

PLANNING AND DEVELOPMENT SERVICE
AUGUST 2017



DEVELOPMENT BRIEF

R1 & LONG HOPEMAN



R1 and LONG, Hopeman

Introduction

This brief sets out the design principles for the development of site R1 and LONG in Hopeman. The designation text pertaining to sites R1 and LONG can be found in the adopted Moray Local Development Plan (LDP) at

www.moray.gov.uk/downloads/file100545.pdf

The sites have an indicative capacity of 55 houses.

Purpose

This brief sets out the Council's expectations of proposals for this site and the design principles that must be taken into account in its development. The brief is informed by national and local planning and design policy and guidance.

Planning Status

This brief has the status of Supplementary Guidance (SG) and is a material consideration in the determination of planning applications.

Early Design Advice

Developers are encouraged to enter into dialogue at the start of the development process (e.g. prior to the submission of a planning application) to discuss their proposal.

Quality Audit

Developers are required to audit the design quality of their proposal using the Council's Quality Audit which can be viewed at

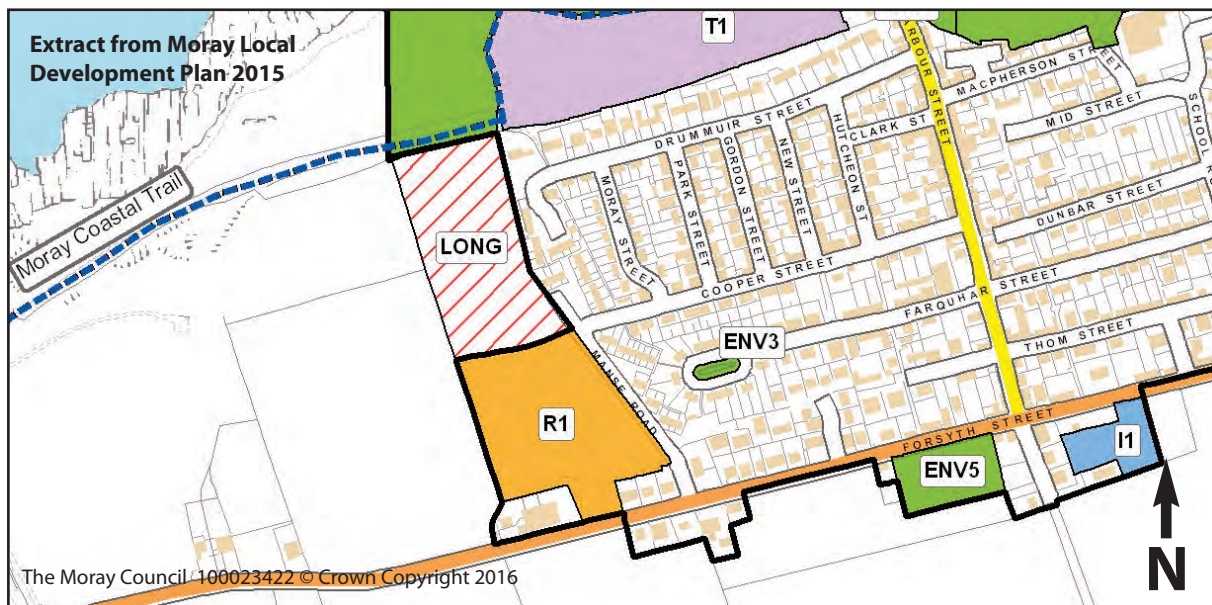
www.moray.gov.uk/designquality

This audit will also be undertaken by the Council and will help inform discussion.



Policy & Infrastructure Requirements

LDP Policy	Policy/Infrastructure	Requirement (based on an indicative capacity of 55 houses)
H8	Affordable Housing (25% of total units)	14 houses
H9	Accessible Housing (10% of private sector units)	5 houses (including 3 bungalows)
E5	Open Space	20% of total area
T2, T5	Transport	Vehicle connection between the B9040, Cooper Street and Manse Road.
T7	Active Travel	Footway running from the B9040 to the coastal path.



Developer Obligations

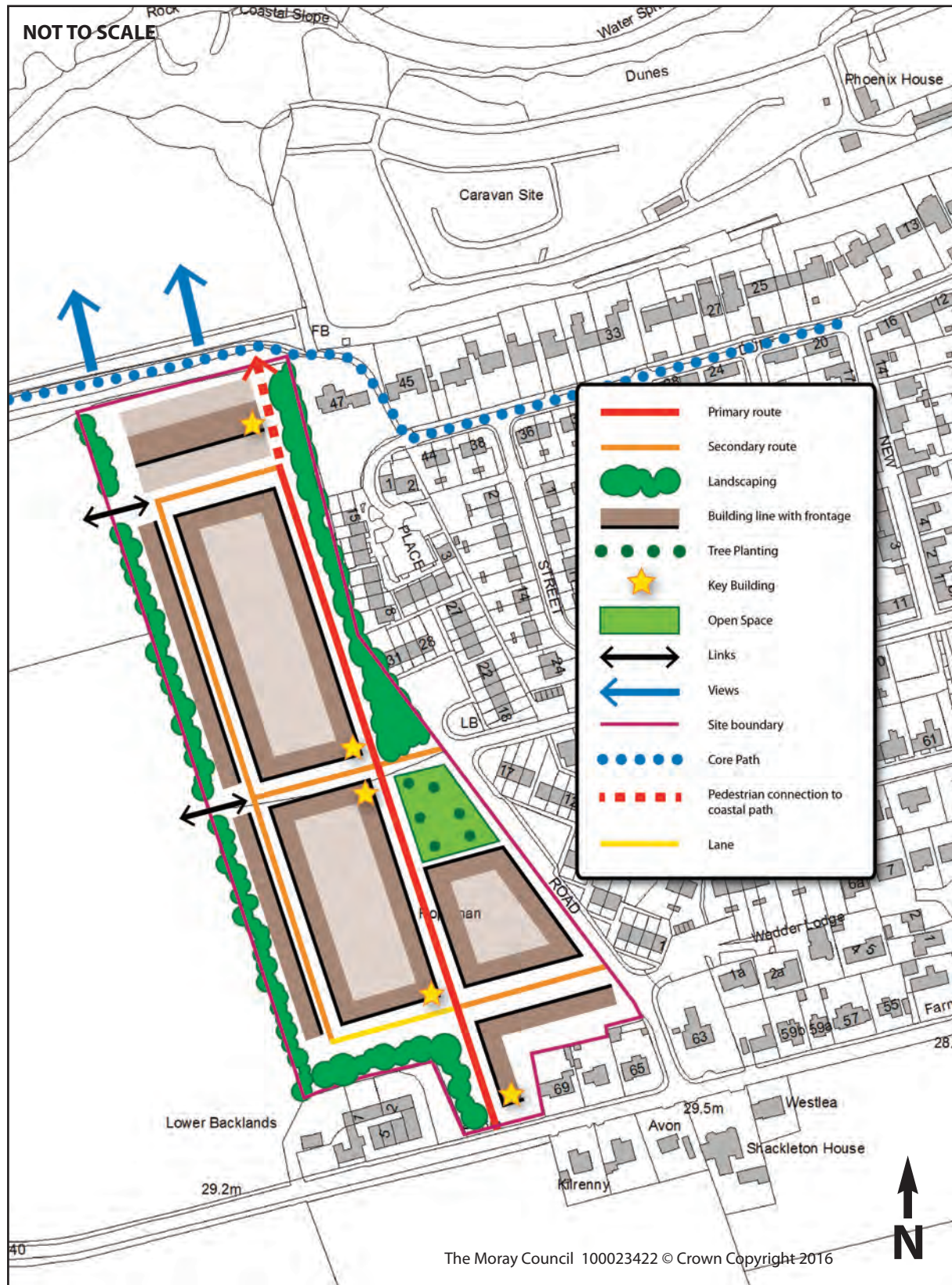
At the time of writing, developer obligations are required to mitigate the adverse impact of this development on healthcare facilities. In this respect, contributions are sought towards the expansion of Moray Coast Medical Practice to accommodate 1 additional GP and support staff.

Developers are advised to consult the Council's Supplementary Guidance on Developer Obligations which sets out the anticipated infrastructure requirements and associated costs for each LDP site. The SG is reviewed on an annual basis and can be viewed at www.moray.gov.uk/developerobligations



Development Strategy

The development strategy has been informed by the site analysis shown in Appendix 1.



DEVELOPMENT STRATEGY

Design Concept

This development will form the gateway to Hopeman from the west. The development will form an extension to the planned town of Hopeman and will follow the same grid pattern planned for the central part of the village. The traditional grid pattern of the new town is bounded by Duff Street to the north and Cooper Street on the south joined by shorter cross streets. Views of the sea will be encapsulated through the street layout and buildings along the north of the site will mirror the building line of properties along Duff Street with large front gardens. The traditional juxtaposition and architectural detail of buildings will be incorporated into the development.



Design Criteria

To deliver the design concept the development must incorporate the following criteria:

Movement

Connections

- Vehicular connection from B9040 to Manse Road. Junction position to be agreed.
- West-east connection into Cooper Street.
- Two vehicle connections into land to west of site mirroring traditional grid pattern at Cooper Street and Duff Street.
- Pedestrian footpath running from the B9040 to the Moray Coastal Path.
- Connections into adjacent footpaths and cycleways.
- Traffic safety must be designed into the development. Street and junction design must take on the principles of the National Roads Development Guide (NRDG) and the Scottish Government's policy on Designing Streets.
- Routes must be overlooked by houses to increase natural surveillance and safety.

Routes

- Primary route from B9040 connecting through to Manse Road and Cooper Street and into LONG designation. B9040 junction design will require careful consideration as this creates the new gateway to Hopeman from the west.
- Secondary routes connecting central part of site to Cooper Street and land to west.
- Primary and secondary routes must use a variety of materials in order to distinguish the street hierarchy.
- Active travel routes through the site linking the B9040 into the Moray Coastal Trail to the north of the site and into the village centre.

Car Parking

- Majority of parking within the curtilage of houses along primary and secondary routes must be to the side or rear of the building. Car parking must not dominate the street scene.
- Parking within the curtilage and on-street must be softened by planting.

Buildings/Identity

Legibility

- The street layout/block structure to incorporate views from the B9040 across the site to the coast to the north. Views along Cooper Street and Duff Street to be incorporated into the street layout
- Built in features (key buildings, boundary treatments, planting, open space) as set out in the development strategy diagram to help people orientate their way around the site.



Block Structure & Size

- Buildings in upper part of site R1 should be a maximum of 1½ storey's in height. Buildings in the lower part of site R1 (i.e. along the secondary route linking the development with Cooper Street) may be up to a maximum of 2 storey's in height. Buildings in the LONG site can be a maximum of 2 storeys.
- Rectangular block structure reflecting the traditional village pattern to be incorporated.
- Affordable housing must be integrated within the development.
- Large plots along the northern boundary replicating the existing pattern along the north of Duff Street. Building line to mirror properties along Duff Street.
- Accessible housing must be close to the public transport nodes and primary access into the site.

Boundaries & Edges

- Houses on primary route set back from the pavement behind low stone walls. Planting to define property (e.g. hedges) along secondary routes.
- Stone walls must be a consistent height throughout the development.
- Boundaries between development plots to include planting.
- Footpath to be provided along site boundary on Manse Road.
- Rear gardens along the western boundary of the development must be satisfactorily screened by planting to ensure that fencing is not visible as this forms the gateway into Hopeman. This may take the form of gorse/bushes to replicate the coastal environment.

Key Buildings

- House fronting onto the B9040 is a prime key building and must replicate the traditional architectural detail and materials of Hopeman. This must relate to the key building in the north of the site as these buildings 'bookend' the primary route and will be highly visible.
- Key buildings at the junction between the primary route and secondary route joining Cooper Street will form the gateway into the development from the east.

- Buildings in the traditional planned village of Hopeman generally 'turn a corner' via their gable to frontage juxtaposition and cognisance will need to be taken of this in the proposed development.

Materials and Detail

- Acceptable materials for buildings: slate or non-profiled slate effect roof tiles, wet dash render, stone (or contemporary interpretation). Key buildings must reflect their importance through the use of high quality materials such as slate and cream/white wet dash render which reflect traditional properties in the village.
- Acceptable materials for boundaries: stone, dry dash render, fencing (one material, one design and colour). 1.8m (6ft) fencing will only be acceptable to the rear of properties and must be screened by planting. Particular care will need to be taken in screening the rear boundary of properties along the western edge of the development to ensure there are no blank facades.
- Boundary treatment along Manse Road must be high quality and incorporate traditional materials to reflect the importance of this gateway location.
- Chimneys, dormers, banding around windows and quoins are architectural features of traditional buildings in Hopeman. Key buildings must incorporate these features. These features should be incorporated into other buildings to create rhythm in the street scene and reflect the roovescape of Hopeman.
- Windows must reflect the traditional style of Hopeman and have vertical proportions. Bay windows will generally not be acceptable.
- Buildings must take cognisance of energy efficiency (e.g. glazed south facing elevations to maximise passive solar gain).

Open Space

Open Space

- Rectangular amenity open space within R1 – central location within overall R1 and LONG site.
- Housing must front onto the open space.
- Provision of equipped play area within open space.
- Green network integrated into the development providing a pedestrian route from the B9040 to the Moray Coastal Trail at the north-eastern boundary of the site.

Area Photos





Landscaping

- Western boundary of site to be landscaped to screen blank rear garden boundary treatment (e.g. fencing).
- Landscaping including tree-planting to be provided between primary route and eastern boundary of site adjacent existing properties to provide attractive green corridor through development to coastal path.
- Landscaping including tree planting to be provided along primary and secondary routes.
- Boundary of open space with site R1 to be defined by tree-planting/hedges.
- Boundary of open space within LONG site and car park at Manse Road, and secondary route from Cooper Street to be defined with tree-planting/hedging.
- Landscaping must improve biodiversity within the development.
- Trees/shrubs suitable for site are: common ash, birch, scots pine, willow and rowan.
- A detailed landscape plan must be submitted as part of the proposal. This must set out detail on species type, etc. to ascertain whether the trees proposed are suitable for the locations proposed within the development, and if they are likely to provide adequate foliage within a reasonable time period (5-10) years to deliver their intended purpose.

Sustainable Urban Drainage (SUDS)

- SUDS to be designed into the development from the outset in accordance with CIRIA's The SUDS Manual C753 and The Controlled Activities Regulations General Binding Rules 10 & 11. This should address existing surface water issues.
- Any SUDS pond must be a feature of the development and overlooked by buildings.
- A Flood Risk Assessment and detailed SUDS design will be required and sufficient land made available for SUDS devices.

Further Considerations

Pre-application/Planning Application Requirements

Applicants are to note the following key requirements as detailed through the development brief:

Pre-application

- Consult Moray Council Development Planning and Facilitation Team, Archaeological Service, Transport Development Team, and Housing Services together with SEPA, SNH and Scottish Water at the earliest opportunity.

Full Planning Application

- Design and Access Statement, Quality Audit, Landfill Gas Assessment, Phase 1 Land Contamination Assessment, Sustainability Statement, Archaeological Evaluation, Transport Assessment, Flood Risk Assessment and Detailed SUDS Design in support of the planning application. This list is not exhaustive and other assessments may be required.
- Access requirements: vehicle access from the B9040, vehicle access onto Manse Road and Cooper Street, Pedestrian and cycle route between B9040 and Moray Coastal Trail and pavement provision along boundary with Manse Road.

Environmental Considerations

- Developers must ensure that foul drainage will avoid adverse effects on the integrity of the Moray Firth Special Area of Conservation (SAC). Avoidance of new drainage outfalls direct to the sea should mean there is no impact.
- Development must satisfy the requirements of Policy E2 Local Nature Conservation Sites and Biodiversity and Policy E3 Protected Species of the LDP. Ground clearance must be avoided during bird breeding season. This should take place between September and February. Ground clearance activity includes scrub removal, not just removal of turves to expose soil.

- All construction works should be undertaken according to best practice as outlined in the relevant Pollution Prevention Guidelines (PPG's).

CONTACTS

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Appendix 1: Site Analysis



Movement

Pedestrians & Vehicles

- B9040 forms primary vehicle route through Hopeman.
- Pedestrian/vehicle conflict at B9040 and Manse Road.
- Core Path (MCT05) to the north of the site (also cycle path). Links into core paths LM13 and MCT 06.
- Opportunity for vehicle and pedestrian connections onto B9040, Manse Road and Cooper Street.
- Desire lines from the site to the Moray Coastal Path, Cooper Street and the B9040.
- Vehicles and services converge on Hopeman village centre via Cooper Street.

Buildings/Identity

Heritage

- No buildings of architectural merit within the vicinity of the site.
- Within the site lies NJ16NW0011, the site of a cist burial found in the 1800s. There is potential for further burials to be uncovered within the area.

Traditional Built Form/Street Pattern

- Traditional grid iron street pattern with regular block structure. Modern development at either end of Hopeman has introduced cul-de-sacs. The majority of traditional houses front directly onto pavements or are set back behind low stone walls.
- Houses on the north side of Duff Street are set back in their plots to give a large front garden which is south facing.

Traditional Buildings & Materials

- The majority of the traditional buildings in Hopeman are 1½ storey and 2 storey stone and slate buildings.
- New development adjacent to the site has introduced 2 storey houses with a dry dash render.

Visual Connections

- Key visual connections from the B9040 across the site to the sea beyond, along Cooper Street and Duff Street.
- Landscaping must visually connect to the Moray Coastal Path.

Open Space

Landscape Character

- Agricultural field in the south and gorse land in the north.
- Undulating ground sloping south to north towards the coast.

Existing Network of Open Space/Green Corridors

- Moray Coastal Trail runs along the northern boundary of the site linking into further core paths.
- Limited areas of usable open space

Use of Space

- Houses mainly front the road providing good natural surveillance, improving safety and security.
- Private gardens generally to the rear. On the north side of Duff Street the south facing front garden is the primary garden to maximise sunlight benefits.

Landscaping (Soft/Hard)

- Mainly hard landscaping within the developed town.
- Soft landscaping provided by the Moray Coastal Trail and the surrounding agricultural fields.

Flooding

- Site R1 may be at flood risk from surface water flow paths. This should be investigated through a Flood Risk Assessment and suitable mitigation measure proposed within the site (if required). There will need to be sufficient land available for SUDS devices. The site generally falls from south to north and will drain in this direction. A detailed SUDS design is required for this site.







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