

A photograph of a rural landscape. In the foreground, a paved road curves from the bottom left towards the center. A white post-and-rail fence runs along the edge of the road. Behind the fence, there are three recycling bins: a green one, a purple one, and a small orange one. The middle ground is a large, green, grassy field with several sheep scattered across it. In the background, there is a line of trees, including some evergreens, under a blue sky with light clouds. Bare tree branches frame the top and sides of the image.

DALLAS DHU MASTER PLAN

Updated 2020

DALLAS DHU MASTER PLAN

December 2017

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1. INTRODUCTION

This Master Plan sets out requirements and proposals for the development of land at Mannachie and Dallas Dhu in Forres.

The Master Plan boundary includes the R4 Mannachie and R6 Dallas Dhu sites which are allocated for housing in the Moray Local Development Plan 2020.

The Master Plan is a result of close collaboration between the landowner, Altyre Estate, and Moray Council, working in conjunction with A+DS, the Scottish Government's architecture and placemaking champion. This collaboration stems from a shared desire to create a development of lasting quality.

Moray Council has prepared a Development Brief for the project. The Master Plan explains how the terms of the Brief can be delivered.

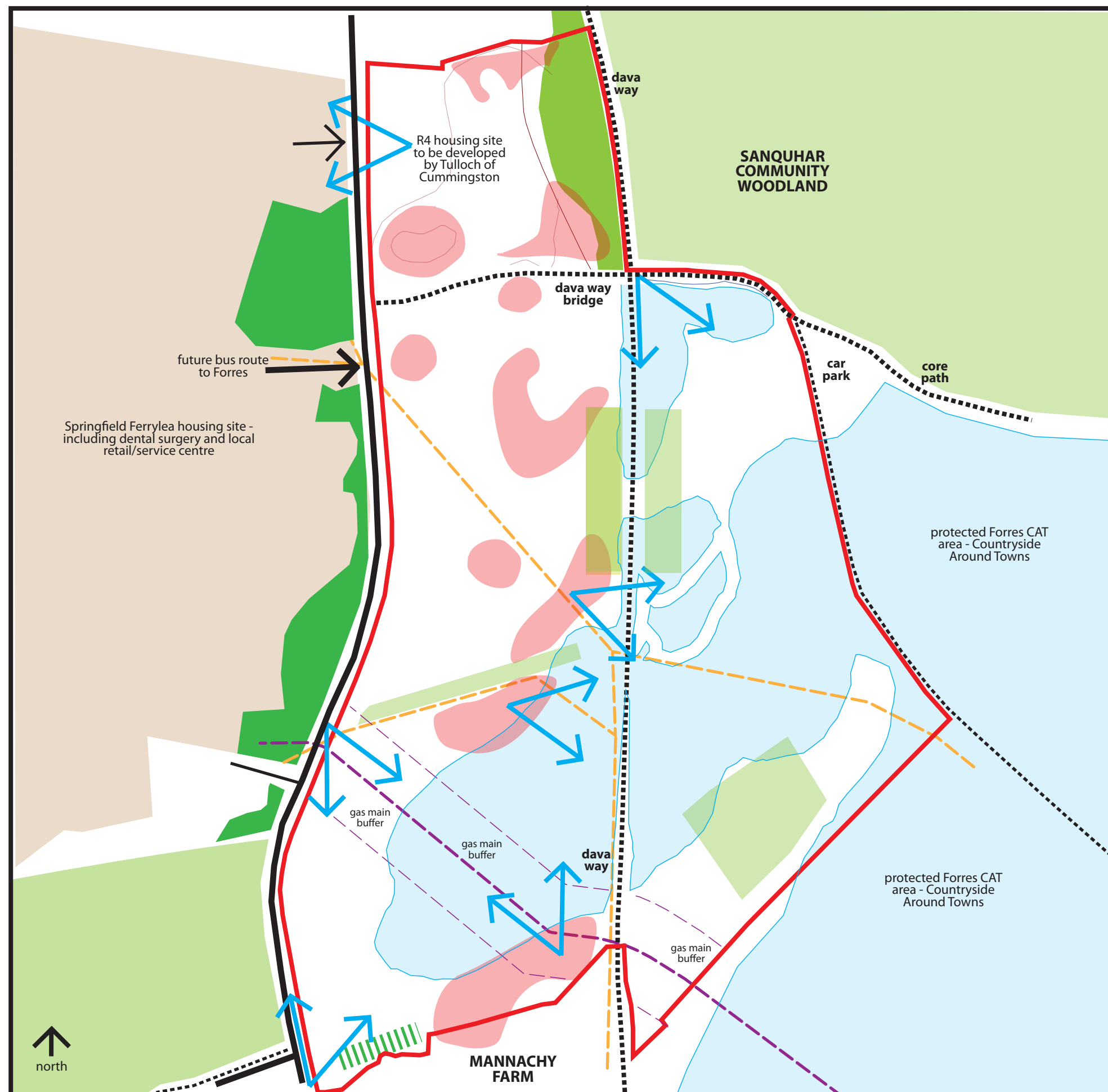
2. VISION

Altyre Estate's Vision for Dallas Dhu is a distinctive, well-designed development maximising the unique qualities and character of this particular place.

The Dallas Dhu Master Plan site lies at the southern edge of Forres. The development will extend the urban area out into the surrounding landscape, creating a new edge to the settlement. The Master Plan aims to achieve **a successful transition from urban character to rural character at the edge of the town.**

Typically, housing development at an edge of town location would be screened from the countryside by woodland planting, turning its back on the view. This Master Plan seeks to achieve the opposite: **an outward facing development that embraces its attractive rural surroundings.**

The unique characteristics of the site enable this approach. Much of it cannot be built upon as the land forms part of the Chapelton Dam flood storage area, set either side of the Dava Way: a strategic recreational path running north-south. The Master Plan integrates these features in the layout, to create **a development with an embedded green network.**



3. SITE ANALYSIS

Development on the site is significantly constrained by the Chapelton Dam flood storage area. However, it will be possible to use the flood storage area to create an attractive open space fronted by development.

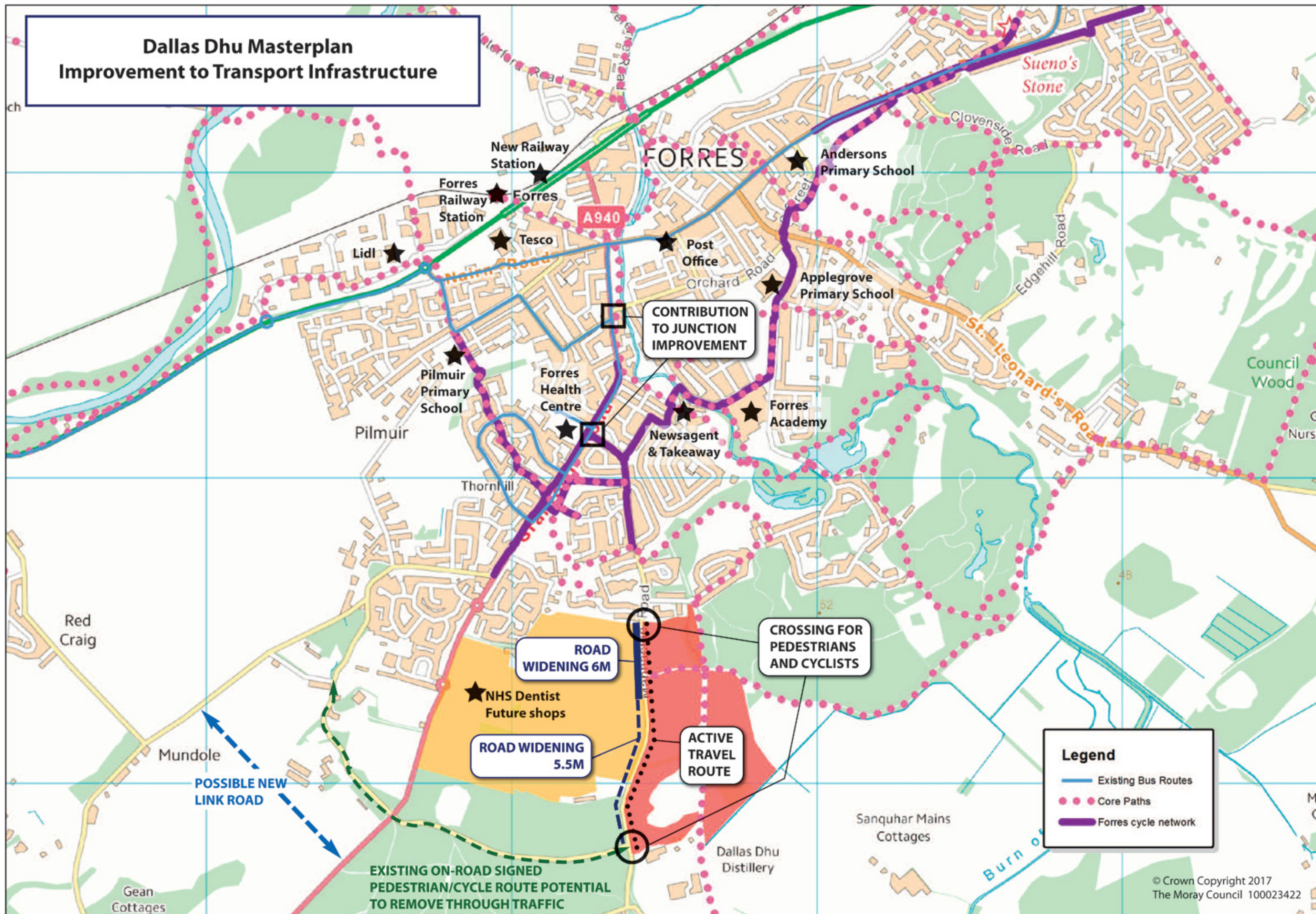
The topography also imposes both a constraint and an opportunity. Some adjustment of levels will be needed to accommodate development but some of the slopes and outcrops can be used to achieve good views out of the site and position buildings in the landscape.

The northern part of the site has good views to the west. The central part of the R6 site is elevated and has good views to the east and south east. The southern parts of the site are lower lying but also have attractive views out across the countryside to the south and east.

A gas main crosses the southern part of the site. Development will need to set back at least 32 metres from this pipe-line. Adjustments to overhead electricity services can be accommodated through the development design.

The bridge across the Dava Way has limited capacity and the Council will not adopt it or any new access road to the east of this structure. An adoptable road can be taken as far as the bridge, where a turning facility will be required for service vehicles. A plan showing local services/facilities and likely improvements to transport infrastructure is included overleaf.

Dallas Dhu Masterplan Improvement to Transport Infrastructure



4. RESPONDING TO THE BRIEF

The Brief raises a number of key matters to be addressed :

Placemaking

The Brief requires the Master Plan to address the 6 elements of creating a successful place, set out in The Scottish Government's policy on placemaking and architecture, Designing Places ;

- **Identity**
- **Safe and pleasant places**
- **Ease of movement**
- **A sense of welcome**
- **Adaptability**
- **Good use of resources**

The Scottish Government's Designing Streets and the Moray Local Development Plan 2020 in particular the primary policy on Placemaking PP1 identifies the key issues to be addressed in the design proposals :

- Reflect the context of the surrounding built and natural environment.
- A design theme should run throughout the Master Plan area
- Proposals to integrate with the Ferrylea development to the west
- The development should create a sense of arrival and gateway into Forres, linking with paths
- Buildings arranged in perimeter blocks, private backs/public fronts
- The Master Plan must include a suite of parking options
- Parking must be provided at the side and/or rear of buildings
- Areas of communal parking to be broken up with soft landscaping
- Buildings must front onto Mannachie Road
- At Mannachie Road, mix of 1 & 2 storey buildings with open spaces
- Care required with the relationship of buildings and boundary features to the Dava Way.
- House types must reflect local characteristics through contemporary, contextual design
- Proposals must incorporate gateway features and public art
- Avoid cul de sacs, in favour of a well connected permeable layout
- Proposals must reflect the topography
- Create social streets/greenspaces & walkable/cyclable neighbourhood
- Materials, building design and edge treatments could reflect the railway and distillery heritage
- Good design needed at key frontages to the Dava Way, Mannachie Road and with any isolated houses
- Good connectivity required, avoiding cul de sacs

The Master Plan takes account of all of these matters.

Sustainability and Climate Change

The Master Plan must demonstrate how climate change adaptation and mitigation will be embedded within the development.

The Brief suggests that buildings should be orientated to minimise energy demand and maximise solar gain. Where possible, solar gain has influenced the orientation of buildings. However, this has been one of a number of requirements in the Brief which have shaped the development. Other factors include a requirement for buildings to front onto the north-south route at Mannachie Road, a need for the development to respect the topography, an ambition to maximise sense of place through strong relationships with the landscape and a preference to see the R4 and R6 sites connected by a through north-south route.

Despite these other considerations and the fact that the site runs in an elongated north-south shape, it has been possible to achieve a greater percentage of houses on an east-west axis, benefiting fully from solar gain.

The Brief also seeks to ensure the thermal performance of buildings is maximised through insulation, shelter and glazing. The Master Plan notes the importance of energy efficient design and promotes the use of suitable micro-renewables. The site itself is reasonably well sheltered from prevailing south westerly winds and this shelter will improve further as the Ferrylea development progresses, bringing additional shelter planting to the west side of Mannachie Road.

There has historically been a shelter belt running across the centre of the R6 site. This may have been designed to counter the prevailing wind but also less frequent northerly winds which would have had a significant impact upon the field to the south of R6 and the adjacent Mannachy Farm building group. The Master Plan consolidates this shelter belt. Existing woodlands at the Dava Way are extended and new woodland area introduced at the south west and south east of the site.

There may be scope to provide a biomass heating solution (using a locally-produced fuel source) to serve properties over the southern part of the site. This option can be investigated in due course.

The development provides a new shared cycleway/path along Mannachie Road, connected with the Dava Way and other local routes. Pedestrian and cycle access are extremely convenient for access to Forres, local schools, local services at Ferrylea and proposed bus stops which are expected to be provided within that development. Access to the countryside is readily available for all properties.

The Master Plan should also address the following issues :

Resource Efficiency :

- Proximity to services and employment within Forres and Altyre Estate
- Potential for connectivity to the public transport network
- Creation of quality open spaces
- A small increase in density levels to make efficient use of land while reflecting place quality

Energy Efficiency and Renewables :

- Passive solar design principles incorporated into development where possible
- Support for installation of appropriate on site micro-renewable technologies

Green Infrastructure :

- Retaining most existing trees and extending the green network
- Green infrastructure at the heart of the layout proposals
- Use of native species and opportunities to greatly enhance biodiversity
- Excellent connectivity with the surrounding green network

Active Travel :

- Creation of safe off road routes linking to existing walking/cycling networks.
- Convenient links to recreational routes accessing the surrounding countryside

Resource Efficiency :

- Promoting the use of locally sourced timber and stone
- SUDS design to support new wetland habitat
- Open space designed for multi-use functions

Climate Change Adaptation :

- Development taking full account of the Chapelton Dam flood storage scheme
- House plots which can accommodate future extension to buildings

Respecting the natural environment

The development retains extensive areas of open space and most of these areas remain in a natural state. There is an opportunity to augment the habitat by making adaptations to encourage the emergence of a bio-diverse wetland area within the large natural open space area and this will be addressed at the detailed design stage.

Existing woodland areas are retained and extended, with a mix of locally found species, again enhancing biodiversity. Some trees on the R6 area at the north of the site will be removed but these are largely in poor condition, or are causing problems with overshadowing adjacent properties.

The development retains much of the existing topography, although some site level adjustments are required over the R4 site and the northern part of R6. Over much of the site, the existing levels are utilised as a means of helping to bed the development into the land-scape, or exploiting views and strong relationships with the surrounding landscape.

Much of the SUDS design will use open swales and storage or natural drainage through the existing ground. The SUDS design will help to feed the proposed wetland areas - some intervention will be required to encourage standing water. The wetland will form part of a series of spaces of similar habitat to the east of the Master Plan site.

The community engagement activity during preparation of the Master Plan highlighted a number of opportunities to adopt specialised design measures which might help support a number of species of flora and fauna throughout the development. This will be taken into account at the detailed design stage, to maximise biodiversity enhancement as fully as possible.

Respect heritage of the area – Dava Way/Dallas Dhu Distillery

The Master Plan notes the importance of the Dava Way. The character of the route at the edge of Forres is maintained and enhanced. The route currently passes through areas of open landscape, woodland and embankments, with buildings visible at Dallas Dhu Distillery, Sanquhar Mains Farm and Mannachy Farm. Improvements to the Dava Way will be considered as part of the Developer Obligations Assessment and will be assessed under the terms of the Developer Obligations Supplementary Guidance in place at the time.

The proposals retain this mix of landscape features and glimpsed buildings. Moving out of town from the north, the embankments remain in place, enclosing the path with their wooded slopes. Beyond the Dava Way bridge, some buildings will be visible on higher slopes, before the path passes into a heavily planted and wooded stretch, again in cut.

At the end of this stretch, the path sits above adjacent ground levels and views will open out across the wetland area to low density houses set back 75-200 metres.

New path connections with the Dava Way will be provided at a number of points within the development, helping to connect the route more effectively to the wider network and existing core paths.

There will be minimal impacts on Dallas Dhu Distillery and the setting of these listed buildings will not be directly affected. The Master Plan notes an opportunity to use the Distillery buildings and railway heritage as a reference point for the design of new buildings.

Maximise connectivity

Pedestrian and cycle access will be enhanced by a new 3 metre wide shared cycle path running along the east side of Mannachie Road. This route will link east-west through the site with the Dava Way and connect to join the surrounding path network into Forres, to local services at Ferrylea and out to the countryside.

Mannachie Road will be widened to 6 metres over the northern part of the site to accommodate new bus routes through the Ferrylea development. It is expected that bus stops will be provided at the eastern side of Ferrylea, convenient for residents within the Master Plan site. The southern part of Mannachie Road will be upgraded to 5.5 metre width.

A loop access is provided within the northern and central parts of the site, forming a spine street which services small courtyards and parking areas. This route provides pedestrians, cyclists and drivers with route options for connection to Mannachie Road.

The existing track to the Sanquhar Wood and Sanquhar Mains Farm will be upgraded to adoptable standard as far as the Dava Way Bridge, where turning for service vehicles needs to be provided. The road beyond the bridge will be unadopted and can therefore be of a lower key design commensurate with its location at the rural edge.

Maximise recreational, economic growth opportunities

The development will be very well connected to core paths and other recreational routes, with the new cycleway and other paths creating a fully integrated local network. There will be easy access on foot and by bike to the Sanquhar Community Woodland, a short distance to the east and to other features such as the wetland area and bird hide established by Altyre Estate to the south of the Chapelton Dam. The Dava Way and other paths to the south provide easy access to the countryside south of Forres.

Altyre Estate seeks to establish broader opportunities for employment and enterprise at the south of Forres and has recently invested significantly in refurbishment of Blairs Farm Steading: now occupied by Glasgow School of Art. There may be other opportunities on land to the south of Forres but within the Master Plan area, the Brief focuses on providing housing on land allocated for that purpose.

It is also noted that Historic Environment Scotland are currently considering options for further uses of Dallas Dhu Distillery, building upon its current role as a visitor centre.

Managing surface water

The ground through the Master Plan area is highly permeable. A significant area lies within the Chapelton Dam flood storage area. Surface water will be managed to avoid increased rate of run off to the flood storage area, through a combination of swales, open storage and soakaway provision, located out with the flood storage area. Enhanced wetland areas should not form an 'on-line' part of the SUDS system.

The drainage design will be amphibian friendly, creating small damp habitat areas and allowing movements through the site and to the wetland areas. Construction impacts on amphibians will be minimised.

A detailed SUDS strategy is in preparation and will be agreed in collaboration with SEPA and the Council's Flood Risk Management Team. An evacuation plan will be required to support any planning application submitted.

Housing development and mix respecting the character of the site

Within the master plan area, different parts of the site will provide densities and sizes of houses which respect the character of the site and its relationship to the surrounding settlement and countryside. The northern and central parts of the site will have a more urban character and the southern and eastern parts a more rural character.



dava way

Extensive design work that underpins the development proposals have identified a need to adjust the number and distribution of housing. A total of 40 houses are proposed at R4. This is consistent with the Moray Local Development Plan (MLDP) 2020. No detailed assessment has been made of the capacity at R6 prior to the preparation of the Masterplan.

The indicative capacity for R6 in the MLDP is 110 units. It is proposed to increase the density on the R6 site to give a total of 136 units for both sites. This indicative capacity enables the Masterplan to achieve its placemaking ambitions of bridging the gap from urban Forres to its rural surroundings. Overall the gross density across the entire site is 7.5 dwellings per hectare.

The housing development and mix reflects discussions with Moray Council. Tenure is expected to be predominantly social rent but some elements of intermediate tenure may be required. The Council's Housing Section have set out requirements for affordable homes based on a requirement for 44 affordable units. It should be noted that this requirement may change over time.

R4 Mannachie Site, Tulloch of Cummingston :

2 x 2 bed, 3 person ambulant disabled bungalow
 2 x 3 bed, 5 person ambulant disabled bungalow
 4 x 3 bed, 6 person house
 2 x 4 bed, 7 person house

Total = 10 houses

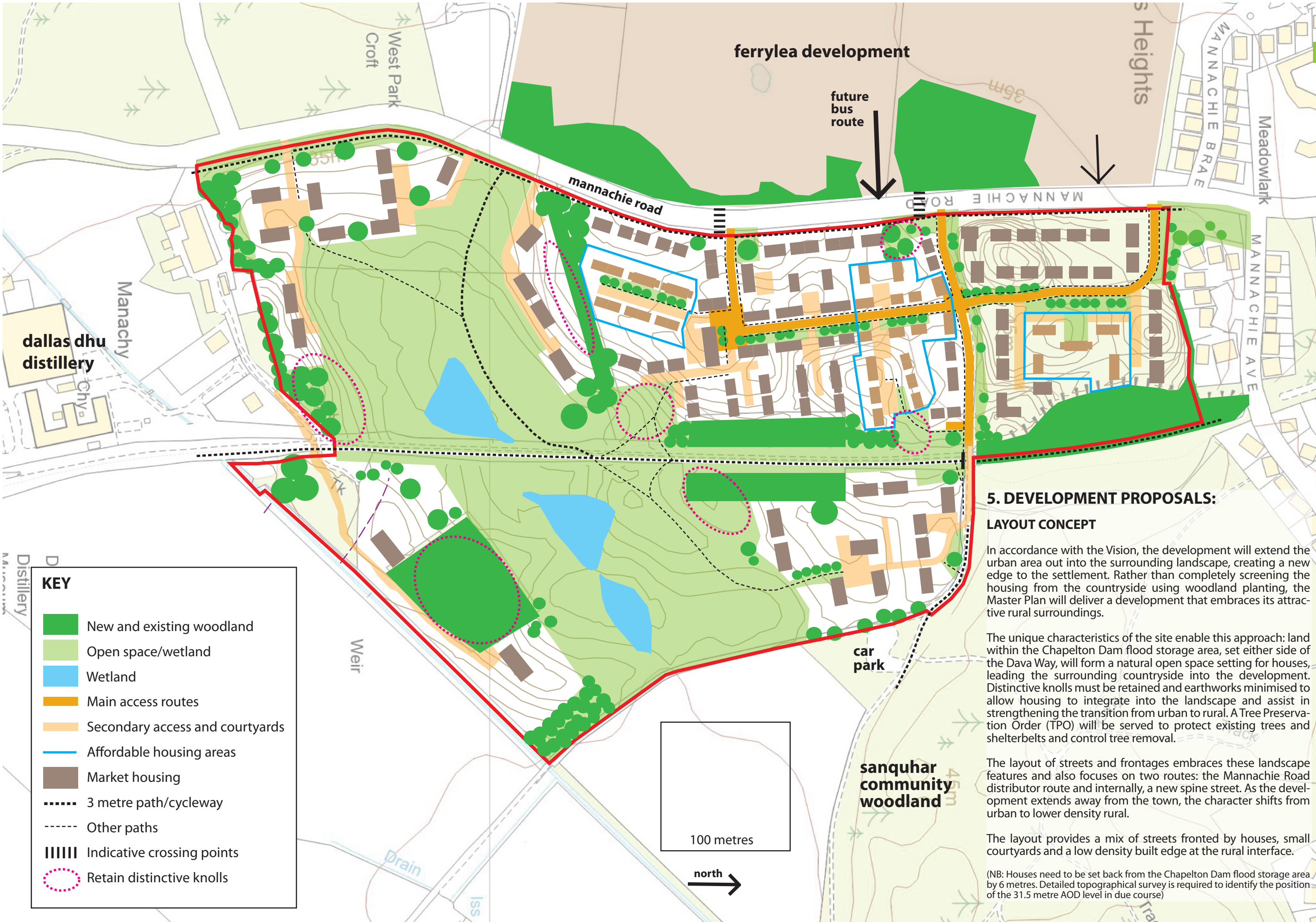
R6, Dallas Dhu Site :

12 x 2 bed, 3 person ambulant disabled bungalow
 2 x 2 bed, 4 person wheelchair bungalow with car port
 14 x 3 bed, 6 person house
 6 x 4 bed, 7 person house

Total = 34 houses

Total 44

DP2 Housing and the Policy Guidance Note on Affordable and Accessible Housing requires proposals for 4 or more units to provide 25% of total units as affordable housing. In addition to this housing proposals of 10 or more units incorporating affordable housing will be required to provide 10% of private units to wheelchair accessible standard. Each phase of the development must meet or exceed the policy requirements.



KEY

- New and existing woodland
- Open space/wetland
- Wetland
- Main access routes
- Secondary access and courtyards
- Affordable housing areas
- Market housing
- 3 metre path/cycleway
- Other paths
- Indicative crossing points
- Retain distinctive knolls

5. DEVELOPMENT PROPOSALS:

LAYOUT CONCEPT

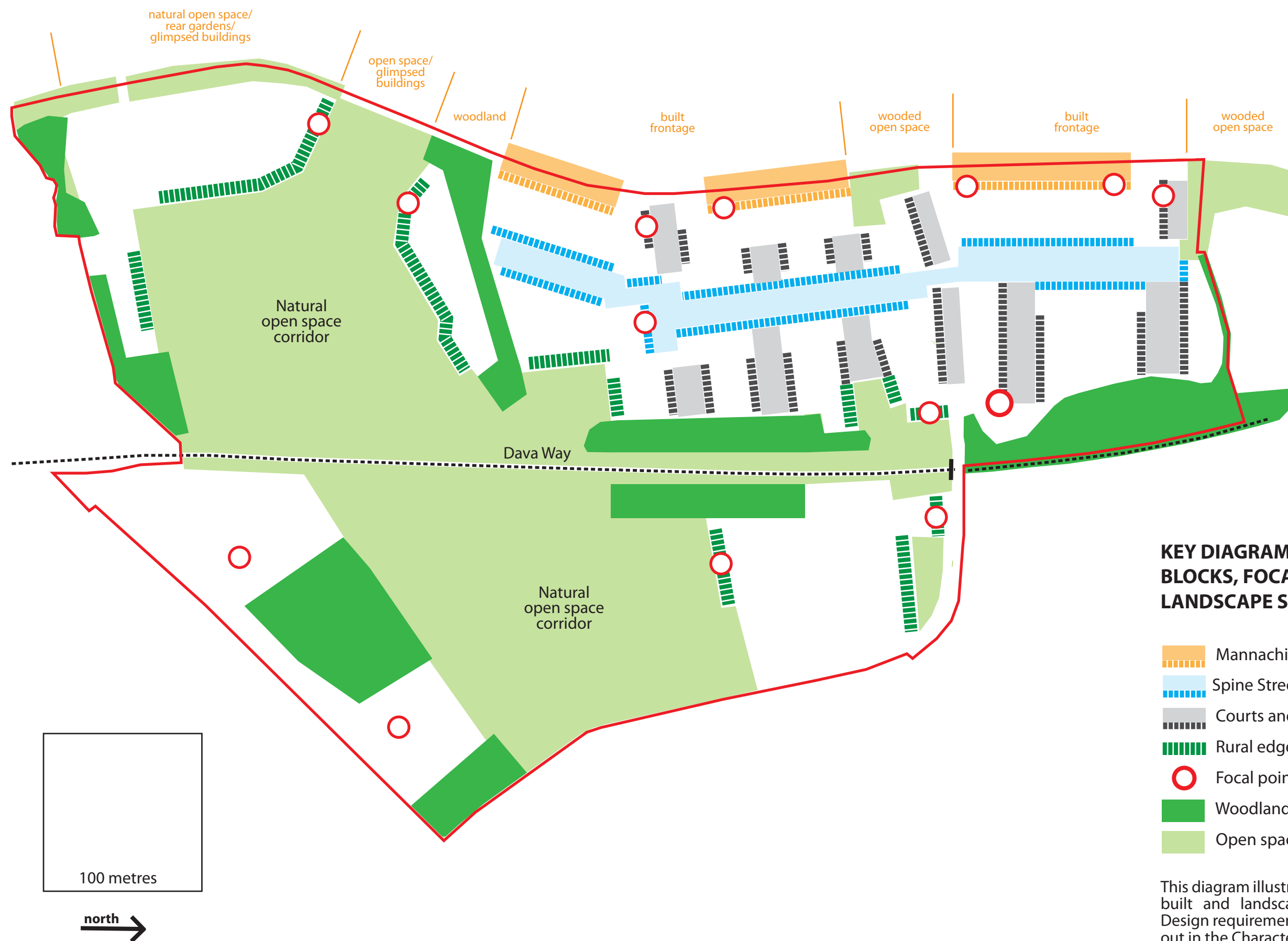
In accordance with the Vision, the development will extend the urban area out into the surrounding landscape, creating a new edge to the settlement. Rather than completely screening the housing from the countryside using woodland planting, the Master Plan will deliver a development that embraces its attractive rural surroundings.

The unique characteristics of the site enable this approach: land within the Chapelton Dam flood storage area, set either side of the Dava Way, will form a natural open space setting for houses, leading the surrounding countryside into the development. Distinctive knolls must be retained and earthworks minimised to allow housing to integrate into the landscape and assist in strengthening the transition from urban to rural. A Tree Preservation Order (TPO) will be served to protect existing trees and shelterbelts and control tree removal.

The layout of streets and frontages embraces these landscape features and also focuses on two routes: the Mannachie Road distributor route and internally, a new spine street. As the development extends away from the town, the character shifts from urban to lower density rural.

The layout provides a mix of streets fronted by houses, small courtyards and a low density built edge at the rural interface.

(NB: Houses need to be set back from the Chapelton Dam flood storage area by 6 metres. Detailed topographical survey is required to identify the position of the 31.5 metre AOD level in due course)



BUILDINGS AND STREETS

- Terraces
- Flats
- Semi-detached
- Detached
- Spine street
- Mannachie Road
- Courts and other frontages

MAIN FEATURES

The **STREET PATTERN** is anchored by three features.

Mannachie Road : This route will be widened and a new cycleway constructed. Over the northern and central part of the site, houses will front Mannachie Road, extending the settlement southwards. Over the south of the route, houses will be set back from the road, of a lower density and orientated towards the main open space and the surrounding countryside, to create a more rural character.

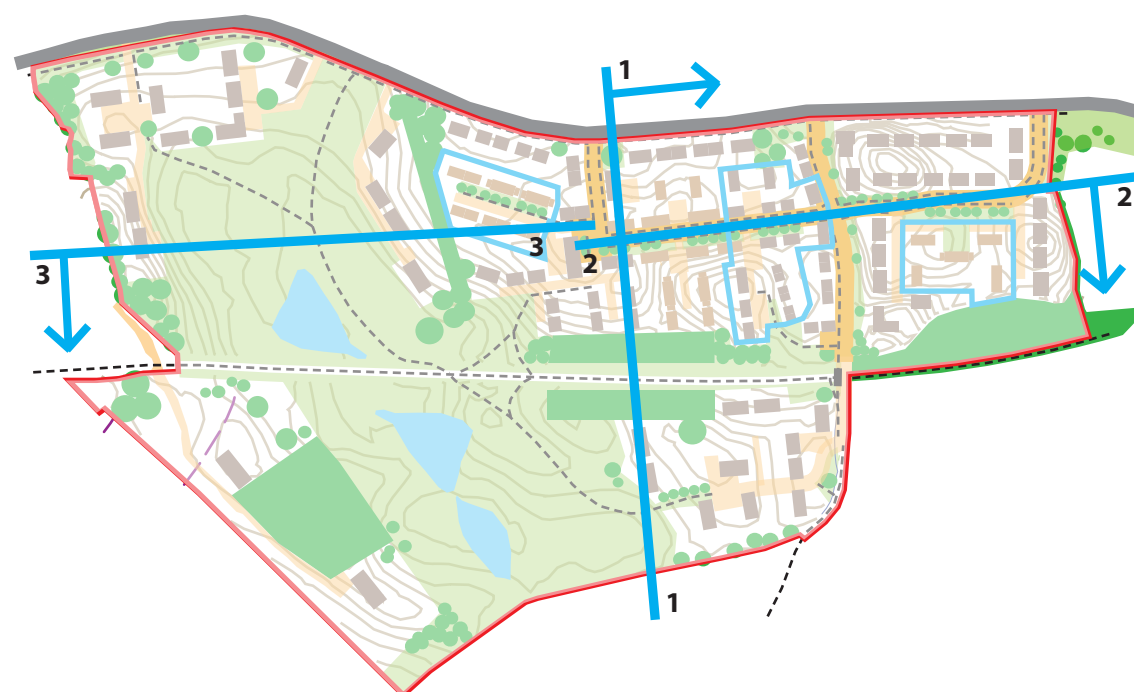
Spine Street : A new tree lined route will form a spine through the middle of the northern and central parts of the site. The central part of this route will be fronted by terraces of affordable housing and a small shared surface junction will be formed, fronted by flats and houses on four sides.

Rural Edge : The southern and eastern parts of the development will be lower density, with houses fronting out over the countryside at the rural edge of Forres. Houses here should be visible in the landscape but well integrated into the natural open space and wetland area they face.

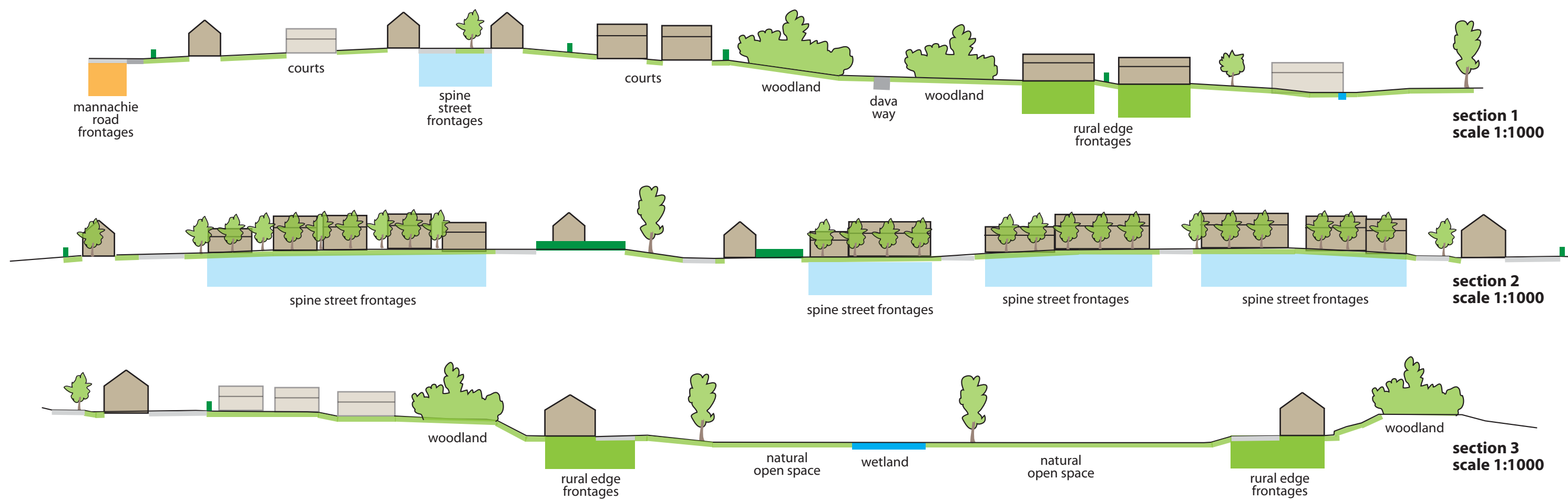
Houses in the remaining parts of the site will primarily be grouped in small shared surface courtyards.

Energy efficient design will be used throughout and micro-renewables will be considered fully at the detailed design stage. Altyre Estate will encourage use of local materials such as Estate timber, stone and sand and gravel.





SECTIONS : Indicative sections through the development



MAIN LANDSCAPE FEATURES

The Master Plan takes a landscape led approach, with almost half of the site undeveloped. The proposals respond to key natural features: the former railway corridor; knolls; the basin at the south of the site. Ridgelines and knolls frame long views to the wider landscape and create view corridors in the development.

The network of green/blue spaces connect and reinforce the existing green/blue corridors in the wider landscape, supporting biodiversity with a matrix of connected habitats, including shelterbelts, hedgerows, rough grassland and watercourses.

Three main features anchor the landscape framework:

Dava Way corridor : This is a popular leisure route at the south of Forres. It runs past Dallas Dhu Distillery to the countryside. There are already glimpses of buildings along this route and that character will be extended through the development. Some parts of the route will be screened, houses will be set back at the south and over the northern stretch further glimpses of buildings on higher ground will be possible, between wooded and steeply sloping banks.

Flood Storage Area : The main open space uses the flood storage area as a multi-purpose, natural green space. It will provide paths, informal play, recreation and new wetland habitat. The landscape flows into the development, which faces the countryside south of the town, exploiting attractive views. Houses around the edge of this space will not be fully screened but will be well integrated into the landscape.

Mannachie Road frontage : Developed areas will be mixed with woodland and open space, repeating the development pattern found to the north. Northern and central frontages will have an urban character, with the lower density southern frontage of a more rural character.

In addition, within the northern and central housing areas, a new landscaped tree avenue is provided along the spine route through the development, creating a distinctive and attractive space fronted by houses. Existing woodland associated with these features will be retained/extended.

Landscape hierarchy and function of open spaces : The hierarchy of landscape components is as follows;

Knolls have a distinctive form contrasting with the typically flat landscape. They are planted with a single tree species, reinforcing their distinctiveness. They provide destination places within the landscape: exposed yet sheltered hilltops providing vantage over the wider landscape.

Woodland at the railway embankment cuttings serves to reinforce the north south route of the dismantled railway line. It provides enclosure and shelter and is an important remnant of the past. The Ancient Woodland Inventory area east of R6 will be protected during construction.

Shelterbelts respond to the agricultural land use. These are historic features within the landscape which were planted to provide shelter to cattle. The long narrow form is in response to the prevailing wind direction. The shadow cast by shelterbelts with an east west orientation change during the course of a day and with the seasons.

Hedge lines are not common locally around the town. However, they are preferred to timber fences. They have the benefit of providing foraging corridors for wildlife and linking areas of woodland and are amphibian friendly to allow movement throughout the site and to the proposed wetland areas.

Tree groups animate areas of open space, locate features such as swales and entrances into the development.

Single Trees locate access points on the boundaries.

Open space responds to topography and constraints of flood storage and underground services (gas main). Wetland areas are introduced over these constrained, lower lying areas for water storage and habitat creation. (NB: some adjustments to low points in the flood storage area may be necessary but these will not impact upon or reduce capacity in the flood scheme. Design must be agreed with Moray Council's Flood Risk management Team.)

The **wetland areas** will have a distinct character of loosely placed pioneer tree species (birch etc.) to swales. The waterbodies will be fringed with marginal planting and wet meadow grassland. This landscape type is rare within areas of intensive farmland but has already been created to the east at the Chapelton Bird Hide.

SUDS will be fully integrated with the open space and landscape design. The SUDS system requires careful design and must meet the terms of the SUDS Manual. The predevelopment run off rate is minimal due to the high porosity of the ground. The operational requirements of the flood storage scheme impose tight limits on post-development run off.

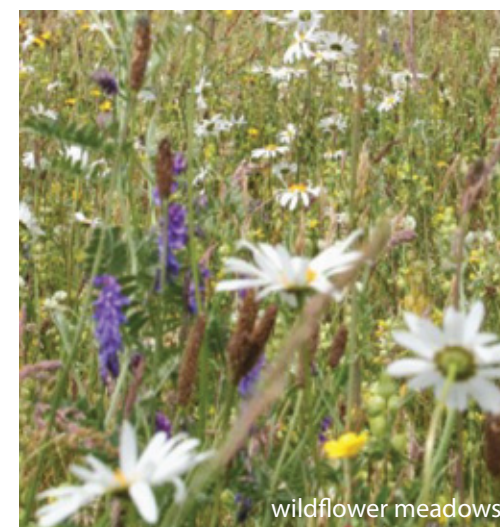
Informal play will be available within the extensive areas of natural open space and can be enhanced with ground features created along main paths. A standard 'urban' play solution would not maximise the potential of the site and the Council's Flood Risk Management Team will not allow fixed structures/equipment within the flood storage areas.



reuse of railway sleepers for ha-ha walls



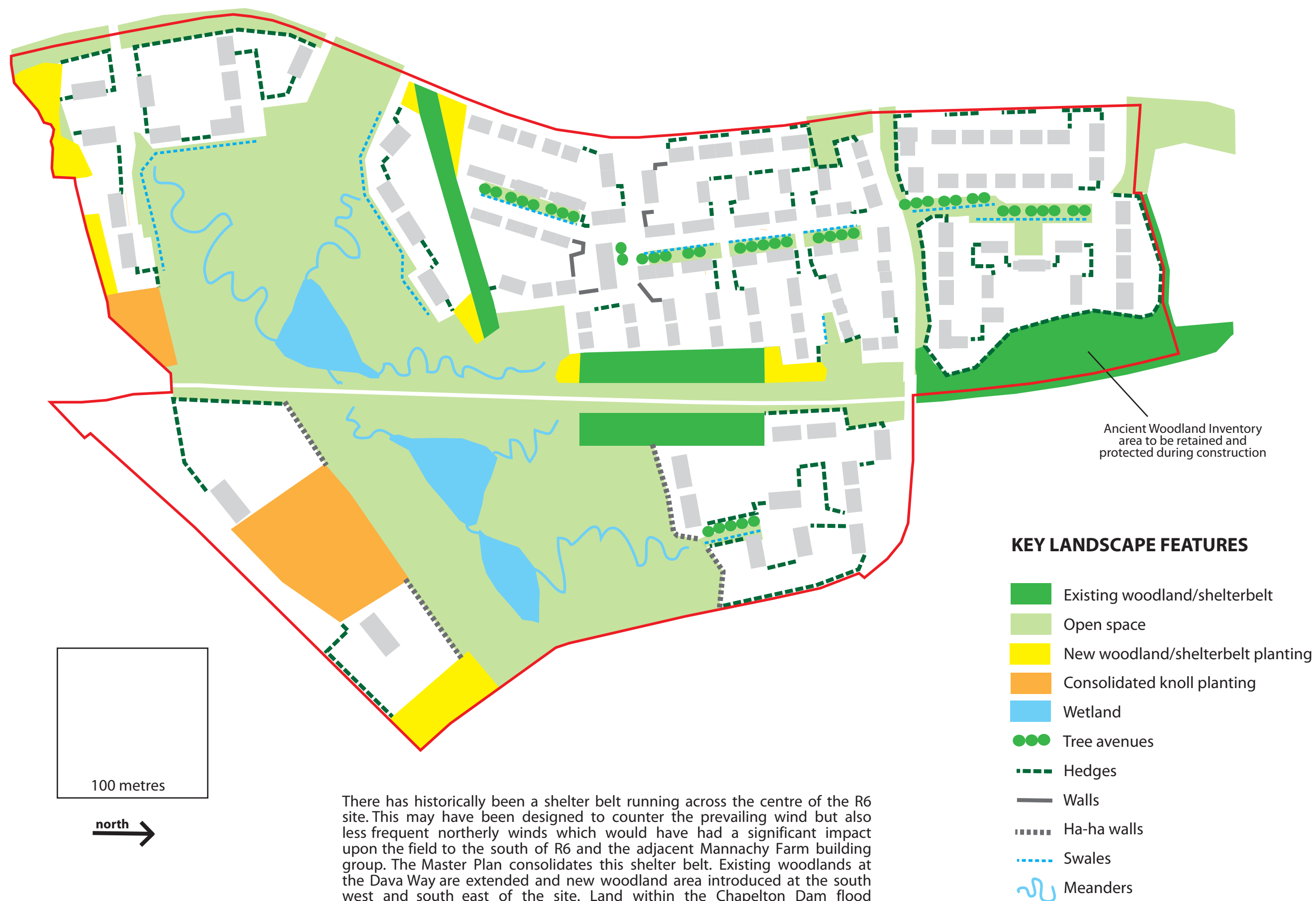
informal paths and planting



wildflower meadows



informal play



There has historically been a shelter belt running across the centre of the R6 site. This may have been designed to counter the prevailing wind but also less frequent northerly winds which would have had a significant impact upon the field to the south of R6 and the adjacent Mannachy Farm building group. The Master Plan consolidates this shelter belt. Existing woodlands at the Dava Way are extended and new woodland area introduced at the south west and south east of the site. Land within the Chapelton Dam flood storage area will form a large natural open space with wetland areas. A Tree Preservation Order (TPO) will be served to protect existing trees and shelterbelts and control tree removal.



historic dava way bridge : an important gateway

dava way bridge - an attractive historic feature acting as a gateway between the town and the rural transition area

to forres town centre and moray coast path



existing wetland with bird hide at chapelton, east of the site



DAVA WAY : Transition from town to countryside

MAIN FEATURES

The **MOVEMENT** framework is anchored by three main features.

Main paths : Pedestrian and cycle access is anchored by the existing Dava Way path and a new 3 metre wide shared path running along the east side of Mannachie Road. These routes join the surrounding network. East-west links are provided through the main open space towards the south and along the Sanquhar Wood car park road towards the north of the site. Further footpath connections link the housing areas to the Dava way and the new cycleway.

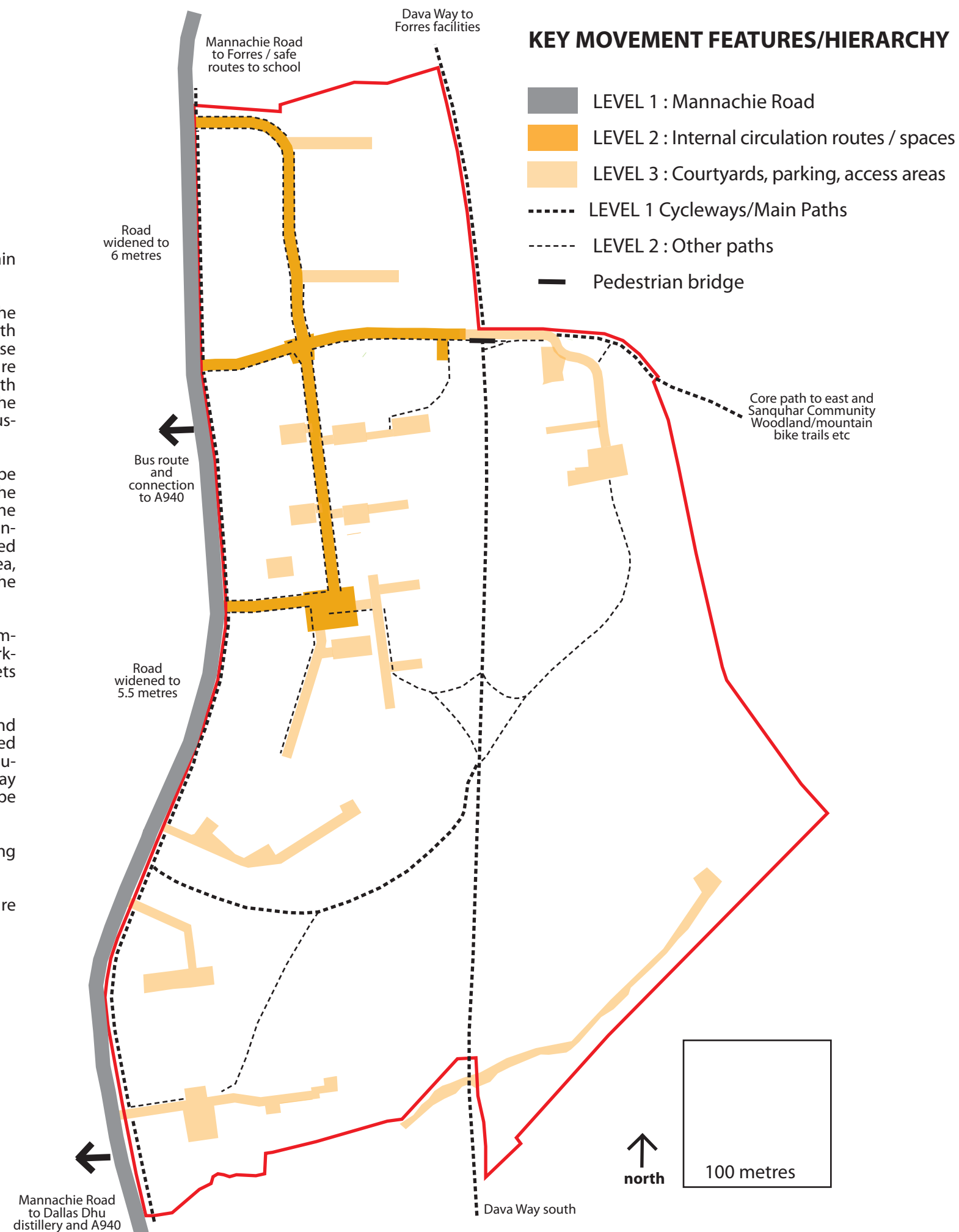
Mannachie Road : The northern part of this route will be widened to 6 metres to accommodate bus routes. The southern part will be upgraded to 5.5 metre width. The northern and central part of the development fronts Mannachie Road - vehicle turning will need to be provided within the plots. New bus stops are expected at Ferrylea, providing convenient access to public transport from the Master Plan site.

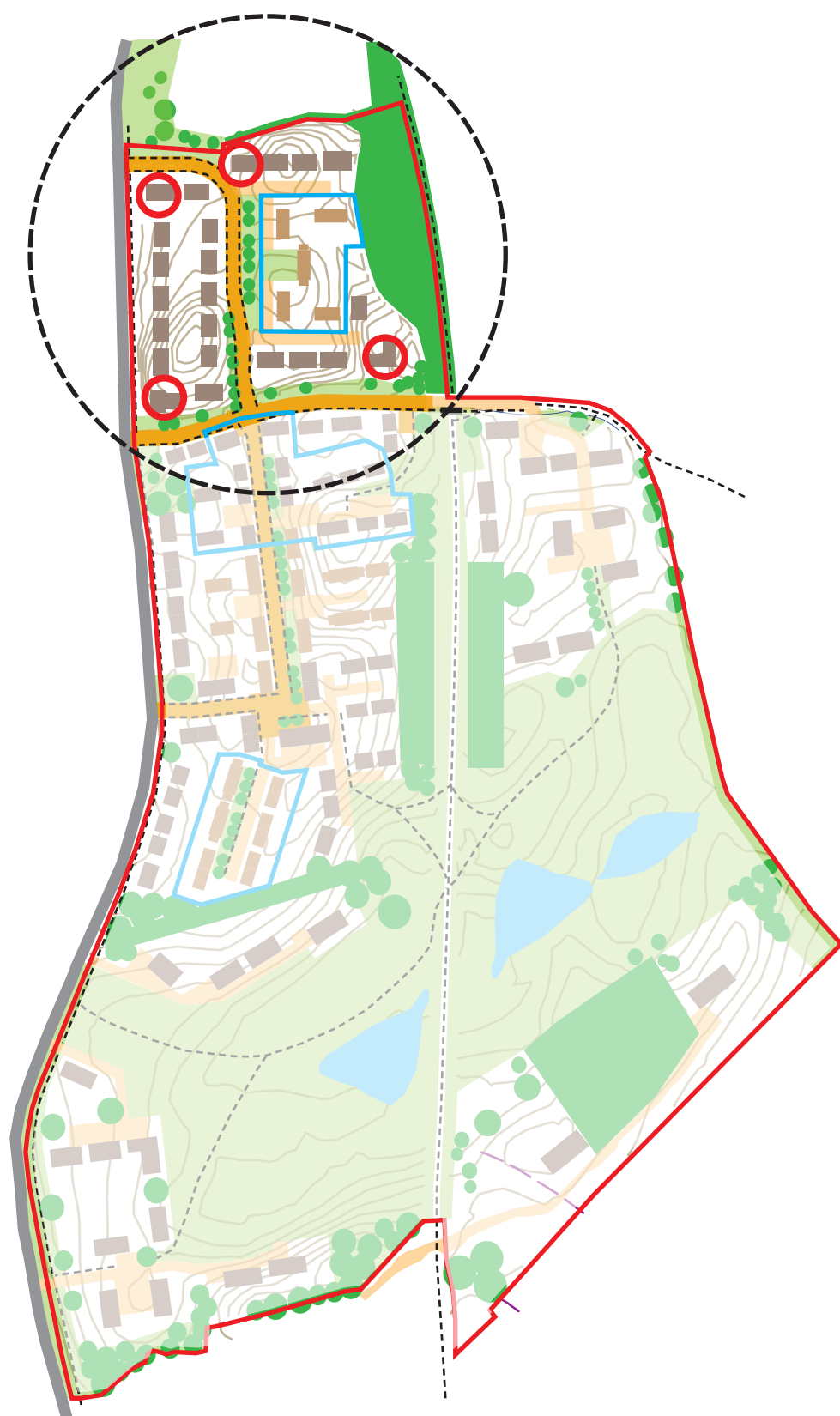
Spine Street : A loop access is provided within the site, forming a spine street which services small courtyards and parking areas. This route should utilise Designing Streets principles.

Elsewhere, lower density housing east of the Dava Way and at the south of Dallas Dhu are served by informal shared surface accesses. The adoptable road surface on the Sanquhar Wood road will end at the west side of the Dava Way Bridge, where turning for service vehicles needs to be provided.

Car parking must be predominantly behind the building line.

Comments on road standard and design/ surfacing are included in the Character Area statements which follow.





4. CHARACTER AREAS

CHARACTER AREA 1 : MANNACHIE

This area extends Forres into the north of the master plan area. It must provide an urban character, distinct from the rural character which will be established towards the south of Dallas Dhu.

Key Design Principles

- Houses must present a strong frontage onto Mannachie Road and be bounded by native hedging or low natural stone boundaries.
- The remainder of the site will incorporate small shared surface courtyards.
- Houses in the central courtyard block must face onto a central greenspace.
- A tree lined spine street incorporating a 6m wide landscaped strip must be provided through the Mannachie Road and Dallas Dhu character areas.
- Parking throughout the character area must be predominately to the side and rear of houses.
- Landscaping must help mitigate the visual impact of parking where this is located at the front of buildings and where there are rows of communal parking spaces.
- Corner buildings must be designed to “turn a corner” with windows on gable elevations to address both streets and provide natural surveillance.
- Identified key buildings must be designed to act as distinctive architectural focal points.

Street form, blocks and frontages : At the west of the character area, houses must front Mannachie Road. Houses must be aligned and placed close together on a single building line. Buildings will need to be set back far enough to allow cars to turn in the plot. Shared driveways will reduce the number of cycleway crossings at the eastern verged of Mannachie Road.

Internally, the development will focus on the landscaped spine street passing through the middle of the development. Frontages must be arranged on clear building lines close to footpaths or shared surface on one side and an urban tree avenue on the other.

Remaining houses will be grouped in small shared surface courtyards, again with clear and unified building lines. The central courtyard houses must be orientated to face onto an open space off the spine street, to create natural surveillance and a quality well located greenspace within the development.

Identified key buildings must be designed to act as distinctive architectural focal points anchoring the development and reflecting the urban character of this part of the site.

Parking : Car parking must be predominantly to the side and rear of buildings. Minimal parking to the front of buildings may be permitted provided that the visual impact of the parked car is mitigated by hedging or low stone boundary walls; Semi-mature native trees must be provided within communal parking areas and on-street parking at a minimum interval of 4 car parking spaces. Native species must be appropriate to the location, soil, aspect and intended use. Non-native species can be used to create a focal feature.



Distinctive traditional buildings set on a single building line at Tornagrain

Boundaries : Mannachie Road frontage houses must have native hedge planting or low stone boundary walls. Boundary treatment elsewhere must be predominantly comprised of native hedge planting with the limited use of timber fencing. 6ft fencing facing onto public spaces must be avoided. Native boundary hedge planting must be used at the Dava Way embankment to ensure an attractive edge to this strategic path and promote biodiversity. All boundaries must be designed to be amphibian friendly and allow movement through the site to the proposed wetland areas.

Landscape Fundamentals :

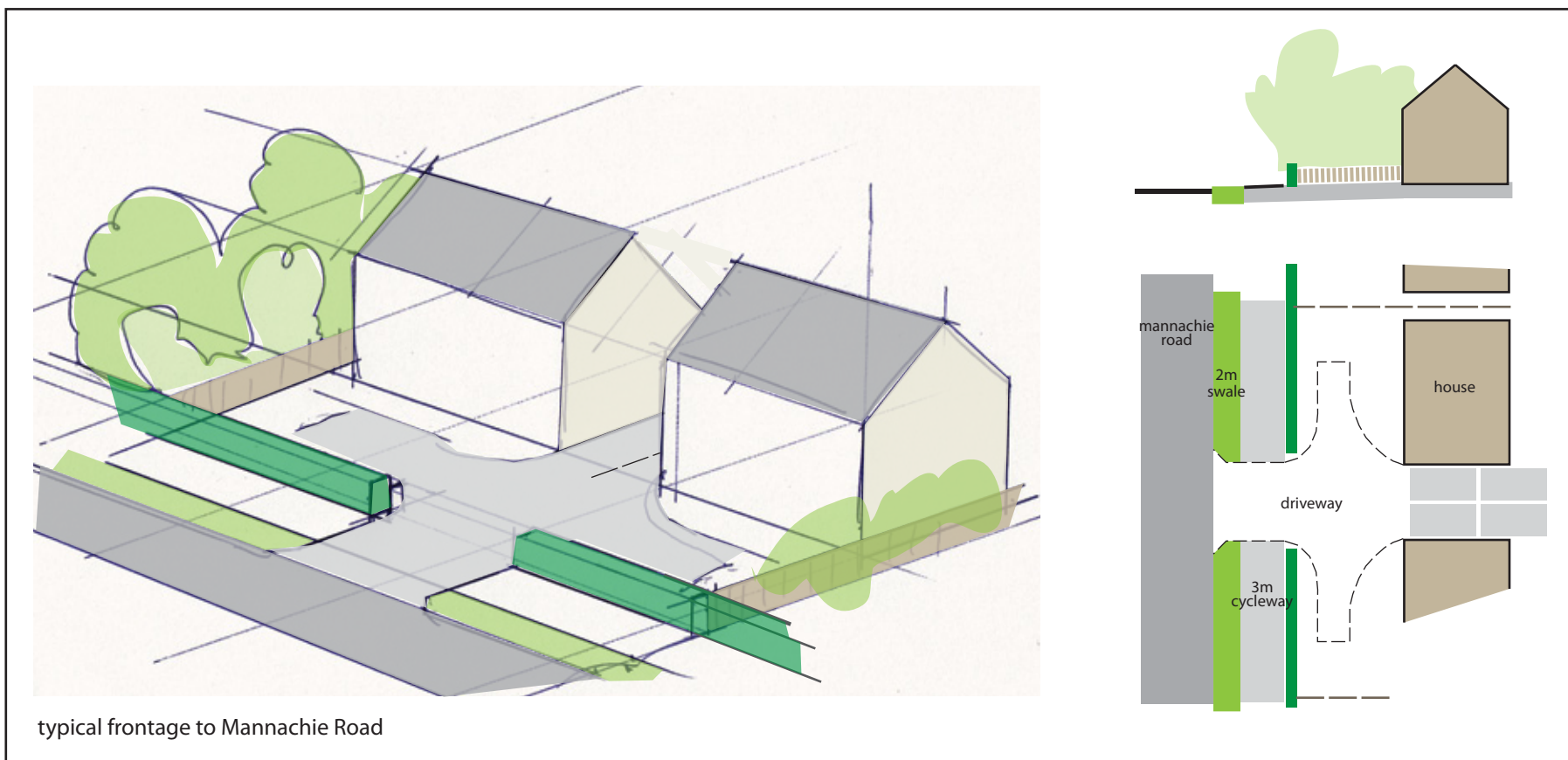
- Single species hedges (Common Beech, min. 12-14 cm girth), generous grass verges, tree planting to Sanquhar Mains track to mitigate impact of housing on north horizon.
- Street planting and a 6m wide low landscaped strip must be provided along the full length of the spine street (extra heavy standard trees, min. 14-16cm girth, e.g. Small leaved Lime/Whitebeam). Tree planting will (once mature) soften the built form and frame long southerly views towards Dallas Dhu Distillery.
- Generous grass verge and hedges to mitigate the negative impact of parking to house frontages on Mannachie Road.
- Tree planting (Beech, Oak and Norway maple, min 14-16 cm girth) to form a gateway entrance onto Mannachie Road.
- Hedge planting to the head of the railway cutting to mitigate views of boundary treatments when viewed from the Dava Way.
- A combination of hedges and the limited use of timber fences to demarcate plot boundaries, to reflect the transition from urban to rural edge. Mixed species hedges with blossom and berry interest, (Burnet rose, Hawthorn, Elderberry, Blackthorn, Holly, Common Beech, Hazel min. 60-90cm high) to demarcate visible boundaries, supporting transition from urban to rural.
- Court planted with native species (Birch, Alder, Rowan min.14-16cm girth) and non-native species (Swedish birch, Black birch, Italian alder min. 14-16cm girth).

House types and materials : Two storey split level houses will front Mannachie Road. These should be of contemporary design finished with smooth white render or natural timber and glazing to frame views to the west. The small courtyards will mix detached and semi-detached houses of varying heights, adapting traditional building forms to create streamlined, uncluttered contemporary house types. Distinctive elements must be added through the use of different features such as dormers, porches, entranceways and chimneys and the appropriate use of a palette of muted colours.

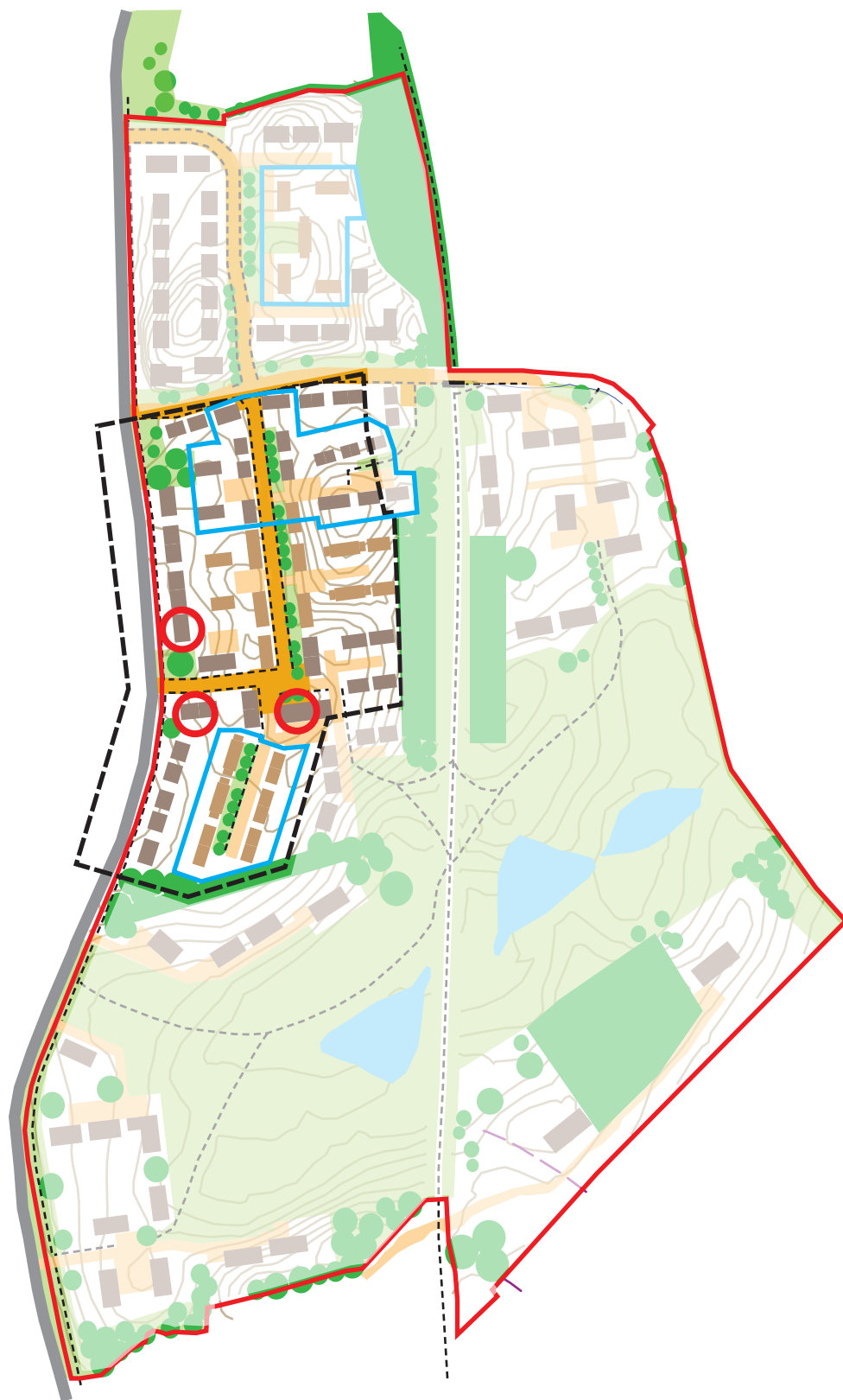
Materials in this character area will be: natural slate roofing; white smooth or wet dash render interspersed with coloured render and fully wooden clad houses to add variety and distinctiveness; natural timber cladding to create feature elevations. A palette of complementary muted colours such as pale greys, greens and blues to be used in the Dallas Dhu and Mannachie Character Areas to create common elements over the master plan area.

Connections : A new cycleway will connect with routes to the south and north on Mannachie Road, which will be widened to 6 metres over its northern part to enable use by public bus services through the Ferrylea development to the west and into Forres. Vehicular and path connections will be provided through the site linking with the Dallas Dhu character area. This will provide connectivity to the enhanced access onto the Dava and a series of informal paths through the open space and into the wider countryside.





materials and finishes : painted timber cladding, slate, smooth or wetdash render, cast stone/stone, hedging, walls



DALLAS DHU CHARACTER AREA

This area provides a transition between urban character to the north and rural character to the south - but it will not be suburban. Shorter stretches of building frontage will face Mannachie Road, separated by woodland/green space, with greater variety in building design and materials than the Mannachie character area. The spine street will have a 'village' rather than 'town' character, with a mix of building heights and houses sited next to footpaths, or fronting green space.

Key Design Principles

- Houses must present their frontage onto Mannachie Road and be bounded by native hedging or low natural stone boundaries.
- Houses must be interspersed with open space, breaking up the continuous line of built form.
- Distinctive knolls must be retained and earthworks minimised, to sensitively integrate housing into the landscape.
- Houses grouped in short terraces must present a strong frontage onto the tree lined spine street.
- A tree lined spine street incorporating a 6m wide landscaped strip must be provided linking with the Mannachie area.
- To the rear of the spine street houses will be incorporated into small shared surface courtyards.
- Parking throughout the character area must be predominately to the side and rear.
- Landscaping must help mitigate the visual impact of parking at the front of buildings and where there are shared parking courts.
- Corner buildings must be designed to "turn a corner" with windows on gable elevations to address both streets and natural surveillance.
- Identified key buildings must be architectural focal points with distinctive identity reflecting railway and distilling heritage.

Street form, blocks and frontages : Houses will front onto a tree lined spine street with a 6 metre landscape strip, running through two character areas. Single, one and a half and two storey properties will form short terraces or semi-detached blocks, with a mix of house types.

This terraced form and mix of low rise buildings is found in many streets in the older part of Forres and in Moray's planned towns.

Frontages must be arranged on clear building lines, close to footpaths, shared surface or the 6m landscaped strip, incorporate sustainable urban drainage systems (SUDs). Houses on the spine street will have no front gardens and instead will have narrow strips of semi-private space along the frontage.

To the rear of the spine street, houses must be grouped in small shared surface courtyards arranged informally, in short terraces or semi-detached. There must be clearly defined public fronts and private backs. Identified key buildings must reflect the railway and distilling heritage of the area and must complement those in the Mannachie character area by creating common features across the master plan area.

Parking : Parking will mainly be in shared parking courts behind the street frontage. It may be appropriate to have a limited number of street spaces to accommodate limited mobility users and these spaces must be designed sensitively as an integral part of the street layout. Minimal parking of this nature to the front of buildings may be permitted provided that the visual impact of the parked car is mitigated by hedging or low stone boundary walls.

Semi-mature native trees must be used within communal parking courts/on-street parking at a minimum interval of 4 parking spaces. Native species must be suitable for the location, soil, aspect and intended use. Non-native species can be used to create focal features.



Typical planned village street in Moray

Boundaries : Mannachie Road frontage houses to have native hedge planting or low stone boundary walls. Elsewhere boundary treatment to be predominantly comprised of hedge planting and the very limited use of timber fencing and introduction of post and wire fencing to show the transition from urban to rural. 6ft fencing facing onto public spaces must be avoided. Native hedge planting must be used on boundaries facing onto the Dava Way embankment to ensure an attractive edge to this strategic path and to promote biodiversity.

All boundaries must be designed to be amphibian friendly and allow movement through the site to the proposed wetland areas.

Landscape Fundamentals :

- Street planting and a 6m wide low landscaped strip must be provided along the full length of the spine street (extra heavy standard trees, min. 14-16cm girth, e.g. Small leaved Lime/Whitebeam). Tree planting will (once mature) soften the built form and frame long southerly views towards Dallas Dhu Distillery.
- Tree planting (Beech, Oak and Norway maple, min.14-16cm girth) to form a gateway entrance on Mannachie Road.
- Courts planted with native species (Birch, Alder, Rowan min.14-16cm girth) and non-native species (Swedish birch, Black birch, Italian alder min. 14-16cm girth).
- Paths within open planted spaces connecting with the Dava Way, Sanquhar Mains farm track, and to the open space to the south.
- Consolidation of narrow shelterbelts (Scots pine, birch, oak and Rowan, min 2.5m high) notably at the Mannachie Road end.
- Mixed species hedges with blossom and berry interest, (Burnet rose, Hawthorn, Elderberry, Blackthorn, Holly, Common Beech, Hazel min. 60-90cm high) to demarcate visible boundaries, supporting transition from urban to rural.

House types and materials : Houses facing onto Mannachie Road must demonstrate the transition from the urban to rural. A variety of different designs from contemporary to traditional must be provided utilising the punctuation provided by the green spaces. House types and designs must knit together the whole Mannachie Road frontage and transition to the rural edges and open countryside.

The spine street must have a mixture of house types of differing heights to create a varied and interesting street scene. Distinctive elements must be added through the use of use of different features such as dormers, porches, entranceways and chimneys, feature wooden cladding and the use of natural stone on feature elevations.

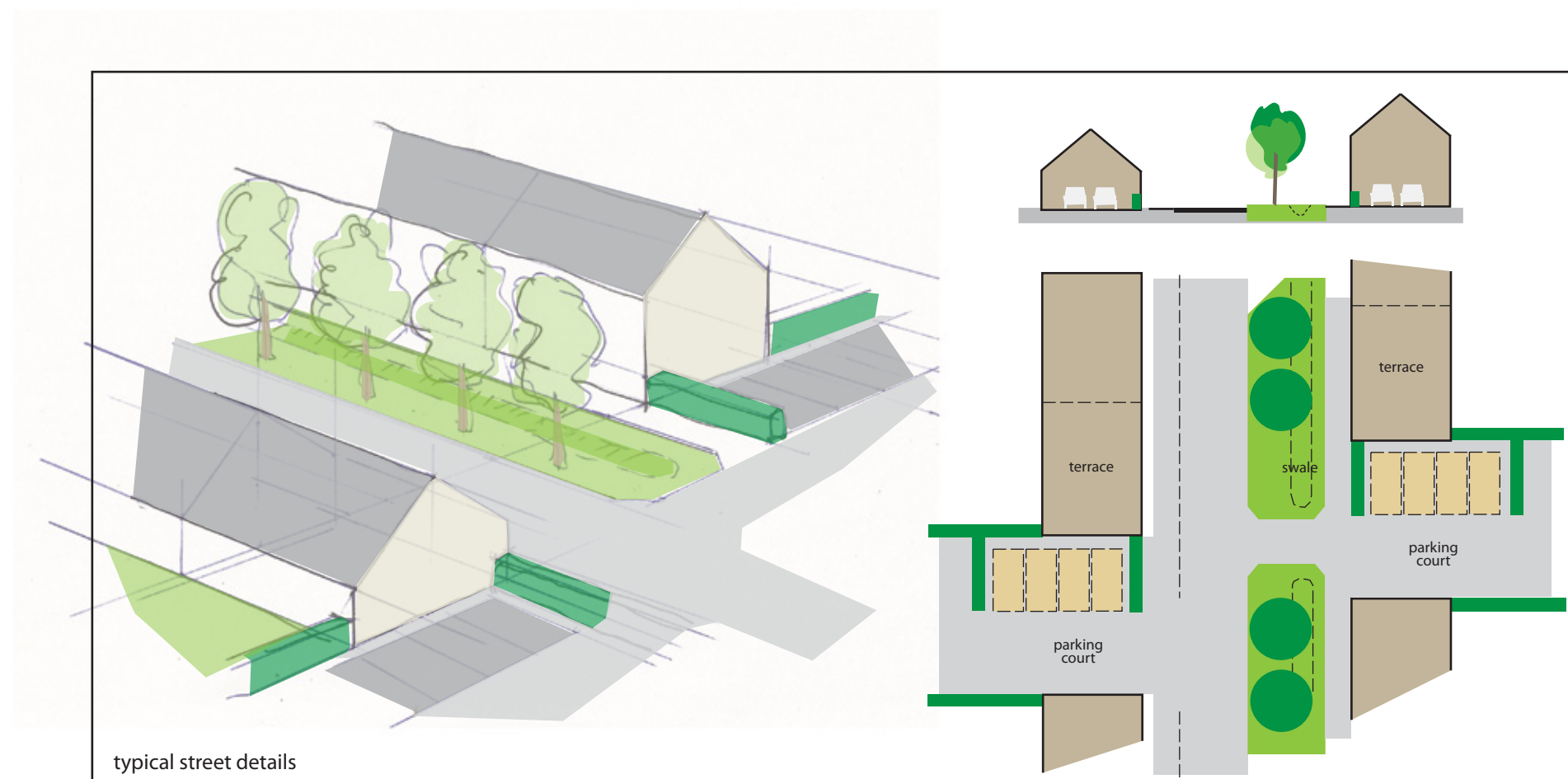
The small courtyards must be arranged informally in short terraces and contain a mixture of detached and semi-detached houses as well as bungalows. Houses must be of a simple design and must include a variety of house types and front building elevations with diversity provided through varied design, building lines and height, use and design of porches, architectural features, colour of doors, windows and materials,

Materials that will be acceptable within the Dallas Dhu Character Area are : natural slate roof finish; mainly white or wet dash render interspersed with coloured render and entirely wooden clad houses; extensive use of natural wood cladding contrasted with use of natural stone to create feature elevations; green roofs and green walls on edges of this character area to reinforce transition to open countryside; a palette of complementary muted colours such as pale greys, greens and blues to create common elements across the master plan area.

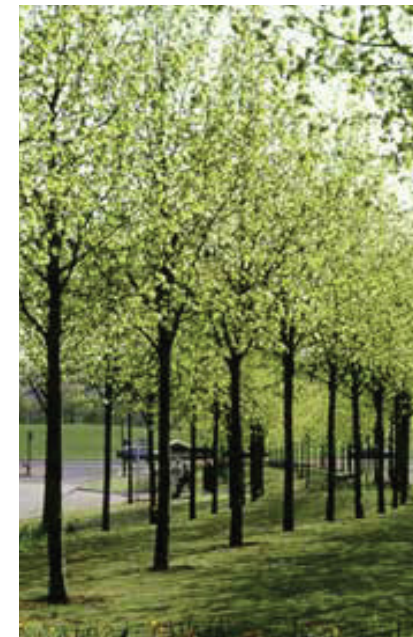
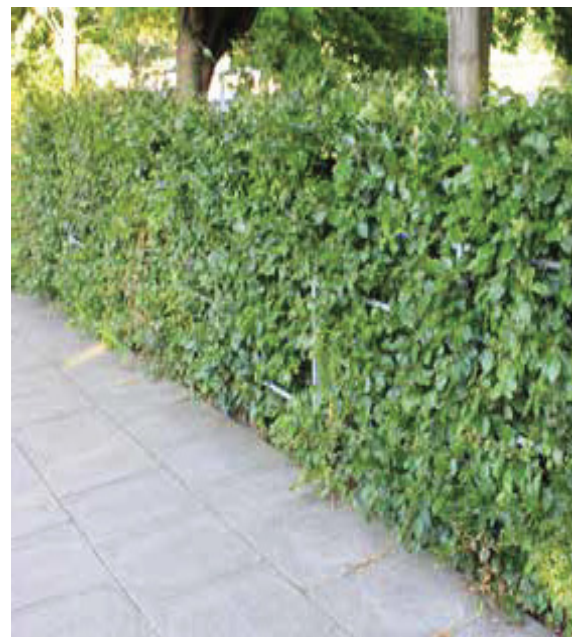
A range of surface materials will be used on the spine street, enabling a design with light touch engineering, low kerbs, shared surface areas and a mixture of surface materials and colours, with a clear definition of routes for pedestrians along the spine street.

Connections : A new cycleway will be continued along the frontage of this character area and connect with routes to the south and north. The spine street will accommodate movement by all modes of transport with vehicular and path connections provided through the site into the Mannachie character area. New paths will link to the Dava and a series of informal paths through the open space and wider countryside.

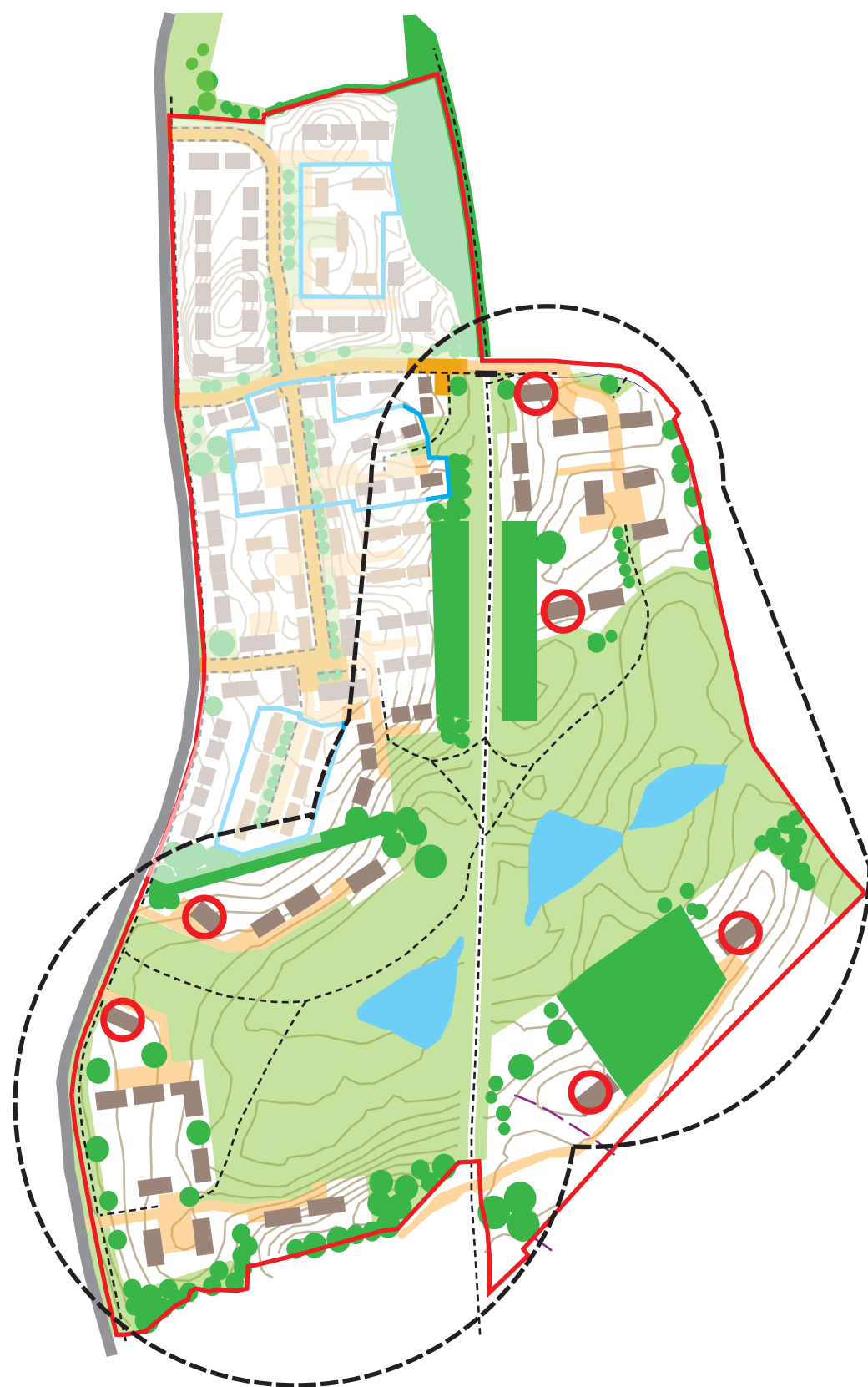




design and materials should take inspiration from the adjacent railway heritage, Dallas Dhu distillery and other rural buildings



materials and finishes : natural larch boarding, smooth or wetdash render, hedging, concrete setts, tree avenues



RURAL EDGES CHARACTER AREA

At the rural interface, this character zone will feature typically larger houses designed as freestanding buildings positioned in the landscape, or grouped in traditional rural form (eg, steading/farm groupings). Houses here should face directly to the adjacent green space and surrounding countryside. They may take inspiration from the nearby railway and distillery buildings, both in positioning and design.

Key Design Principles

- Houses must face outwards onto the open space and surrounding landscape.
- Houses must be grouped in a traditional rural form and be a sympathetic contemporary interpretation of traditional rural design.
- Identified key buildings must be architectural focal points with a distinctive identity reflecting the railway, distilling and rural heritage of the area.
- Distinctive knolls must be retained and earthworks minimised to sensitively integrate housing into the landscape.
- Houses must not present a blank elevation onto Mannachie Road and therefore must have dual frontages.
- Appropriate landscaping must be provided to ensure that houses integrate sensitively into the landscape and read as part of the surrounding Dallas Dhu character area.
- A landscape buffer must be provided between Dallas Dhu Distillery/Farm and new houses.
- Parking throughout the character area must be predominately to the side and rear.
- Landscaping must help mitigate the visual impact of parking where this is located at the front of buildings and where there parking courts.
- Corner buildings must be designed to "turn a corner" (to respond to principle streets, windows on gables elevations) to address both streets and natural surveillance.

Street form, blocks and frontages - Houses in this character area must be outward facing and set around a large natural open space.

There is an identifiable cluster of houses to the north of the character area. This grouping must be laid out in a traditional rural form creating a linked steading form or courtyard arrangement. Identified key buildings must be architectural focal points referencing the distilling, railway and rural heritage and must be similar in design to key buildings in the other character areas to help create a common thread across the masterplan area.

A similar approach must be taken to the grouping of houses on the south west edge. Houses in this location must not present a blank gable onto Mannachie Road and dual frontages will be required.

In the remaining areas a less formal layout must be provided. Building lines must be set by the limit of the Chapleton Dam storage area, with a six metre set back from the edge of the flood storage area and buildings set at 31.5 AOD. This requirement must be carefully considered to ensure that houses are not a prominent feature in the landscape and integrate sensitively. Any minor adjustment to the ground levels at the extremities of the flood storage area must be agreed with Moray Council. In addition to this Moray Council has access rights for maintenance of the flood scheme and these rights must be maintained in perpetuity. These considerations will inform the detailed layout of the houses on the edge of the flood scheme.

Parking - Car parking must be predominantly to the side and rear of buildings. Minimal parking to the front of buildings may be permitted provided that the visual impact of the parked car is mitigated by hedging or low stone boundary walls.

Semi-mature native trees will be used in communal parking areas and on-street parking at a minimum interval of 4 car parking spaces. Native species must be appropriate to the location, soil, aspect and intended use. Non-native species can be used to create focal features.

Boundaries - Boundaries must be demarcated by native hedge planting and post and wire fencing. Feature natural stone dykes are also appropriate in this character area, in particular on the Mannachie Road frontage. Ha-ha walls could be used at the rural edges. Timber fencing must not be used in this character area in order to reflect the rural character and transition to the open countryside.

House Types and Materials - Houses will typically be larger and detached unlike the other character areas. There must be a variety of house types from individually designed houses with scope for self builds to small groupings of houses reflecting traditional rural design. Excessive detailing involving gable features, balconies etc. that have a suburban appearance must be avoided.



historic timber and slate church building at altyre estate



In order to ensure traditional proportions proposals must meet the Moray Council Housing in the Countryside gable/pitch formula, unless they are deemed to be an exemplar in terms of architecture, the use of materials, methods of sustainable construction and a design which responds to the setting.

Linked steading forms, courtyards and individual houses can be of a contemporary design, but must reference traditional rural building form and design and/or the adjacent distillery buildings or reflecting railway heritage.

Materials : The materials that will be acceptable within the Rural Edges Character Area are: natural slate roof finish (on Mannachie Road frontage); wet dash render, white render and natural timber; natural stone frontages to replicate steadings and traditional rural buildings; natural timber cladding; contemporary modern materials such as high quality metal sheeting including zinc and lead based roofing options, fibre cement slates and turf or sedum (living roof).

Landscape Fundamentals :

The flood storage area and high pressure gas pipeline that runs through this character area has provided the opportunity to create an extensive area of semi-natural open space with informal paths linking to the Dava Way.

Advanced woodland planting must be undertaken on knolls on the southern boundary adjacent to Mannachie Farm track to reflect the precedent elsewhere. Advanced shelterbelt planting must also be provided on the southern boundary to link existing woodland belts to Mannachie Road.

- Plant woodland knolls (evergreen, Scots pine or deciduous, Birch, min. 2.5m high) on southern boundary adjacent to the Mannachie Farm track and rural edge reflecting precedent.
- Shelterbelt planting (Scots pine, birch, oak and Rowan, min. 2.5m high) on the southern boundary to link existing woodland belts on Mannachie Road.
- Specimen trees to line hedges (Norway maple, Field maple, Oak min. 14-16cm girth).
- Mixed species hedges with blossom/berry hedges, (Burnet rose, Hawthorn, Elderberry, Blackthorn, Holly, Common Beech, Hazel min. 60-90cm high) to demarcate visible plot boundaries and Sanquhar Mains track.
- Plant sentinel trees (Firs and Oak, min.14-16cm girth) to locate access points along Sanquhar Mains farm track, following a historic precedent of locating field entrances.



- Generous rough grass verges, backed by hedge lines and specimen trees within hedgerows to reflect the rural edge.

- Paths in open planted spaces linking Mannachie Farm track, Sanquhar Mains Farm track. Dava Way, Sanquhar community woodland.

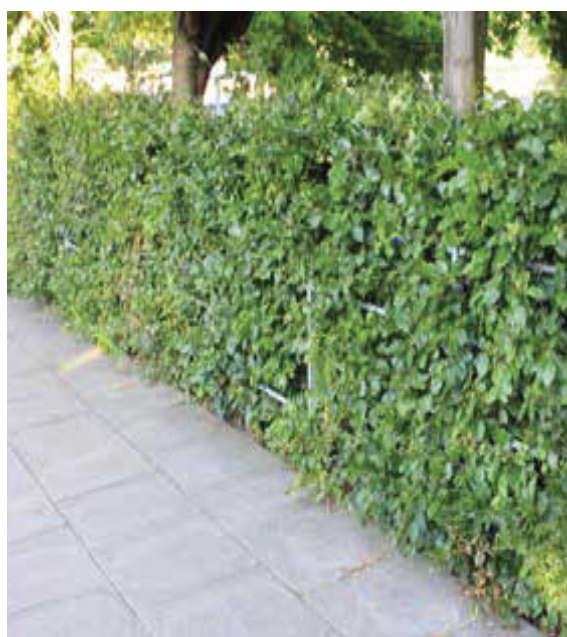
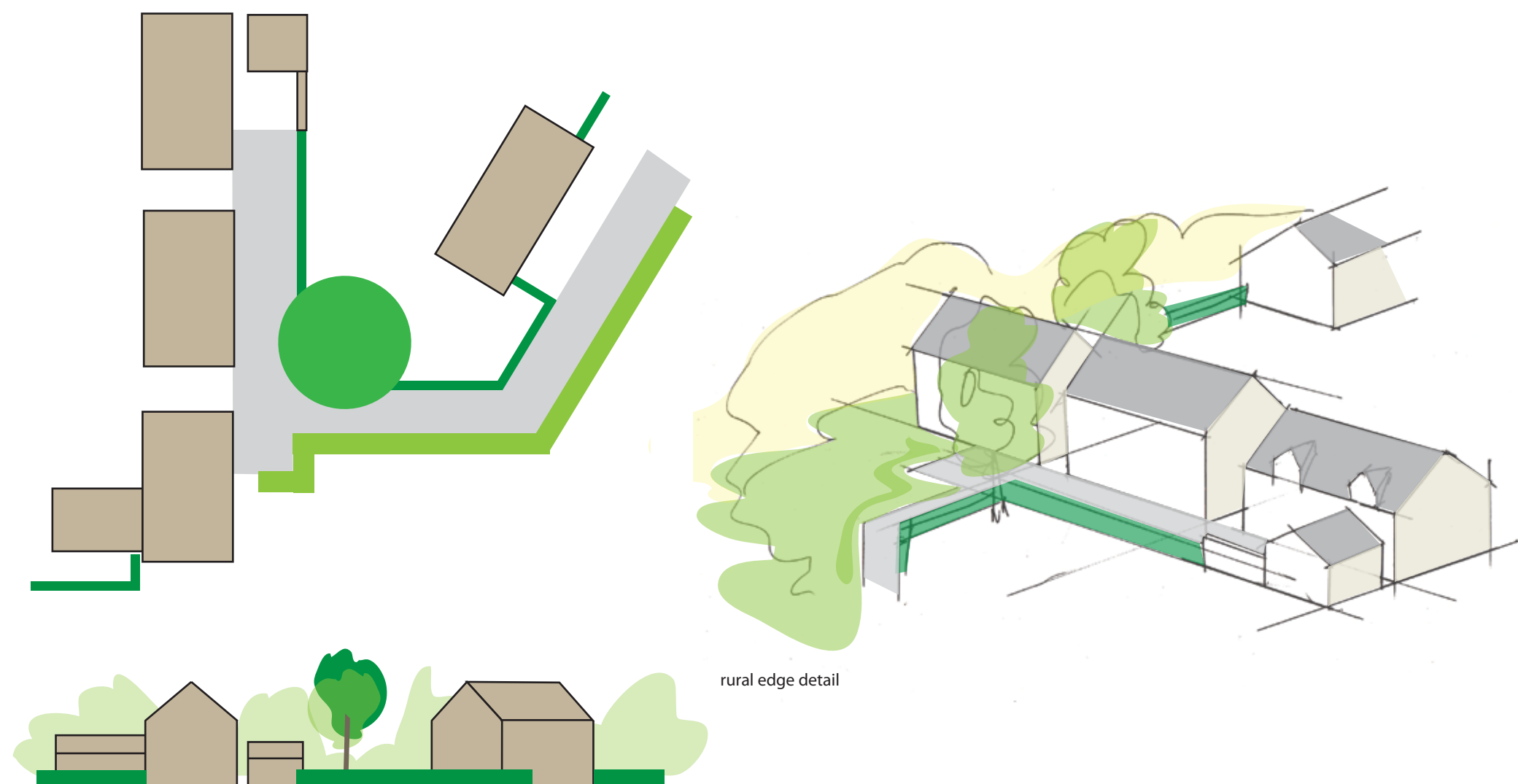
- Hedges/ha-ha walls (recessed landscape design elements) at plot boundaries for open views from houses to reinforce rural edge.

- Wetland areas with loosely-placed pioneer trees to meanders (Willow, Alder, Birch). Meanders/waterbodies fringed with marginal planting/species rich native wet meadow grassland.

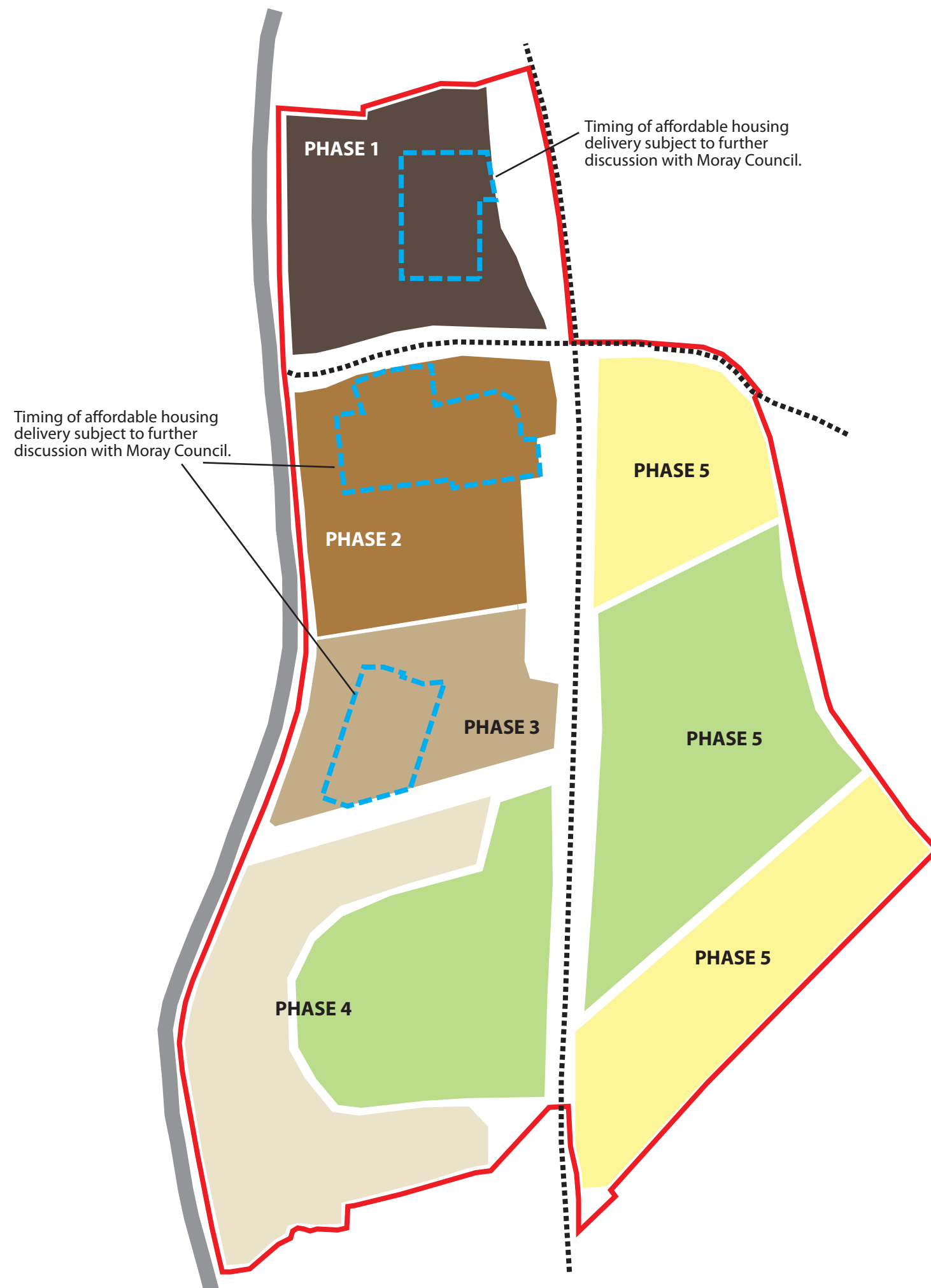
Connections - Access will generally be from lightly engineered or unadopted shared surface areas. At the north, the adopted road will end at the Dava Way Bridge and a new pedestrian bridge must be provided to segregate pedestrians and cyclists and vehicles.

At the south east two free standing properties will be accessed from the existing track passing through Mannachy Farm. The Dava Way crossing must be carefully considered to ensure safety of walkers and cyclists.

Given this rural edge location, most properties have direct access to the paths network leading to the open space and wider countryside.



materials and finishes : slate, smooth or wetdash render, hedging, concrete setts, natural timber cladding



5. PHASING AND DELIVERY

Altyre Estate will deliver the development in phases, working with appropriate developers. Completion of the development is expected to take approximately 6-7 years from the start date on site.

The development will proceed from the north in distinct phases. Phase 1 will be developed by Tulloch of Cummingston and a planning application has been submitted for the R4 site.

The timing of affordable housing delivery requires further discussion with Moray Council. It will be necessary to deliver road services and drainage upgrades at Mannachie Road to enable construction of any housing. These upgrades will be provided in conjunction with the first phase housing development anticipated to be the R4 Mannachie portion of the masterplan area. The trigger date and terms of affordable housing delivery require further agreement and will be determined at detailed planning application stage.

The upgrading of roads and provision of the cycleway will follow these phases. Detailed discussion on the timing of road and junction works - as well as responsibility for particular features - requires clarification with the Council and Springfield, the developer of the Ferrylea housing site to the west.

Given the time required for landscaping and planting to become established, Altyre Estate will seek early implementation of key features (eg. screen planting to Mannachy Farm, shelter belts and woodland planting blocks). The spine street spaces and planting will be delivered in conjunction with housing phases. Wetland areas will have a predominantly natural character but ground works will be needed to achieve surface water retention and protect flood storage capacity. This will be delivered in conjunction with main surface water drainage works and phases 5 and 6 of the development. A management plan must be prepared setting out arrangements for landscape proposals, management and factoring.

A detailed services, drainage and SUDS strategy is in preparation. Foul drainage needs to be pumped from the south of the development area to the high point towards the north of the site, where it will connect with the public drainage system. Early dialogue will be undertaken with Scottish Water.

The phasing of play provision is the subject of further discussion with the Council.

At the time of writing, developer obligations are required to mitigate the adverse impact of this development on sports/recreational and healthcare facilities. In this respect, contributions are required to provide a 3G pitch, and expand Forres Health Centre to accommodate 4 additional GP's and support staff, provide 2 additional dental chairs and expand existing pharmacy outlets. There will also be requirements for transportation improvements which will be clarified in due course, following preparation of a Transport Assessment.

