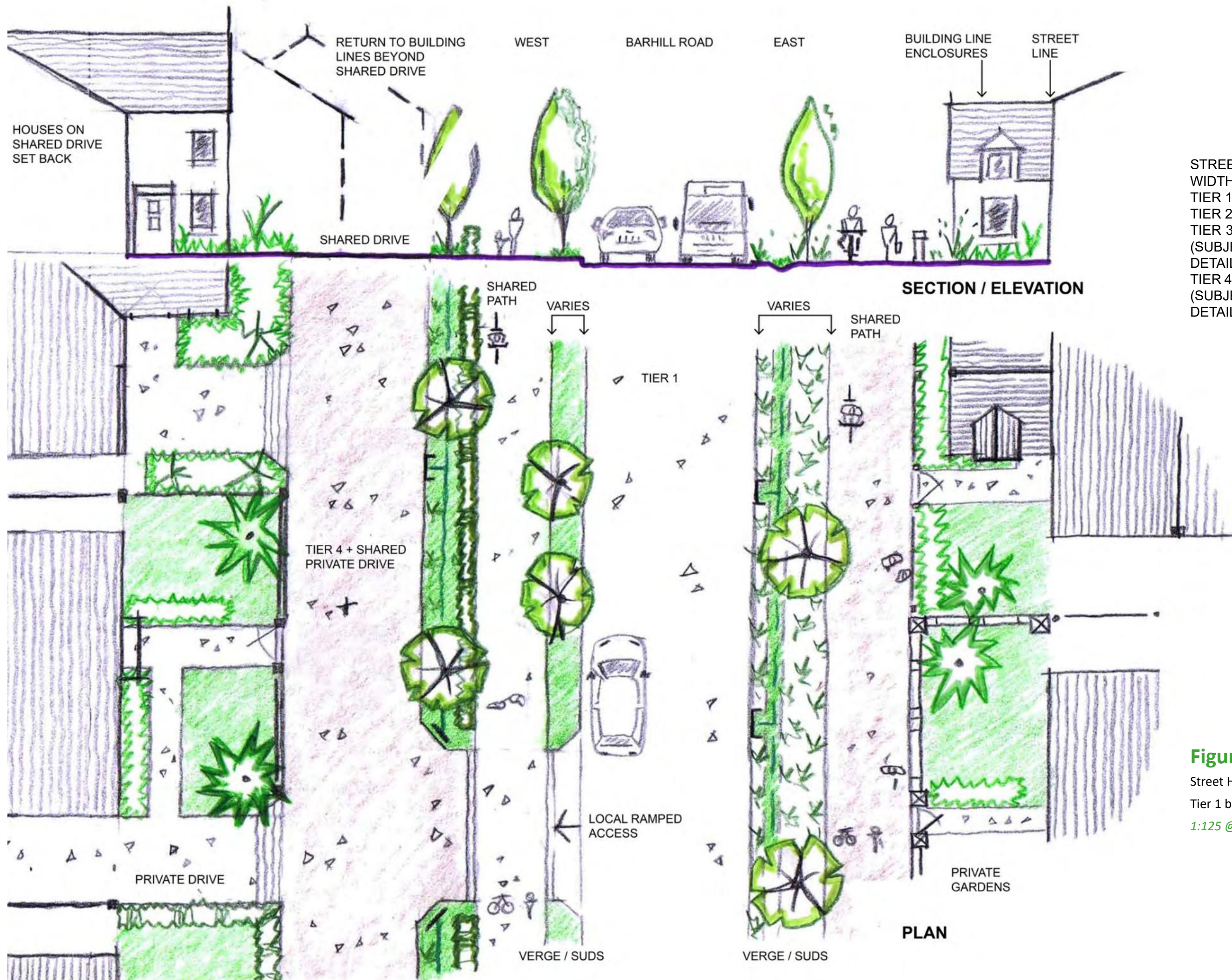
STREET CARRIAGEWAY
WIDTHS:
TIER 1 - 6 metres
TIER 2 - 5.5 metres
TIER 3 - 4.1 metres – 5.5 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)
TIER 4/HOME ZONES <6 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)

Figure 44 - Rev A

Street Hierarchy Schematic Options -

Tier 1 barhill Road

1:125 @ A3

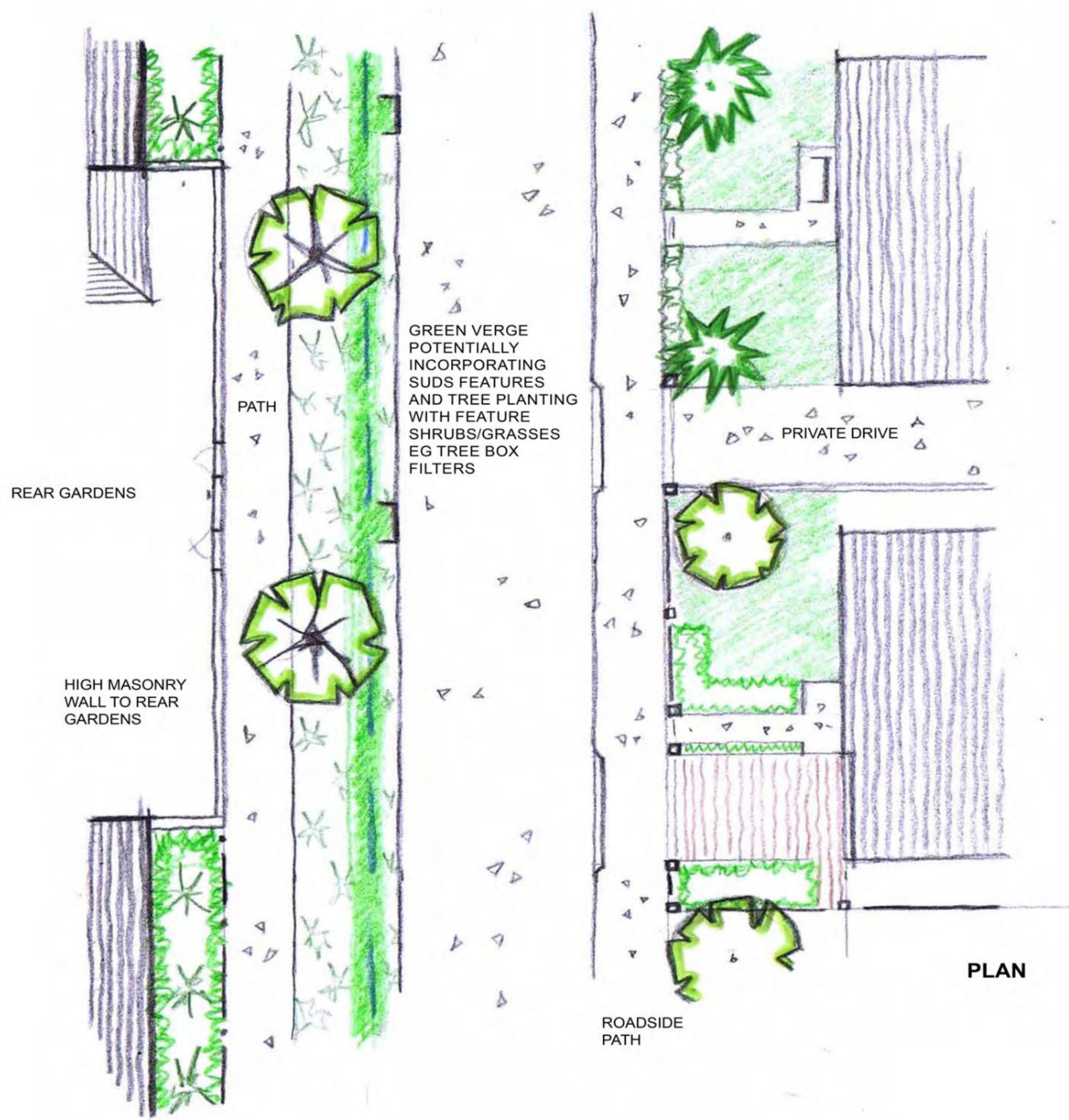


STREET CARRIAGEWAY WIDTHS:
 TIER 1 - 6 metres
 TIER 2 - 5.5 metres
 TIER 3 - 4.1 metres – 5.5 metres
 (SUBJECT TO AGREEMENT IN DETAIL WITH MORAY COUNCIL)
 TIER 4/HOME ZONES <6 metres
 (SUBJECT TO AGREEMENT IN DETAIL WITH MORAY COUNCIL)

Figure 45 - Rev A

Street Hierarchy Schematic Options -
 Tier 1 barhill Road & Tier 4

1:125 @ A3



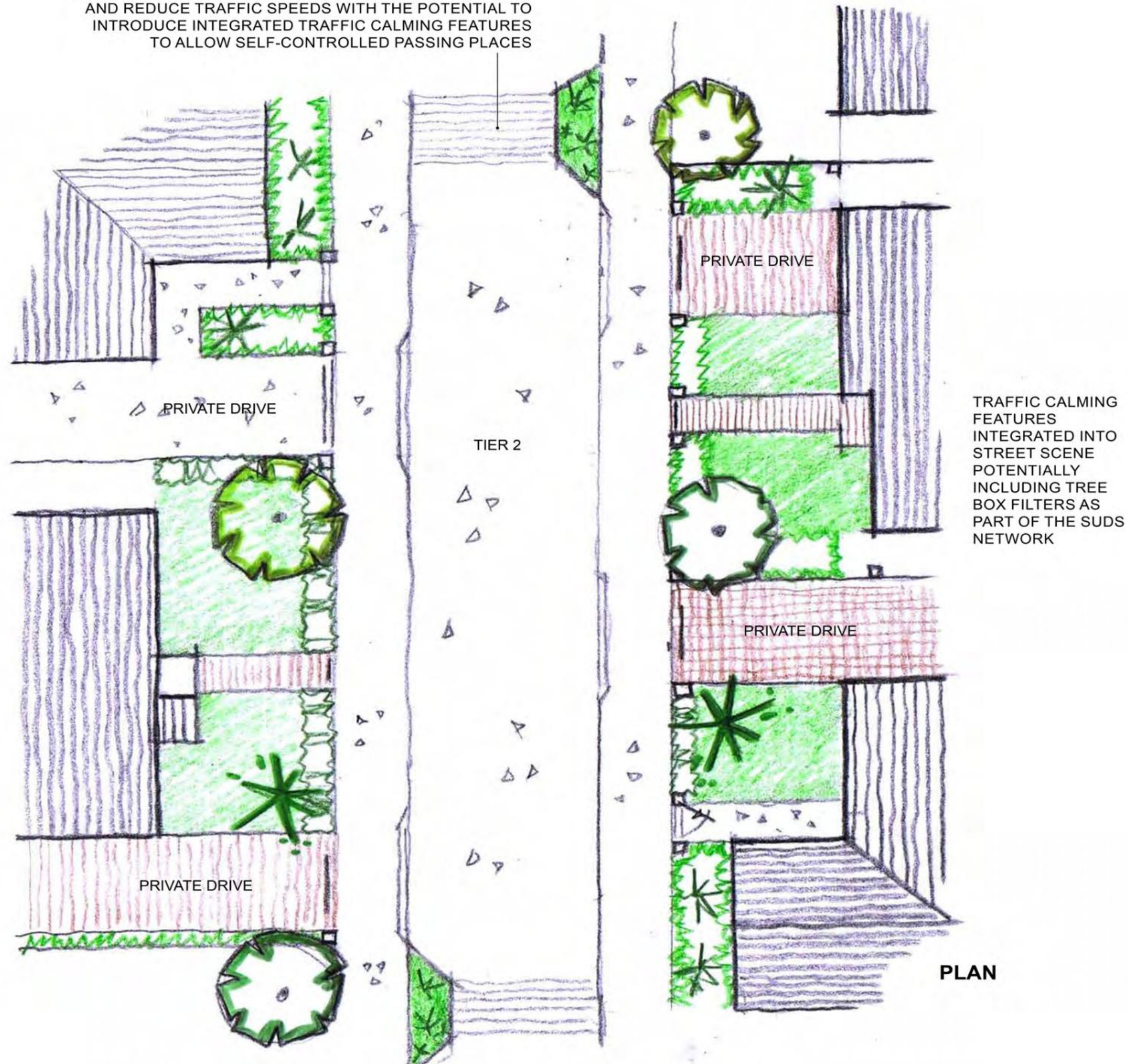
STREET CARRIAGEWAY
WIDTHS:
TIER 1 - 6 metres
TIER 2 - 5.5 metres
TIER 3 - 4.1 metres – 5.5 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)
TIER 4/HOME ZONES <6 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)

Figure 46 - Rev A

Street Hierarchy Schematic Options -
Tier 2 Option A (with SUDS/Verge)

1:125 @ A3

CHANGE IN CARRIAGEWAY FINISH TO HELP DEFINE ZONES
AND REDUCE TRAFFIC SPEEDS WITH THE POTENTIAL TO
INTRODUCE INTEGRATED TRAFFIC CALMING FEATURES
TO ALLOW SELF-CONTROLLED PASSING PLACES



STREET CARRIAGEWAY
WIDTHS:
TIER 1 - 6 metres
TIER 2 - 5.5 metres
TIER 3 - 4.1 metres – 5.5 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)
TIER 4/HOME ZONES <6 metres
(SUBJECT TO AGREEMENT IN
DETAIL WITH MORAY COUNCIL)

Figure 47 - Rev A

Street Hierarchy Schematic Options -
Tier 2 Option B (No SUDS/Verge)

1:125 @ A3

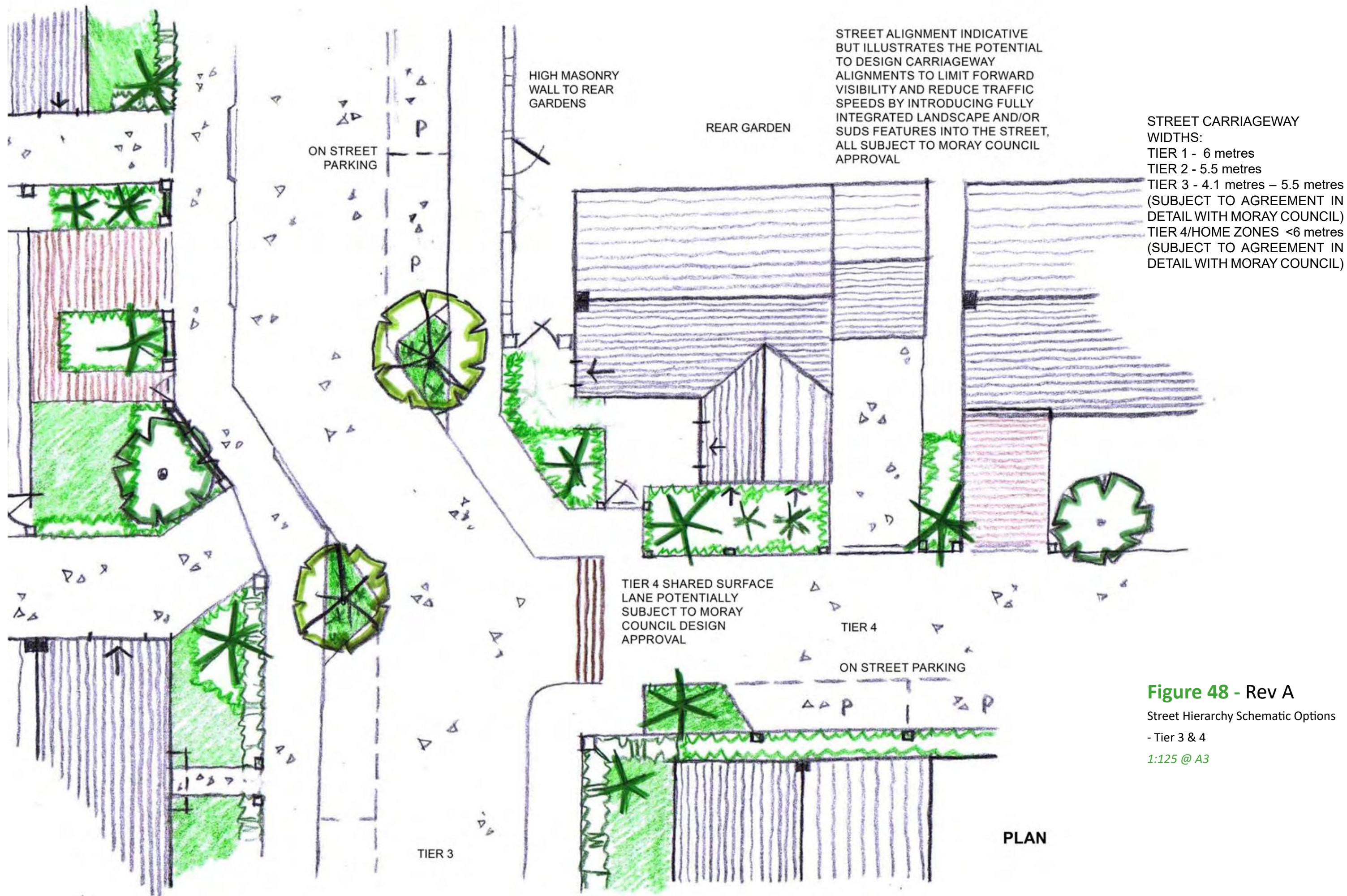


Figure 48 - Rev A

Street Hierarchy Schematic Options

- Tier 3 & 4

1:125 @ A3

8.0

Sustainability



8.0

Sustainability Built In

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

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

Fabric First

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

Our timber kit specification includes for FSC or PEFC certified timber. The use of timber for kit manufacture and for materials and external wall cladding is typically Scottish larch. Timber provides a highly efficient and sustainable building material. Precision-engineered kits mean minimal wastage of material and resources. Using sustainably managed timber has a low carbon footprint level as timber throughout its growing life consistently captures CO₂.

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

Water

Water efficient fittings will be provided to all WC's and WHB's within each dwelling in line with current building standards. Water butts are to be provided at each house to collect surface water from roofs for use in the gardens. Grey water and recycling will be investigated for WC's. Surface water drainage will require to be designed in accordance with the principles of sustainable development. Natural blue-green infrastructure shall be incorporated into SuDS.

Permeable surface materials such as porous paving or gravel will be used in the non-adopted parking areas. Rain gardens, swales and other more natural drainage systems will be encouraged.

Renewables

The type of renewables available will change as technologies advance through time. It is anticipated that those utilised initially will include:

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

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

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

Future energy storage solutions to be considered:

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

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

Current Practice



Air Source Heat Pumps



Photovoltaic Panels



Waste Water Heat Recovery

9.0

Phasing



9.0

The proposed phasing of Buckie South is to come forward in gradual and incremental stages – ones which will invariably be dictated by the pace of local market conditions. Typically we build between 20 homes per year in the town. Sales at our current ‘Inchgower’ site have accelerated in late 2020 and we expect this now to be complete in latter parts of 2022 after starting in 2017. Previous to this, was our Letterfourie development, located farther north.

We are proposing to bring forward 5 distinct but interconnected phases, influenced in part by the physical landholding and landownership along with proximity to Buckie but also of a suitable size to provide 4-5 years supply of homes to be constructed per development phase. Existing and proposed services and utilities infrastructure and capacity will also be a key determinant in this.

The area of the R8 site shown immediately south of our current Inchgower site, on the east side of Barhill Road is to be the first part of the new development – identified as Phase 1. Building here would continue the logical and incremental steps of development in this area of Buckie. Phase 1 for around 100 homes will be submitted in Summer 2021 to allow for continuity of housebuilding, maintaining local employment and economic activity.

Thereafter it is most likely that we will look to move the phasing to the area immediately south of Alba Road and other more recent housing which is located adjacent to Seaford Hospital. Part of this site will be shown as safeguarded for a potential Community Facility. The corresponding west side of Summerton Square will be part of phase 3 to ensure its early completion while recognising it is part of a separate but crucial part of the site. This logically follows owing to the proximity to the town, the allocations of the MLDP 2020 and best reflects the progression which the phasing would practicably resemble. Thereafter the LONG areas of the site west and east of Barhill Road will come forward at a time to be identified later

but after 2035. Build rates will be subject to change depending on market conditions and thereby phasing timeframes need to be flexible, realistic and closely monitored.

A range of flexible commercial uses, nursery and hub space shown will, by agreement with Moray Council, be delivered to meet the needs of the emerging Buckie

South neighbourhood with a site also set aside for the delivery of a 2.5ha Potential Community Facility/ Primary School if required.

As part of the phased development of the site an advanced structure planting strategy will be implemented at key locations with further structure planting and open spaces etc. introduced as each phase

comes on stream.

The neighbourhood park will be developed during the construction of phase 4 corresponding with related development.



Figure 49 - Rev A

Phasing

1:2,500 @ A3