

Selkirk Road, Moffat Masterplan

Non Statutory Supplementary Guidance - November 2020



A Masterplan for Selkirk Road Moffat

Site Allocation MOF.H4 in the Dumfries and Galloway District Local Development Plan

Prepared on behalf of Loreburn Housing Association and Hartfell Homes
LLP.

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1.0 Introduction

- 1.1.1 This masterplan has been prepared by WYG and Eden Environment Ltd on behalf of Loreburn Housing Association and Hartfell Homes LLP of Moffat in response to the requirements of Policy MOF.H4 of the Dumfries and Galloway District Local Development Plan LDP2 (October 2019).
- 1.1.2 The site lies within the Moffat settlement boundary and is situated to the north of the A708 - Selkirk Road (The Holm) and adjacent to Selkirk Road/Moffat Hospital. The site comprises an area of land approximately 23.13 hectares (57.14 acres) in area, which has been allocated for residential development of up to 200 dwelling units over the period up to 2029. The general principle of development for residential purposes is therefore considered acceptable by the Council.
- 1.1.3 The ambition of this masterplan is to create a high-quality residential development which uses the natural features, grain and topography of the site and recognises the physical constraints within it.
- 1.1.4 The masterplan provides a strategic overview and a framework to guide the future development of the site and supports the planning process in accordance with Local Development Plan LDP2 Policy MOF.H4 (see Chapter 3.0 Planning Policy below). The masterplan will make sure that development is carried out in accordance with an agreed vision, community aspirations and recognising the specific site constraints. It is intended that the masterplan once agreed with Officers will go to the Council's Economy and Resources Committee. Once adopted by the Council, the masterplan will be a material consideration in the decision-making process and while it has been subject to public consultation, it does not require approval by the Scottish Government. Future planning applications for development of the site must therefore accord with the principles within it.
- 1.1.5 This masterplan has been developed following pre-application engagement with Dumfries and Galloway Council carried out in 2018. This culminated in the Dumfries and Galloway Council's Pre-Application Enquiry Advisory Report dated 14th November 2018, which set out in detail the matters that would need to be addressed in order for the masterplan to be considered acceptable to the Council.
- 1.1.6 A further detailed response was given on the 7th May 2020 setting out a further set of recommendations of further amendments on the submitted Masterplan (Version 9). This current version of the Masterplan addresses those comments made by Officers at Dumfries and Galloway Council in May 2020.

- 1.1.7 This masterplan has therefore been prepared positively having regard to the Pre-Application Enquiry Advisory Report as well as the Dumfries and Galloway Council Non-statutory Supplementary Guidance contained in: 'Masterplans: A Guide for Developers' and the 'Design Quality of New Development' and other policy documents.
- 1.1.8 Preparation of the masterplan has also been informed by various technical supporting studies, which have recorded those natural features and constraints.
- 1.1.9 A significant amount of additional dialogue has been undertaken since the pre-application exercise working with Dumfries and Galloway Council, Historic Environment Scotland (HES) and the Scottish Environmental Protection Agency (SEPA) to respond to outstanding matters. This document provides a comprehensive summary of that work undertaken to provide a robust basis for the masterplan.
- 1.1.10 The masterplan is supported by the following technical information, which are supplied separately:
- A Topographic Survey;
 - A Landscape Appraisal Report;
 - A Constraints Map;
 - An Ecology Report and Addendum
 - An updated Transport Assessment;
 - A Travel Plan;
 - A Drainage Assessment and Flood Risk Report;
 - A Heritage Assessment;
 - An Archaeological Written Scheme of Investigation; and
 - An Archaeological Trenching Report.

1.2 The masterplanning process

- 1.2.1 Masterplanning must take both practical issues and placemaking aspirations into account. A wide range of environmental and technical issues need to be considered, in addition to a range of aspirations for the site which is equally complex and diverse.
- 1.2.2 To ensure all issues were considered and the masterplanning exercise flowed creatively and logically, this process was followed:

- The **vision** for the site was defined first, based on Dumfries and Galloway Council's **six qualities of successful places**, as defined in their Supplementary Guidance "*Design Quality of New Development*" July 2015 (now "Design Quality and Placemaking" February 2020). These broad principles underpinned all design decisions and have been carried over to the Local Development Plan LDP2 and therefore remain pertinent. See Chapter 2;
- Chapters 3 and 4 respectively discuss the **Planning Policy Context** and briefly describe the site and its setting;
- **Opportunities and constraints** were identified by a team of environmental and technical experts, designers and clients. These were brought together at a design team meeting and developed into a series of **guidelines** which sought to avoid adverse environmental effects and capitalise on opportunities for environmental improvements or enhancement. See Chapter 5;
- **Placemaking** was built on the **Design Principles** set out in Dumfries and Galloway Council's Supplementary Guidance "*Design Quality of New Development*" July 2015 (now "Design Quality and Placemaking" February 2020). The six design principles set out in that document were refined and made specific to the Selkirk Road site and have been carried over to the Local Development Plan LDP2 and therefore remain pertinent. See Chapter 6;
- The guidelines and design principles were combined to create a series of measurable and tangible design elements, which informed the design of the masterplan. This **checklist** has also been designed to be useful and applicable at detailed design stage, and it is hoped that this will be a useful tool for developers, designers and planning decision makers. See Chapter 7;
- The remaining chapters describe the masterplan proposal, and how it would be implemented, and explain the process which has led to this, and finally provide a conclusion.

2.0 Vision

2.1 Introduction

2.1.1 The overarching vision for the Selkirk Road, Moffat masterplan is drawn from Dumfries and Galloway Council's Supplementary Guidance "*Design Quality of New Development*" July 2015, which itself is drawn from the Scottish Government's "*Creating Places: A policy statement on architecture and place for Scotland*" June 2013. The Supplementary Guidance has more recently been updated and called "*Design Quality and Placemaking*" (February 2020) but the principles have been carried over almost identically to the Local Development Plan LDP2 and therefore remain pertinent.

2.1.2 Paragraph 3.1 of the Dumfries and Galloway Supplementary Guidance defines the six qualities in the following diagram.



Figure 1: From Dumfries and Galloway Council's Supplementary Guidance

"Design Quality of New Developments" (July 2015); the six qualities of successful places carried over to the new Supplementary Guidance "Design Quality and Placemaking" (February 2020).

2.1.3 These qualities have been used as the framework for developing a vision for the Selkirk Road site, as described in the following paragraphs.

2.2 A distinct identity

2.2.1 The identity of Moffat relates to its location near the head of Annandale, nestled among hills, and back-dropped by the Hart Fell massif, and its proximity to an important transport corridor. The sheep farming history of the town is celebrated, and its busy commercial centre is a focal point.

2.2.2 Moffat was once a renowned spa town, and a staging post between Edinburgh and London, and to this day the town has the feel of a “destination” or good place to stop. Local stone is used in architecture and this contributes to its sense of place, as does the ornamental mature planting, woods and lines of lime trees.

2.2.3 For a relatively small town in a rural setting it has a lively atmosphere. The town is framed by hills and fields and it is easy see and enjoy the countryside from the town, and to get out into it. People live in grand old houses, neat terraces, mid-20C estates and modern developments; this diverse mix also adds to the character. **This unusual, interesting and lively character, and the town’s connection to the countryside beyond need to be celebrated and retained.**





Figure 2: Moffat's identity is linked to its past and its current appearance.

2.3 Easy to move around

2.3.1 As well as the key vehicular routes in Moffat, and the links to the M74, there are many smaller roads, lanes and footpaths that enable people to move in and around the settlement. People are able to easily get in and out of the town, around it and into the wider countryside. **New roads, cycleways and footpaths need to be useful, easy, safe and pleasant to use for everyone, and they need to connect well with the existing networks. They need to serve both purposeful and leisure journeys.**

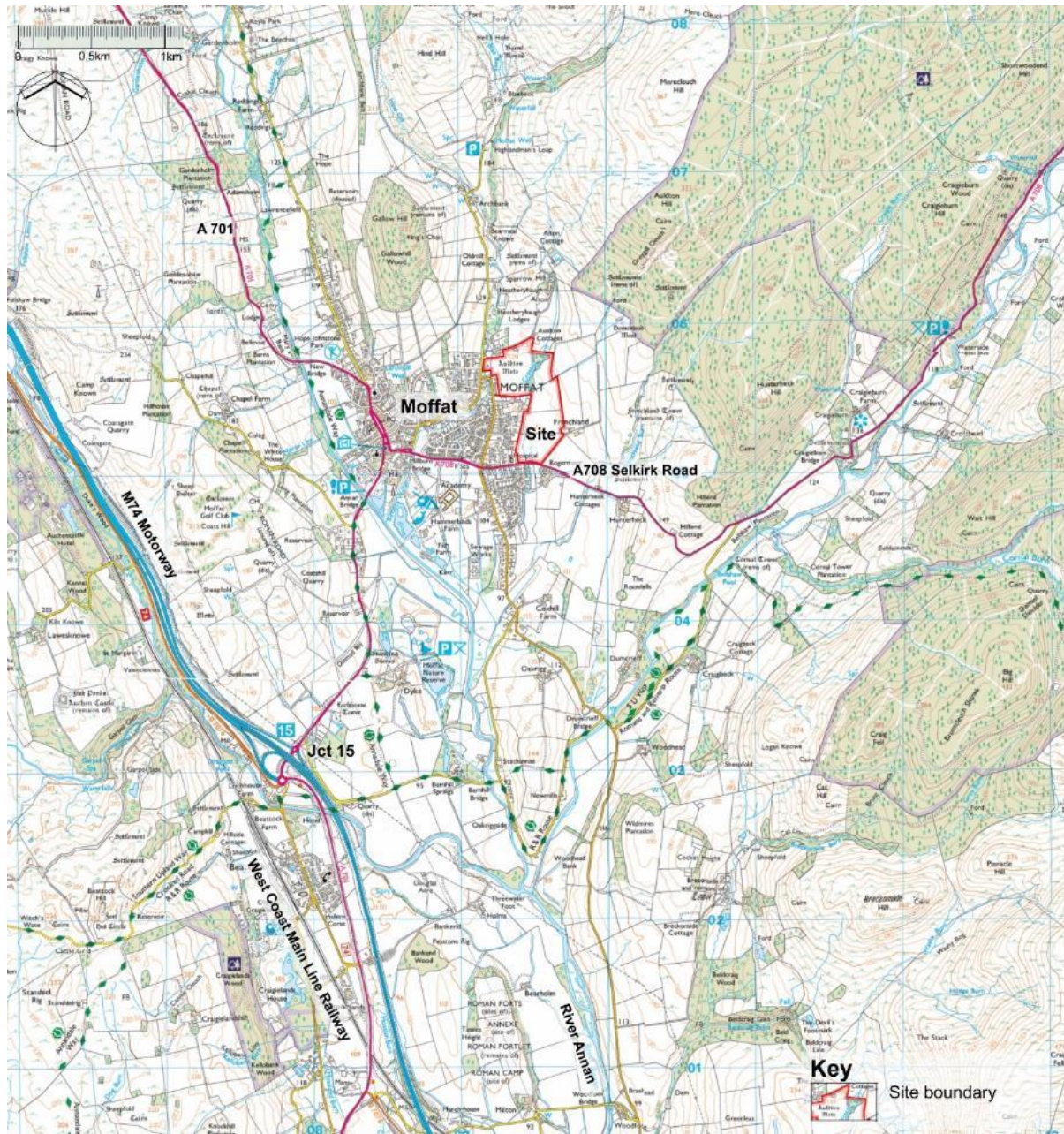


Figure 3: There are large scale routes, local roads and many footpaths in and around Moffat.

2.4 A sense of welcome

- 2.4.1 Moffat has a welcoming atmosphere; the wide town centre with its free parking and numerous shops, pubs and fish and chip shops offer a friendly face to local people and visitors.
- 2.4.2 Similarly, **the new housing site needs to welcome both residents and visitors. This welcome needs to extend beyond the main entrance points and go into the heart of the site's new streets and open spaces.**



Figure 4: Moffat's town centre is an open, welcoming and interesting place, with many facilities for local people and visitors.

2.5 Safe and pleasant

- 2.5.1 The sense of welcome goes along with a safe and pleasant atmosphere in the town. On spring evenings old folk, teenagers and young children can be found out and about, comfortable and at ease playing or in conversation. **The masterplan needs to promote this safe and pleasant atmosphere so that people feel equally comfortable and at ease in the newly created places.**



Figure 5: There appears to be a neighbourly, friendly atmosphere in Moffat.

2.6 Adapt easily

2.6.1 People and places change over time and today's pressing issues are not the same as those of the past. For example, the changing agricultural, industrial and service economies, aging populations and climate change (and the way in which we deal with them) will change our housing needs. **The Selkirk Road masterplan needs to be adaptable to allow response to changing requirements, and new technologies.**



Figure 6: The spa baths in Moffat's town centre have been adapted to house the town council. (Google Streetview.)

2.7 Make good use of resources

- 2.7.1 The need for prudent use of resources is now recognised. For the Selkirk Road masterplan **good use of resources applies not only to physical building materials and energy, but also to space, water, flora and fauna, soils, heritage features and scenery.**



Figure 7: Whinstone is a plentiful stone locally; its use for building is sustainable and it supports the local landscape and townscape character.

3.0 Planning Policy Context

- 3.1.1 For ease of reference a description and analysis of the relevant national planning and local plan policies and local supplementary guidance is contained in Appendix 1 of this masterplan.
- 3.1.2 The description and analysis give a brief summary and explanation as to how the proposed masterplan accords with each relevant policy and where possible an explanation of the mitigation that could be put in place to ensure compliance is also included. Appendix 1 has been updated following the adoption of the Local Development Plan LDP2 (October 2019), although reference to the previously adopted Local Development Plan is retained for context given that the masterplan was prepared whilst the previous Local Development Plan was still adopted.
- 3.1.3 It is felt not necessary to include the planning policy section within the main part of the masterplan in order to help with the overall readability of the document.

4.0 The Site

4.1 The general area

4.1.1 Moffat is located in Dumfries and Galloway, in the Southern Uplands of Scotland. It sits at the foot of the Moffat Hills to the north and is on the edge of the major transport corridor – a corridor which accommodates the M74 motorway and the West Coast Main Line Railway. Historically the Romans followed the same route and have left traces of a Roman Road on the hills to the west of the town. In the more recent past, Moffat was known as a staging post between Edinburgh and London, and as a spa town.

4.1.2 Today, the area is characterised by its hilly landscape, with forestry, moorland and wind turbines, and its continuing land use for sheep farming. Growing numbers use the area for leisure, staying in Moffat, or walking on local or long-distance routes. In the surrounding area, there are small settlements such as Beattock, and scattered farmsteads. The transport corridor is an important component of the general scene.

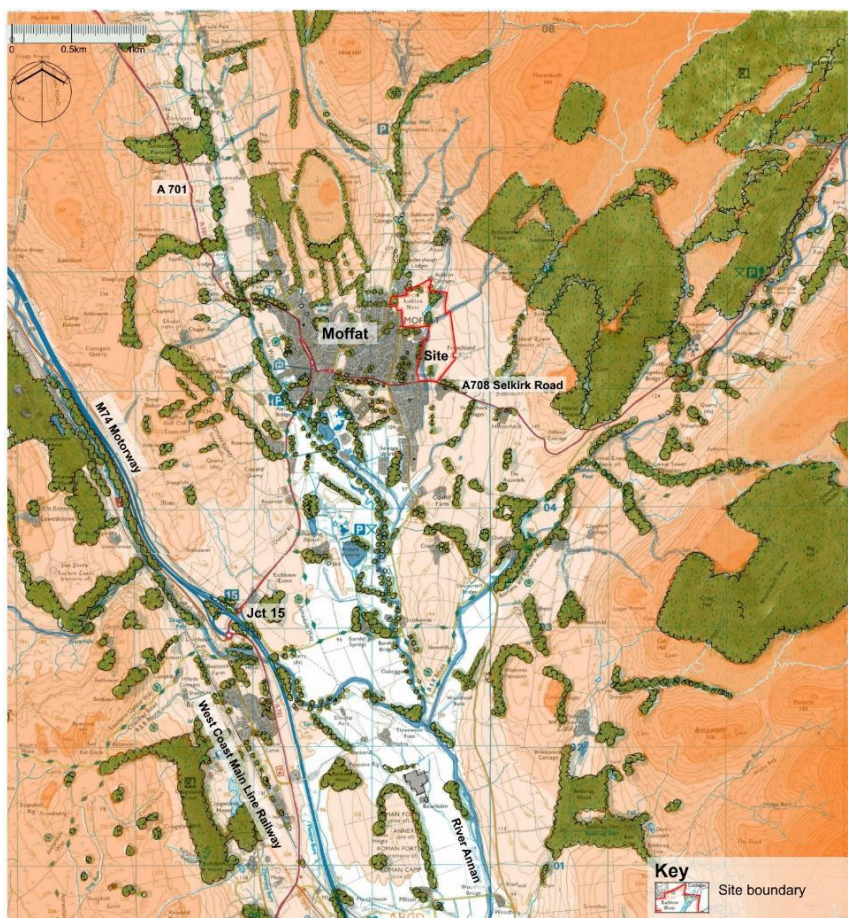


Figure 8: The general area surrounding Moffat.

4.2 People

4.2.1 Most people in the local area live in small settlements such as Moffat and Beattock, but there are also many scattered farmsteads and dwellings. Moffat itself is a fairly compact settlement although there are ribbons of housing along the Old Carlisle Road to the south west and along the road to Ericstane to the north. The town has about 2,500 permanent residents. Most scattered farmsteads and other houses in the countryside are found along dale bottoms or on the lower slopes of the hills.



Figure 9: Old and new housing in Moffat.

- 4.2.2 The town has one school which takes children of all ages. It has a busy town centre where shops, hotels, pubs and the Town Hall can be found. People work in retail, hospitality, farming and forestry, and in support services, and they also commute to jobs elsewhere.



Figure 10: Moffat Academy is not far from the masterplan site. (Google Streetview.)

- 4.2.3 There are many opportunities for outdoor leisure in the area and people visit to enjoy the local countryside and hills. There are two well-known long-distance routes in the area; the Southern Upland Way and the Annandale Way. People also enjoy shorter local walks which the town promotes as "Moffat Walks". Further into the hills, people also take part in game shooting, climbing and mountain biking. Moffat itself is a destination for people going on a day out, it has parks, cafes, pubs and shops to entertain people. People also stay in the hotels, pubs, caravan park and hostel. There is a golf course on the hillside to the west of the town.

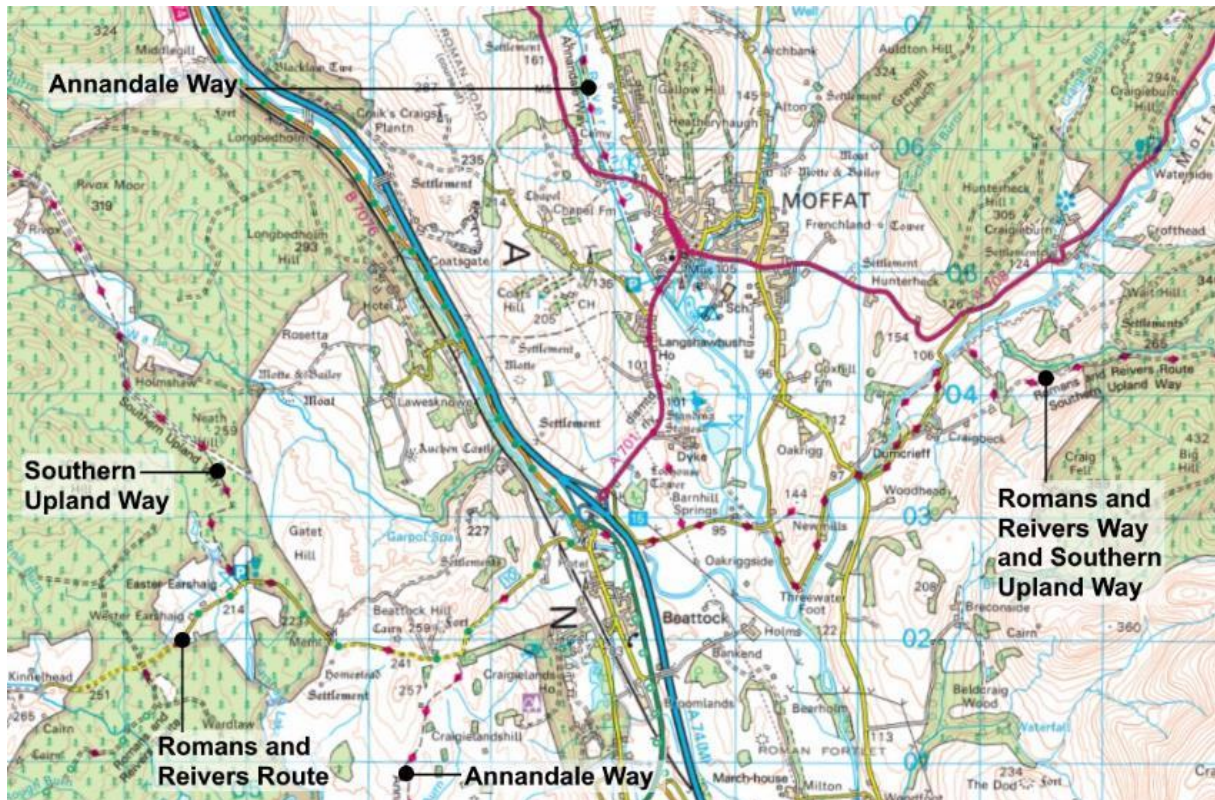


Figure 11: Extract from Ordnance Survey mapping, showing long distance routes around Moffat.

4.2.4 People travel to and from, and through Moffat mainly by car. The closest railway station is at Lockerbie. The M74 passes to the west of Moffat and the town is well connected to it by the A701, at a distance of approximately 2km. The A701 continues north, along the River Tweed, ultimately towards Edinburgh. The A708 (to the immediate south of the masterplan site) takes traffic to and from Selkirk, hence its local name "Selkirk Road". Moffat is found at the intersection of the A701 and A708.



Figure 12: Selkirk Road is one of three A roads into Moffat. Here it is seen entering the town with the masterplan site seen to the right of the road.

4.3 Place

4.3.1 The Selkirk Road masterplan site has a complex shape, defined by the existing settlement boundary to the west and by existing field boundaries to the east, a track to the north and Selkirk Road to the south. It is longer in the north south axis than it is in the east-west axis.



Figure 13: The masterplan site is defined by the redline on the above aerial photograph

4.3.2 Existing settlement to the west includes some large, well established villas in mature gardens, bungalows and modern detached houses. This creates a strongly defined western site boundary. To the east, the dry-stone dyke defines the site boundary but there is more open-ness to the fields and forestry heading up to the hills beyond.



Figure 14: The masterplan site is contained by houses and mature trees to the west. To the east, there are dry stone dykes, forestry and fields beyond.

4.3.3 The landform is gently rolling, but there are few steep slopes except for the sides of the small Scheduled Ancient Monument Auldton Motte, at the north of the site. Across the site, the land generally falls gently from the north-east to the south-west.



Figure 15: The landform of the site is gently rolling, although Auldton Motte is a small and quite discrete high point.

- 4.3.4 The site is currently used for agricultural purposes for sheep grazing, as are adjacent fields. There are also two small woodland blocks within the site plus a tributary in the form of Crosslaw Burn, which runs down the western edge of the site plus other water courses. It is a wide, open site and rises gently away from Selkirk Road up towards the north-east. In the far distance is Swatte Fell and Hart Fell – the latter sitting at 808m AOD.
- 4.3.5 The western part of the site lies within the 30mph zone, which currently defines the settlement limits.
- 4.3.6 The western boundary of the site is defined by existing housing located off Ballplay Road and Eastfield Rise. Moffat Community Hospital is located adjacent to the south western corner of the development site.



Figure 16: The site is mostly grazing land divided by drystone dykes, although there are two small triangular woodland blocks in the northern half.

5.0 Opportunities and Constraints

5.1 Introduction

- 5.1.1 This chapter is divided into two parts. The first part briefly summarises the results of the various environmental and technical studies which were undertaken to inform the masterplan. The second part records the key guidelines which emerged from these studies. For each environmental or technical issue, the key guidelines are listed, along with a description of how they have been applied in the masterplan.
- 5.1.2 In preparing the key guidelines specific regard was given to the Dumfries and Galloway Council Local Development Plan Supplementary Guidance – Design Quality of New Development (Adopted 23rd July 2015). The broad principles have been carried over into the updated “Design Quality and Placemaking” (February 2020) Supplementary Guidance and therefore the principles remain pertinent.



Figure 17: The site defined by a red line

5.2 Part 1 - Summary of Technical and Environmental Studies

Landscape and Visual Appraisal

- 5.2.1 In most cases, landscape and visual appraisal is a tool used to identify the effects which a closely defined development proposal could cause. The purpose is to assist decision-makers in planning applications and also to help develop a design which would reduce adverse effects and seize opportunities for enhancement.
- 5.2.2 In master-planning, there are no specific development proposals to study, but nevertheless, the principles of appraisal can be used to support the masterplan and to produce guidelines for future detailed design principles. The way in which this has been done, alongside other environmental studies and place-making, is explained in Chapter 1. The masterplan is guided by the findings of the landscape and visual appraisal, but also by other environmental studies, end-user requirements and by site-specific place-making principles.

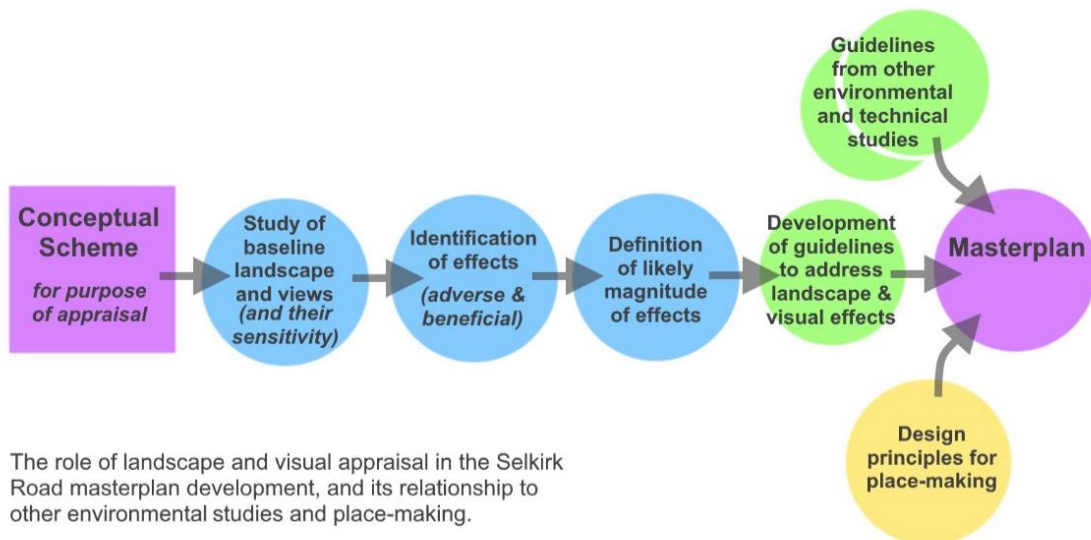


Figure 18: The landscape appraisal approach for the Selkirk Road masterplan development.

- 5.2.3 The landscape and visual appraisal followed guidance in The Guidelines for Landscape and Visual Impact Assessment Edition 3 (GLVIA3), adapted for master-planning requirements. It was informed by landscape character evidence bases and field work and was undertaken by two qualified and experienced landscape assessors.
- 5.2.4 Appraisal techniques from GLVIA3 include definition of landscape and people's levels of *sensitivity*, and judgements on the *magnitude of change* which the proposed scheme could cause.
- 5.2.5 For **landscape**, the local landscape character (published landscape character types), the Moffat Hills Regional Scenic Area, and the townscape of the eastern side of the town were studied.
- 5.2.6 For **visual amenity**, the views of people living in the study area, at work and at leisure, and passing through the area were studied.
- 5.2.7 The local landscape character of the area has been defined and described in the published Landscape Character Assessment no.94 for Dumfries and Galloway. The masterplan site is located within landscape character type 7: Middle Dale, with landscape character type 19: Southern Upland framing it on higher land to the north.
- 5.2.8 The published key landscape characteristics (which apply in or around the site) are:
- Broad valley
 - Sheep and cattle-grazed improved pastures
 - Medium-scale field enclosures (stone dykes more common than hedgerows)
 - Dale contained by uplands: forestry and rough grazing
 - Settlements with high townscape value
- 5.2.9 Development of the masterplan site would have little effect on characteristics such as the broad valley and the sense of this being a dale contained by uplands. However, there would inevitably be a loss of sheep- and cattle-grazed improved pasture; this would result from *any* kind of development on this allocated housing site, or indeed on any area of open land. The proposed development may affect the field enclosure and field pattern and the high-townscape of the existing settlement. Guidelines to address these effects have been produced. These guidelines seek to deal with a range of different scenarios which could occur when detailed design begins.

5.2.10 The Moffat Hills have been designated as a **Regional Scenic Area (RSA)**. While this is not a statutory designation, it indicates the way in which the landscape and scenery are valued at a regional level. The masterplan site lies within this designated area, but towards its southern edge, near settlement and not in the heart of the hills. The published key landscape characteristics of the RSA (which apply in or surrounding the site) are:

- Smooth, high, steep-sided rounded hills dissected by steep clefts
- A mosaic of different vegetation on high summits
- Coniferous plantations on the lower slopes
- Scattered farms with improved pastures enclosed by stone walls (dykes)
- Moffat, an important tourist centre.

5.2.11 Many of the above landscape characteristics apply more to the hills that frame the site or Annandale and Moffat Dale to each side (out of view of the site), than to the site itself, and the proposed masterplan development would not affect them.

5.2.12 On the eastern edge, Moffat's **townscape** is mature and spacious with a variety of houses and much mature, ornamental vegetation, especially to the north. It has, as the above landscape character descriptions state, a "high townscape value". The use of local stone for buildings and walls contributes to the townscape character, although recent development immediately adjacent to the site is perhaps less varied and complex than older housing. The masterplan development has potential to either enrich and improve the townscape edge, or to cause its deterioration; the guidelines below seek to build and improve on the existing character.

5.2.13 The most important landscape effects which development of the masterplan site could cause, and which need to be taken into account, relate to the field pattern and stone dykes, and the townscape of the eastern edge of Moffat town. Many key landscape characteristics would not be affected by the masterplan proposal.

5.2.14 Guidelines for minimising adverse landscape effects and capitalising on landscape enhancement are listed in Section 5.5 of this report.

- 5.2.15 Many **people live** in the local area, but those living immediately adjacent to the site would be most affected by the masterplan development. Most of these people live on the western edge of the site, with a small number to the north, east and south. These people would have a distinct change in view: from a view of the edge of Moffat, containing fields and hills, to a view of houses, gardens, roads, open spaces and vegetation. Other people living elsewhere in the area would have a much less noticeable change in view from their homes, if they could see the development at all. The guidelines seek to reduce adverse changes in views especially for the people living closest to the site.
- 5.2.16 People work outdoor in the local area, mainly in farming and forestry. The scenery around them is an important part of their day's work but they are also focussed on the job in hand. The people working in the fields to the immediate east of the site would be most affected by a change in view; housing would be closer and a more prominent part of their view. The guidelines to mitigate any adverse effects on these people's views are listed below.
- 5.2.17 Climbing, shooting and mountain biking take place in the Moffat Hills but around the site area, walking appears to be the main outdoor activity, by local people and visitors. The town promotes a collection of walks into the hills called the "Moffat Walks". Core Path *Archbank and Frenchland* runs along the south eastern boundary of the site for part of its length. There are also informal walks on old routes, for example to the top of Gallow Hill, to the north west of the site. People walking to the north and east of the site would experience a change of view while they are passing the site: the built-up edge of the town would be closer to them, and a more prominent part of the scene, while they were passing. Guidelines to address this issue are listed below.
- 5.2.18 People pass the site on the A708 Selkirk Road immediately to the south of the site. These people would have a fleeting change in view; built form would be in their view, obliquely for a few moments longer as they entered or left the town.
- 5.2.19 People living around the edge of the site would be most affected by development of the masterplan site, but most people living in Moffat would not be affected. People working in the fields to the east of the site would also be affected when nearby and when not focussing on their work. From some walks, including promoted Moffat Walks and one Core Path, people out walking would have housing, trees and gardens closer in their view than they currently do, for the length of time that they are passing the site. There would be very few places on long distance routes where people could see the masterplan proposal, and those views would be distant.

5.2.20 Other landscape and design measures are included in the masterplan. These measures (called principles) are included to help with *place-making*, rather than to help mitigate landscape and visual effects. These are described in Chapter 6 of this report.

Water Environment

5.2.21 A Flood Risk Assessment prepared by KAYA Consulting Limited was carried out on behalf of the applicant in December 2018 and underwent further iteration following ongoing negotiations with SEPA with a final report submitted to SEPA on the 29th October 2019. This FRA was an update to a previous report prepared in March 2017 and follows the consultation response from Dumfries and Galloway Council to the earlier proposals. A separate Drainage Strategy has also been prepared for the site by Asher Associates Ltd and has been submitted to Dumfries and Galloway Council.

5.2.22 Subsequent to this Kaya Consulting Ltd. was commissioned by Dumfries and Galloway Council to prepare the Moffat Flood Study. The assessment included an extensive topographical survey and mathematical modelling of the Birnock, Crosslaw and Frenchland Burn. This report builds on the modelling work undertaken in the council study.

5.2.23 The current proposals involve no built development within the predicted floodplain, except for the proposed new vehicular access road from Selkirk Road, which will require land raising and the provision of compensatory storage. A meeting was held with SEPA in March 2018 and a pre-application response was provided on the 22nd March 2018 summarising the meeting and SEPA's interpretation of the planning regulations regarding the application site. SEPA stated that, if formally consulted, they would be unlikely to object to the development as long as certain principles could be adhered to summarised in the FRA. It will be demonstrated in individual detailed planning applications that compensatory storage will be sufficient and would not increase flood risk to elsewhere.

5.2.24 In March 2019 an updated Flood Risk Assessment was reviewed by SEPA as part of a pre-planning consultation. SEPA stated that, if formally consulted, they would object to the development, based on the information provided in the March 2019 FRA. Following subsequent correspondence with SEPA regarding the March 2019 objection, the original assessment was updated in September 2019 and then in October 2019, which seeks to address the additional comments made by SEPA.

- 5.2.25 The main issue that SEPA required further information on related to the clarification of structure blockages and resulting floodplains. In summary, where channel structures are proposed to be removed for development they have been removed as part of the sensitivity analysis, and if structures remain then they have been included in the modelling. The KAYA Consulting Ltd report (September 2019) was submitted to SEPA on the 30th September 2019 for review, and a further revised report was submitted to SEPA on the 29th October 2019 for review
- 5.2.26 The findings of the updated KAYA Consulting Ltd report (October 2019) confirm that the Crosslaw Burn flows north to south through the site; in addition, the Frenchland Burn and the Birnock Water are located a short distance to the east and west of the site respectively. A small drain discharges into the Crosslaw Burn within the site.
- 5.2.27 In terms of the risk of flooding from Crosslaw Burn, small drain and Frenchland Burn, the analysis of the flood extent map shows that part of the proposed development site is predicted to be at fluvial flood risk. The predicted extent of inundation for the 1 in 200-year event and 1 in 1000-year event are shown in the constraints mapping shown as part of this masterplan. There is a large proportion of the site area which is free from flooding and situated out with the functional floodplain.
- 5.2.28 The KAYA Consulting Ltd report (October 2019) report recommends that any development should be located outwith the predicted 1 in 200-year floodplain and any critical infrastructure ideally outside the 1 in 1,000-year floodplain or taking account of 1 in 1,000 year flood levels when setting floor levels. The masterplan shows the Extra Care Housing outwith the 1 in 1,000-year floodplain and will take account of 1 in 1000-year flood levels when setting the eventual floor levels as part of a detailed planning application.
- 5.2.29 The sensitivity analysis in the KAYA Consulting Ltd report (October 2019) shows that the site is sensitive to blockage of the A708 road bridge and associated 0.6m drain culvert. The A708 road level is a control on the floodwaters and therefore the overtopping level on this road should be used to further inform development levels.
- 5.2.30 The KAYA Consulting Ltd report (October 2019) suggests that finished floor levels of development in the southern area of the site should be set no lower than 107.84m AOD, which is 1m above the 1,000-year event. This is a precautionary approach and the 1m freeboard allows for a potential increase in water levels due to climate change and blockage of culverts under the A708.

- 5.2.31 The Moffat Flood Study model results indicated that the Birnock Water has sufficient capacity to pass the 200-year flow event and flooding of the site was not predicted.
- 5.2.32 In terms of surface water, high ground rises to the north and east of the site. Consequently, there is a relatively large catchment outside the site boundary that could generate runoff into the site. The A708 is embanked between the site and lower ground to the south; hence, the site would be at risk of surface water runoff from land to the north and east. The report recommends that this should be taken into account in the design of the site.
- 5.2.33 With regard to risk of flooding from groundwater, the KAYA Consulting Ltd report (October 2019) states that as the majority of the proposed development will sit at a higher level than the Crosslaw Burn, the site is not considered to be at significant risk of groundwater flooding.
- 5.2.34 In terms of the site access, ground levels fall south, away from the site; however, there is high ground to the east of the site and therefore there is a limited risk of flood waters entering the site via the A708. Within the site, access roads will rise to the north reducing the risk of flood waters entering the built development. Any flows entering the site from the A708 should be intercepted by the site drainage and/or ground/road levels should be arranged so that any surface water ingress is diverted away from the proposed developments without affecting any properties.
- 5.2.35 In terms of the risk of flooding from the site drainage system, the report recommends that surface water is discharged to the Crosslaw Burn. Due to the A708 being elevated adjacent to the site, KAYA Consulting Ltd report (October 2019) recommends that finished ground levels are suitably arranged so that, in the event of a blockage to the drainage system, flood waters can flow south to the adjacent watercourse without ponding within the site.
- 5.2.36 It is expected that Dumfries and Galloway Council would require surface water from the site to be attenuated to greenfield rates before discharge to the Crosslaw Burn. Appropriate discharge rates will need to be agreed with the Council.
- 5.2.37 In terms of flood risk management, the Birnock Burn flows south close to the western boundary of the site. Close to the north western corner of the site the burn flows under Auldton Road via a single span concrete bridge. Results of the Moffat Flood Study indicated that the site would not be at risk of flooding from the Birnock Water up to an including the 1,000-year event. A bridge blockage of 20% was also applied to Auldton Bridge for the 200-year event, which indicated that the site would not be at risk of flooding. Therefore, this watercourse was not included in the assessment to estimate the functional flood plain.

- 5.2.38 Auldton Road bridge is raised significantly above the channel and there have been no historical instances of flooding from the crossing in the past. The crossing is assessed as having a low likelihood of blockage. However, as part of the flood mitigation measures to the site the burn has been assessed against the risk of flooding during a 100% blockage to the crossing.
- 5.2.39 Although an unlikely scenario, the KAYA Consulting Ltd report (October 2019) recommends that the road within the site running east to west will be raised above the surrounding land could be designed to direct flood waters back to Birnock Burn and reduce flood waters entering the site.
- 5.2.40 If this cannot be achieved, then flood risk could be reduced by raising property levels and routing flows along proposed access routes. If such a flow path cannot be achieved, then consideration should be given to providing a bund close to the north western corner of the site to direct flood waters back to the Birnock channel. SEPA had previously cautioned against this approach in previous consultation responses in March 2018 and March 2019, and therefore a precautionary approach to this fall-back option of raising property levels is accepted.
- 5.2.41 For the Crosslaw Burn/small drain, in the event of a blockage to the culverts or remaining field boundaries, the report recommends that a suitable buffer strip between the site and the channel is included in the site design. Ground levels should be arranged to rise up away from the channel so that any flood waters leaving the main channel are contained within the buffer strip before returning to the channel. Buffer strips of 5m are normally requested by Local Authorities to allow for access for channel maintenance in any case.
- 5.2.42 To protect the site from surface water run-off from rising land to the north east of the development site, the report recommends that overland flow is intercepted and routed towards the Small Drain or Crosslaw Burn. Mathematical modelling has shown that the channel has sufficient capacity to pass the 200-year flow plus climate change flow with a 300mm freeboard. It is noted that the Dumfries and Galloway Council's Supplementary Guidance "Flooding and Development" (February 2020) states that indicative freeboard for access and egress and to property ground floor levels is 600mm minimum. (see footnote 7 on page 23). Detailed designs will be required to show this minimum requirement.
- 5.2.43 Based on SEPA guidance, access to the site should be "dry" and free from fluvial flooding. As a result, the proposed access route, which crosses part of the 200-year floodplain, is required to be raised and a crossing structure is required so that flood flow paths are not blocked. Whilst the proposed access roads could displace an area of up to 500sqm, the report recommends that the displaced water is lowered in dry areas adjacent to the floodplain.

- 5.2.44 In terms of the finished floor levels, the KAYA Consulting Ltd report (September 2019) recommends that due to the risk of blockage from field boundaries and the A708, Finished Floor Levels of properties defined as 'critical infrastructure'/extra care units should be set at least 1m above the 1,000-year flood levels.
- 5.2.45 For highly vulnerable developments (which includes social housing and private housing), the KAYA Consulting Ltd report (October 2019) recommends that Finished Floor Levels are set 0.6m above the 200 year plus climate change level. For the most vulnerable developments (which includes critical infrastructure and extra care housing) the KAYA Consulting Ltd report (October 2019) recommends that Finished Floor Levels are set 1.0m above the 1 in 1000-year flood level. In areas where overland flow pathways are proposed, ground levels should be arranged to contain flows with sufficient freeboard. Ground levels should be arranged so that flood waters drain away from properties and discourages surface water to pond within the site.
- 5.2.46 The findings of the KAYA Consulting Ltd report (October 2019) are reflected in the Constraints Mapping shown in Figure 26 below.
- 5.2.47 The hydrological assessment within the KAYA Consulting Ltd report (October 2019) has used an uplift of 20% to represent climate change increase. This is the statutory allowance which is accepted by SEPA. SEPA have produced guidance which provides recommendations of higher allowances, which is discussed in the October 2019 Report, but continue to require 20% as a minimum.
- 5.2.48 SEPA responded to the KAYA Consulting Ltd FRA on the 8th November 2019. SEPA confirmed that in terms of flood risk they would not object to the proposals based on the KAYA Consulting Ltd report. Notwithstanding this, they would expect Dumfries & Galloway Council to undertake their responsibilities as the Flood Risk Management Authority. They emphasised that should the finalised development proposals in any forthcoming planning application raise concerns with regard to flood risk they reserve the right to alter their position if they are of the opinion that such proposals would not meet with the principles of Scottish Planning Policy. SEPA confirmed it is for Dumfries and Galloway Council to satisfy themselves that all SUDs and drainage arrangements will be appropriate and in accordance with any internal guidance.

- 5.2.49 SEPA confirmed that the FRA had provided finished floor level recommendations based on the types of development proposed. For 'critical infrastructure/extra care' units a recommended finished floor level is 1m above the 1000-year flood levels. For highly vulnerable units finished floor levels are recommended to be set 0.6m above the 200 year plus climate change level. SEPA are supportive of the finished floor level recommendations. However, they noted that Dumfries and Galloway Council as the Flood Risk Management Authority (FRMA), would be consulted regarding the acceptability of proposed levels of freeboard for flood control purposes.
- 5.2.50 SEPA noted that a watercourse crossing may be required to facilitate access to the site across the Crosslaw Burn. SEPA recommend that any new watercourse crossing is designed in accordance with the principles of Scottish Planning Policy (SPP) and will have a better or neutral effect on flood risk. The watercourse crossing should convey the 1 in 200-year flood plus an appropriate allowance for freeboard and should have a minimal afflux (backwater effect) and a clear span structure where possible. Any new crossings should not result in an elevation of land within the functional floodplain.
- 5.2.51 SEPA confirmed it will also be for Dumfries and Galloway Council to satisfy themselves that proposed emergency access/egress arrangements are acceptable.
- 5.2.52 With regard to the compensatory storage proposal for the purposes of access roads (Section 7.5), SEPA previously accepted the 'exceptional circumstance' requirement to enable safe (dry) access and egress from the site, given the vulnerability of the proposed users and the possible requirement to access Moffat Hospital during times of a flood. Whilst the principle has been accepted, SEPA still require an appropriate assessment of land raising associated with creating site access at the full planning stage. Kaya Consulting Ltd refer to outline design drawings by Asher Associates where the proposed access roads could displace up to 500m² of floodplain based on a water level of 106.2m AOD, resulting in a total volume lost of 175m³. SEPA will require demonstration of 'like for like' compensatory storage that meets their technical requirements (<https://www.sepa.org.uk/media/162602/ss-nfr-p-002-technical-flood-risk-guidance-for-stakeholders.pdf>) and demonstrates a neutral effect on flood risk.
- 5.2.53 SEPA are aware that culverts have been proposed to allow flood waters to pass under the road. SEPA advise that these should be designed to convey the 1 in 200-year flow which is approximated to be 1.6m³/s in the FRA. SEPA will require this to be addressed at the full planning stage.

- 5.2.54 In summary, SEPA are satisfied that the updated FRA has addressed the majority of technical requirements and they can therefore accept the principle of the proposal, given the pre-planning status of the current consultation. However, given the number of flood risk constraints on the site, SEPA will require further information to be submitted at the full planning stage once detailed site plans are available in order to demonstrate that the proposal and flood mitigation measures comply with SPP and SEPA guidance.
- 5.2.55 In terms of foul drainage, Asher Associates' Drainage Strategy proposes that all foul wastewater from the development site will drain by gravity to Scottish Water's sewer network. The Pre-Development Enquiry, submitted to Scottish Water, identifies that there is capacity at the wastewater treatment works for the Masterplan area. Scottish Water have undertaken a strategic Stage 1 Network Impact Assessment for the development sites identified in the Local Development Plan to ensure network capacity. The report summarises the available capacity of the existing combined sewer network, predicted impact from the catchment growth within the Local Development Plan 2, and outlines high level desktop solutions to mitigate the impact on the network. The report states that the existing network has capacity for an additional 25 housing units without the need to upgrade the network or mitigate impacts. Additional housing units beyond the 25-unit trigger will induce flooding from the combined sewer. Phase 1 of the proposed development has 75 units exceeding the trigger, meaning that off-site work would have to be undertaken before any houses are occupied and which will provide network capacity for the entire masterplan area from the outset. Scottish Water's preferred solution is to remove surface water contributing to flows in the network to free up capacity for foulwater from new development. The report recommends removal of surface water, equalling 0.506ha of road, split between Ballplay Road and Selkirk Road with the separated surface water diverted to the Crosslaw Burn. The mitigation measures will be undertaken by the developer at their cost. The developer will then recover a contribution toward costs via a Reasonable Cost Contribution from Scottish Water. This will be subject to SEPA and Dumfries and Galloway Council approval, however, should the preferred mitigation measures not be achievable, an alternative option has also identified to upgrade the existing combined sewer network by increasing pipe sizes to the wastewater treatment works to accommodate the additional flow from the development. As with the first option, this capacity increase will be required for Phase 1 and will provide network capacity of the entire development.

- 5.2.56 Two points of connection to the foul network have been identified. Foul water from Phases 1, 4 and 5 and the section of Phase 3 east of the Crosslaw Burn will connect to the existing network in Frenchland Drive south of the Selkirk Road. The point of connection for development land in the north of the site west of the Crosslaw Burn will (i.e. Phase 2 and the remainder of Phase 3) will connect to Scottish Water's foul network in Ballplay Road via the proposed EVA.
- 5.2.57 In terms of surface water run-off, the Asher Associates Drainage Strategy confirms that post development runoff will be collected and treated in accordance local council, Scottish Water and SEPA guidance. It is proposed that the phases identified the masterplan will each have dedicated SuDS features discharging to the Crosslaw Burn at greenfield run-off rates. The exception to this will be Phase 2 and the area of Phase 3 west of the Crosslaw Burn where SuDS provision for the area will be combined in one feature as shown in the Phasing Plan.
- 5.2.58 All SuDS features will provide treatment and attenuation to replicate pre-development greenfield run-off flow rates. Positioning of SuDS features will be determined by site topography and existing overland flow paths to ensure gravitation is achievable. These SuDS features are shown illustratively on the masterplan layouts below.

Ecology

- 5.2.59 A Phase 1 habitat Survey and Ecological Assessment report was produced in June 2015 by Rigby Jerram Ecological Consultants for the masterplan site. The Study took the form of a desk study and a site survey, which mapped the site. The findings of the Ecology Phase 1 showed that no designated or non-statutory sites are present within 2km of the site, other than Dyke Farm Nature Reserve and Moffat Community Nature Reserve, both of which lie to the south of Moffat. These two nature reserves are non-statutory in nature and have no legal protection.
- 5.2.60 The survey noted the presence of red squirrel to the north of Moffat and water vole along Frenchland Burn and at Dyke Farm Nature Reserve. Badger are also present with the large and well-known sett in the top of Auldton Motte at the north end of the allocated site MOF.H4. Other badger records occur for setts over 1km from the site to the south, west and north of Moffat.

- 5.2.61 The site was originally surveyed in May 2013 and it found that the majority of the site consists of fields of improved grassland, the majority of which appears to be grown for silage. Areas of unimproved grassland are present as narrow strips on banks on the edges of some fields. Whilst coarse grasses tend to dominate these strips, there is some moderate herb-richness contained within them. The principal exception to this is the field in the north-east part of the site, which was mapped as semi-improved grassland. Areas of marshy grassland are present along parts of Crosslaw Burn. These are species-poor with abundant soft and sharp-flowered rushes. However, it can be confirmed that there is no peat found within the site allocation.
- 5.2.62 A small relatively young (less than 20 years old) plantation separates the two northernmost fields. This has a central core of spruce and fir forming a dense canopy which is surrounded by a fringe of broadleaved trees. Areas of neutral grassland are present along Crosslaw Burn. At the northern end of the site mature oak, beech and wild cherry trees ring the bailey of Auldton Motte and common gorse is abundant on the slopes of it.
- 5.2.63 In terms of ecological impacts, the Ecology report states that the proposals will result in the loss of the majority of the improved and semi-improved grassland on the site. Whilst this is of limited botanical interest it is of importance as feeding habitat for the badgers from Auldton Mott. The impact upon the badgers using the Motte sett from the proposed development is predicted to be adverse and long-term at the community/parish scale due to the loss of feeding habitat. The sett itself will not be impacted by the proposed development as its position on a scheduled ancient monument means that any construction will be restricted to well beyond the 30m excavation buffer required for a badger sett.
- 5.2.64 In terms of impacts upon bats, none of the trees on the Motte or along the edges of the plantations and the line of trees and shrubs on the western edge of the site will be affected by the proposals. There should be no adverse impact on foraging bats, and the report highlights that there may be an increase in foraging habitat in the medium term due to the creation of gardens with their associated trees and shrubs.
- 5.2.65 To mitigate the impact upon badger it is proposed to have corridors through the proposed housing development which will provide routes for badgers through the development to feeding areas to the east of the development and to areas to the west of Crosslaw Burn which will be retained as badger feeding habitat. The impact upon bats is likely to be positive at the local scale in the medium and long term due to the creation of gardens which will provide additional foraging habitat for bats.

- 5.2.66 In September 2018 an Addendum to this Ecology report was updated as the original report was over three years old. The purpose of the Addendum was to assess whether any significant changes had occurred to the land surveyed in 2015. The findings of the Addendum showed that the site is essentially unchanged from 2015 except that it appears that agricultural management has been less intense than it was three years ago. It was clear that the fields remained species-poor but appear to have an increased abundance of coarse grasses than was present in 2015.
- 5.2.67 The badger sett on Auldton Motte is still present and active and evidence of badger foraging was present. The only significant change present within the site is the presence of a long strip of creeping thistle along the western edge of the south-western field which was not present in 2015. The Addendum stated there were no reasons to change the assessment of the ecological importance of the features present within the site and the predicted impacts from the proposal remain unchanged and the mitigation proposed in the 2015 report is still appropriate. The results of the Ecology report are illustrated on the Constraints mapping included as part of this masterplan.

Cultural Heritage

- 5.2.68 Wardell Armstrong LLP was commissioned by the applicant to prepare a Heritage Statement to assess the potential impact of the proposed development of the site allocated at Selkirk Road Moffat upon the Auldton Motte Scheduled Ancient Monument.
- 5.2.69 The Motte lies within the northern part of the masterplan site. A further four scheduled sites are concentrated along Frenchland Burn, which runs 500m to the east of the site, and to the west of the centre of the site is a fifth scheduled monument, all of which have potential visual relationships, and therefore have associations with Auldton Mote. An additional six areas of archaeological interest have been identified in the vicinity.
- 5.2.70 This assessment work which included site visits and comprised a consultation of site-specific pre-application documents and professional advice issued by Historic Environment Scotland (HES) and included a programme of targeted desk-based research incorporating the results of the site visits.

- 5.2.71 Option C of the housing masterplan been devised to minimise the potential detrimental impacts on heritage significance resulting from a housing development, specifically addressing heritage issues associated with Auldton Mote. To mitigate against the development affecting intervisibility between Auldton Mote and Walls Moated Site no housing will be constructed north of the marginal strip of woodland adjacent to Crosslaw Burn, resulting in no impact on Walls Moated Site. This, alongside the retention of the woodland alongside Crosslaw Burn, will result in no impact on the assets to the east of the masterplan site, except to Frenchland Tower, which is intervisible with Auldton Mote and thus views between the two will be altered by a housing development. No public right of way leads to Frenchland Tower, though Auldton Mote is more readily accessible, and thus an appreciation of Frenchland Tower from Auldton Mote will be impeded.
- 5.2.72 There is, however, no intervisibility at ground level of Frenchland Tower from Auldton Mote, and the proposed housing scheme will not include buildings above two-storey level, so will have minimal impact. The eastern development of Moffat to Ballplay Road and the 20th century infill housing to the east of the road has already had an impact on the setting of Frenchland Tower to the west. These developments have also had an impact on the setting of Meg Tod's Mote, though this remains intervisible.
- 5.2.73 A number of design features have been incorporated to reduce the detrimental impact of a housing development on the heritage significance of Auldton Mote. These include:
- the alignment of the new houses to ensure the gable ends face Auldton Mote to reduce the impact of the modern built form on setting;
 - the inclusion of an open area around the motte to provide a wider undisturbed setting to the monument;
 - proposed tree planting to frame views to and from the motte and to soften the impact of modern housing;
 - proposed post and wire fence to the south of the motte to retain the open aspect and views beyond, into the public open space, and lessen the isolation of the motte from the level landscape to the south; and
 - the reuse of stone walling, to match the existing landscape character and allow for less stark boundaries between the motte and the plot boundaries to the northernmost housing and the motte and the proposed new car park.

5.2.74 In-line with Dumfries and Galloway's Local Development Plan, the design has incorporated features which will improve access to Auldton Mote, thus promoting its potential as an educational or research resource and for tourism and place making. This is also in-line with preapplication guidance for enabling the monument to 'be better integrated into the proposed scheme, giving a focal point for developing a sense of place for the community' (Dumfries and Galloway Planning Services 2018).

5.2.75 These features include:

- roadside car parking, to the south-east of the motte. It is estimated that this will not be heavily used but will create the potential for improved access to the motte. There is the potential for this car park to include 'green' parking spaces for aesthetic and sustainable drainage purposes;
- a public access track has been proposed, leading from an existing track to the east of the motte to further improve accessibility to the monument. This track is also designed to provide sheep access, so that the vegetation of the area will be managed in the future by grazing, allowing an improved appreciation and understanding of the heritage asset; and
- footpath links to the motte will also be provided, west, from Well Road over Birnock Water and eastwards, to improve access to the landscape and an appreciation of place. These footpaths will feed through an area of open space to the south of the post and wire fence, south of the motte, which will run adjacent to the footpaths. This aims to maintain an open setting to the immediate environment of the motte. To the south of the footpath, additional open space will be provided, with tree planting, to soften the development and further suggest an open and airy setting. Beyond this, to form the northern boundary of the plots associated with the northernmost houses, it is suggested that existing stone walling is reused to retain elements of the area's character.

5.2.76 The findings of the Heritage Statement show that for the heritage assets which are not intervisible with the site, or for which the latest design proposals ensure that they will not be intervisible following a development within the masterplan site, the magnitude of impact resulting from the proposed development would be 'no change'. This also means that no impact will occur in relation to their presence as forming part of the setting of Auldton Mote.

- 5.2.77 For the two designated heritage assets, both mottes, which are intervisible with the site and each other (i.e. Asset 1 - Auldton Motte and Asset 6 - Meg Tod's Mote), the masterplan development is likely to result in *'slight changes to setting'*, the equivalent of a *'less than substantial'* magnitude of impact (Appendix 1, Table 2). Effects on non-visual environmental factors are likely to be minor and temporary.
- 5.2.78 For the ten heritage assets for which a magnitude of impact of no change is likely (Assets 2-5, 7-12), this would result in *'no appreciable impact'* on heritage significance and is therefore unlikely to require further archaeological mitigation. This will also result in no effect on the setting of Auldton Mote (Asset 1), in relation to these ten heritage assets.
- 5.2.79 For the two designated heritage assets of national significance, the mottes which are more inter-connected (Assets 1 and 6), and for which a *'less than substantial'* magnitude of impact is predicted, the result would be a *'limited impact'* on heritage significance (Appendix 1, Table 3). This impact has been partly addressed through design, and partly offset by the positive impact of the proposed development in terms of improving access and understanding of the assets and their setting.
- 5.2.80 The Heritage Statement concludes that the predicted *'limited impact'* of the proposed development on the heritage significance of Auldton Motte resulting from changes to its setting, has largely been addressed by the design features included into the Option C plan in the vicinity of the motte.
- 5.2.81 This, alongside additional design features which will result in an improved access to, and understanding of, the motte, and combined with the earmarking of this land as an allocated housing site to meet the requirement for new housing at Moffat, indicates that the benefits of this development are likely to outweigh any remaining detrimental impact on heritage significance.
- 5.2.82 The illustrative proposals for the area around the Motte shown in Option C are provided as part of this masterplan. The Heritage Statement was submitted to Dr Mary Macleod of Historic Environment Scotland, who confirmed their support and approval on the 28th June 2019.

Archaeology

- 5.2.83 An Archaeological Survey and Trenching Report (dated May 2019) has been prepared by JAF Limited on behalf of the applicant as part of the masterplan process following detailed discussions with the Dumfries and Galloway Council's Archaeologist in response to previous draft proposals.

- 5.2.84 The investigation was deemed necessary because of the location of the site, part of which is adjacent to the scheduled ancient monument of Auldton Motte. (HER ref: MDG255; HES ref:SM684). Although no other archaeological features had been recorded within the site boundaries, Dumfries and Galloway Council's Archaeologist felt that the number of other known sites of varying periods which feature in the nearby landscape made evidence of settlement more likely and therefore worthy of investigation.
- 5.2.85 A Written Statement of Investigation (dated 26th March 2019) was prepared by JAF Limited and agreed with Dumfries and Galloway Council's Archaeologist before investigations work could start. The aim of this investigation was to evaluate whether previously unknown archaeological artefacts or structures are present within the area of the proposed construction site. Where archaeological remains were discovered they were investigated to a level where their nature and significance could be determined in order to inform the ongoing process of planning the development.
- 5.2.86 The Written Statement of Investigation set out that an area covering not less than 8% of the whole of the proposed development site would be opened to evaluation trenching. A pattern of trenches was designed and agreed with the Council's Archaeologist which allowed a good chance of revealing any previously unknown archaeology, while avoiding existing sub surface water and electricity services. The opening of all trenches were monitored by a qualified archaeologist working for JAF Limited.
- 5.2.87 The proposed development site was subdivided into 5 separate fields with fields 1-4 being trenched first to allow simultaneous investigation through geophysical survey of the area in field 5 identified as potentially the most sensitive, immediately south of the scheduled monument. Approximately 4ha was subject to magnetometry survey.
- 5.2.88 The results of the geophysical surveys strongly indicated a complete lack of any structures associated with Auldton Motte or possible dwellings or features of different periods. The planned use of geophysics data to inform the placement of trenches therefore became unnecessary, although it was judged that more random trenching should continue.
- 5.2.89 The completed trenching work covered an area in excess of 9,000m², and some trenches were altered from an original plan when the true courses of existing underground services were determined. Investigation work commenced on 9th April 2019 and finished on 1st May 2019.

- 5.2.90 The results of the trenching showed that the pattern of deposition shows a strong correlation with the proximity of existing nearby housing. Along with the domestic nature of the artefacts recovered, this pattern seems to show conclusively that the residents of the nearby houses have long used the closest fields to dump their rubbish.
- 5.2.91 The majority of the finds were found in the field due south of Auldton Motte. It is believed that this particular concentration of domestic rubbish has remained in place, rather than being spread by ploughing, because of its location at the edge of the field and close to the fence in front of the Crosslaw Burn.
- 5.2.92 The archaeological report concluded that apart from a few older fragments of pottery the assemblage contains all the elements of domestic life of the 19th and early 20th Centuries which would be discarded at end of use. The report did not identify any finds of local or national archaeological significance. The details of the agreed Written Scheme of Investigation and the trenching contained in the Archaeological report are appended to this masterplan.

Infrastructure

- 5.2.93 Details of the level of infrastructure necessary to support the development are referred to in the Dumfries and Galloway Council's Pre-application Enquiry Advisory report dated 14th November 2018. The Pre-application Enquiry Advisory report referred to Local Development Plan Policy OP3, which requires developer contributions, which in this case would be in relation to principally affordable housing, open space provision and education.
- 5.2.94 The proposed development is intended to provide up to 56 general needs housing and bungalow (affordable) dwelling units and 20 extra care units (i.e. a total of up to 76 dwelling units). The affordable housing and extra care units would be developed by Loreburn Housing Association who have purchased 4.7 hectares (11.6 acres) on the lower portion of the site adjacent to Selkirk Road (A708) and is likely to be the first phase of the development.
- 5.2.95 The level of affordable and extra care provision would be the equivalent to 38% of the total number of dwelling units identified in the Local Development Plan (LDP2) for the site. This level of provision would exceed the requirements in Local Plan Policy H5 (Affordable Housing), which seek a contribution up to a maximum of 20% for developments of 5 or more units and would contribute towards the requirements set out in Policy H6 (Particular Needs Housing).

- 5.2.96 The affordable and extra care development would be located in that part of the site closest to Selkirk Road and would be so designed to ensure easy access to the nearby Moffat Community Hospital, which is located immediately adjacent to the west. Pedestrian links to the Hospital will be considered.
- 5.2.97 In terms of open space provision, the Dumfries and Galloway Council's Supplementary Guidance – Open Space and New Development (July 2015) - refers to a standard expectation of 60m² of open space per dwelling or a financial contribution towards open space. This Guidance states that where the development is in a settlement which has more publicly usable open space than the quantity standard set out in the Open Space Strategy (see Settlement Accounts), then the developer may still need to provide open space within the development equivalent to 60m² per dwelling and meet accessibility and quality standards. This Supplementary Guidance was updated in February 2020 and the 60m² requirement remains unchanged following adoption of the Local Development Plan 2 (LDP2).
- 5.2.98 The open space settlement specific assessment for Moffat contained in Part 3 of the July 2015 Supplementary Guidance confirmed that Moffat has 63.9 hectares of publicly usable open space. This equates to nearly 25 hectares per 1000 people which is much higher than the quantity standard for Dumfries and Galloway as a whole. Around 83% of households are within a five-minute walk of publicly usable open space of at least 0.2 hectares in size. The open space settlement account confirmed that in light of the open space provision elsewhere in Moffat, the allocated site MOF.4H would require its own on-site provision to cater for the development and is outwith the accessibility threshold of existing spaces. Parts 3 and 4 of the 2015 Supplementary Guidance is due to be reviewed and updated following adoption of the LDP2.
- 5.2.99 This masterplan proposes approximately a total of 7.67ha of open space out of a total number of 200 dwelling units identified in the allocation - MOF.H4 on a site of 23.13ha. This means that approximately 384 sqm per dwelling would be made available for open space, which would be well in excess of the Council's Supplementary Guidance – Open Space and New Development Appendix 1 Definitions of Open Space Typologies referred to above.
- 5.2.100 The Dumfries and Galloway Council's Supplementary Guidance – 'Developer Contributions' (June 2017) set out the requirements for education contributions. It established that all residential development, which would either individually or through phasing result in 3 or more units and which is located within the catchment area of a school listed on the Likelihood Table will be subject to a consultation with the Council's Education Services in order to determine if a contribution is required. The Supplementary Guidance was updated in February 2020, although the threshold of 3 or more units has not changed.

5.2.101 The Supplementary Guidance confirms that the affordable housing and extra care housing element of the scheme would be exempt from such a requirement. The Council's Pre-application Enquiry Advisory report states that non-Registered Social Landlord development in the northern part of the site would however be required to pay a financial contribution towards education. The 2019 Developer Contribution Likelihood Table confirms a rate of £386.40 per dwelling would be applicable in respect of Moffat Nursery. No contribution is required in respect of Moffat Primary or Moffat Academy. The Likelihood Table remains applicable notwithstanding the update to the Supplementary Guidance.

5.2.102 As the proposed development would exceed 50 dwelling units, the Council's Supplementary Guidance on Developer Contributions indicates that developments should provide necessary waste containers and make a financial contribution towards upgrading Household Waste Recycling Centres. The details of the level of contribution and what type of waste containers would need to be considered at the detailed planning application stage having regard to the advice of the Dumfries and Galloway Council's Waste Management Services.

Transport and Roads

5.2.103 In November 2018, WYG (Transport) were commissioned by the applicant to prepare a Technical Note which re-examined the acceptability of the proposed development of the masterplan site MOF.4H from a roads and transportation perspective.

5.2.104 The acceptability of the site in roads and transportation terms had previously been assessed and found to be acceptable by the Denis Wilson Business Group (DWBG) in their 2009 "Transportation, Roads and Traffic Options Appraisal for Development" report. The Author of that report and the Technical Note are one and the same person.

5.2.105 The 2009 work assessed the impact of delivering 300 dwellings and a 40-bed care home at the site, taking into account the accessibility of the site by non-car modes, the development trip generation, and the impact that such a development would have on the local road network. Two new vehicular access points were proposed, one from Selkirk Road (A708) and one from Well Road. An option was provided for a simple priority junction onto the A708, which allowed for a one-way bus lane into the site onto The Holm (see Appendix - Plan 4 in the DWBG report).

5.2.106 The 2009 report concluded:

"The proposed site accesses would operate satisfactorily further to the opening of the development. The trip generation associated with the proposed residential development would not have a significant detrimental impact on the local road network. In conclusion it is considered, subject to improvements that the site could be developed to serve a residential development comprising 300 dwellings and a 40-bed care home."

5.2.107 The Technical Note Update took account of more recent policy in the form of the Dumfries and Galloway Council Local Development Plan (2014), which had replaced the previous Dumfries and Galloway Structure Plan. Despite the introduction of the Local Development Plan, the overall policy context was considered to remain broadly the same.

5.2.108 The Technical Note confirmed that within a 5-year period, the findings did not indicate any significant issues with existing road safety in the vicinity of the site, particularly not in the vicinity of the site frontage.

5.2.109 Given the number of affordable housing units likely to be proposed for the Loreburn Housing Association part of the site would be well in excess of the 20% Local Plan requirement, a more realistic number of units proposed for the whole of the masterplan site could increase to 226 units. This would mean that 150 dwellings would be open market and the remaining 76 units would be affordable. Even with this slight increase in the number of units, the proposed development would operate well within the limits identified in the 2009 WYG report and the technical Note Update in 2018.

5.2.110 In terms of accessibility, the 2009 report suggested that the site could be made more accessible by extending the existing footways and street lighting along the A708 and Well Road, therefore connecting the site to the centre of Moffat, and by diverting existing bus services so that they penetrate the site. Since the 2009 report was published, the accessibility of the site on foot and by cycle remained unchanged and there have been no changes to the level of bus service provision during peak times. The findings of the 2009 DWBG report with regards to sustainable accessibility therefore remain valid.

5.2.111 In terms of trip generation, comparison and update of the trip rates used in the 2009 DWBG report had been undertaken now using the most recent trip rates available. The difference in trip rates is immaterial.

5.2.112 The 2018 traffic flows were compared to those which were forecast for year 2012, and were generally lower across the road network, with some limited exceptions. As such, the local road network would operate comparably to that which had previously been accepted in 2009.

5.2.113 The nearby Moffat Academy has been relocated since the initial report by DWBG in 2009. The Jeff Brown Drive/The Holm (A708) junction was surveyed during the site visit and it was found the junction operated well within capacity during the AM peak hour. It is considered that the development will not have a material impact on the junction's operation.

5.2.114 Overall, the Technical Note (2018) concluded that the 2009 DWBG report continues to provide an appropriate assessment of the traffic related impacts of the proposed development. It remains the case that there are no road impact or transportation grounds on which any application to bring forward a development up to a quantum of 300 residential dwellings and a 40-bed care home should be refused. The original Denis Wilson Business Group 2009 report and the WYG technical Note (2018) are appended to this masterplan. Both these reports have been endorsed by Dumfries and Galloway Council.

Travel Plan

5.2.115 In April 2019, WYG were commissioned by the applicant to prepare a Travel Plan (September 2019) to promote sustainable travel to and from the proposed residential development in response to pre-application dialogue with Dumfries and Galloway Council in November 2018 and the requirements of Policy MOF.4H.

5.2.116 The key objectives of the Travel Plan are to:

- minimise total travel by car – particularly single occupancy car trips;
- improve travel options for residents;
- reduce reliance on the private car, reduce single occupancy car journeys, and improve awareness and usage of alternative modes of transport;
- promote walking, cycling and public transport as alternatives to the private car;
- provide for leisure walking on site;
- highlight the health and environmental benefits of using sustainable travel modes; and
- enable people to make more informed and therefore better travel choices.

5.2.117 The Travel Plan contains the level of commitment which will be funded by Hartfell Homes LLP and Loreburn Housing Association to a value of £500 per dwelling. In particular, the Travel Plan fund will be spent on the following:

- provision of physical measures to encourage sustainable travel; i.e. the proposed footpath routes and the proposed combined pedestrian and cycle routes shown in the masterplan layout;
- appointment of a Travel Plan Co-ordinator (TPC);
- annual traffic counts and travel surveys;
- contribution to sustainable transport initiatives/improvements as may arise from the annual surveys.

5.2.118 The Travel Plan sets out that the masterplan for the site will encourage sustainable travel through the design of the internal site layout (see Figures 33 -35 below) so that it offers a safe and low speed environment conducive to encouraging walking and cycling. Footways will be provided within the site and connections from the site to the external network will be provided. The Travel Plan funding will be used to deliver a 'green corridor' within the site for pedestrians and cyclists, segregated from vehicular traffic and linking the site to the external network at a number of points around the development. Secure cycle parking will be provided throughout the development. Infrastructure for Electric Vehicles (EV) can be provided in the form of charging points at dwellings.

5.2.119 A key element of the overall Travel Plan involves the appointment of a Travel Plan Coordinator who will work with the developer, owners, occupiers, and other interested parties and will be responsible for implementing the Travel Plan and its' measures, liaising with residents and the representatives of the Housing Association (in the case of the southern part of the masterplan site), and monitoring the effects of the Travel Plan. To promote sustainable travel, Travel Information Packs will be issued to all residents and employees of the site. These will contain relevant information concerning local walking and cycling routes and up-to-date public transport information including timetables, fares and bus stop information and to promote sustainable travel.

5.2.120 The Travel Plan includes a target to reduce vehicle movements by 10%. Traffic count(s) will be undertaken on occupation of the 50th dwelling to determine the volume of traffic generated by the development during peak periods as well as on a day to day basis. A travel survey questionnaire will also be undertaken on the occupation of the 50th dwelling to determine existing travel characteristics and the existing modal split of travel. Once this is known, targets can then be set to reduce single occupancy car trips and increase the number of journeys undertaken by sustainable transport modes.

5.2.121 A traffic count and a residential travel survey questionnaire will also be conducted once the 50th dwelling on the site has been occupied and will then be carried out every year for the duration of the Travel Plan as part of the monitoring and review process. This will give an indication of how travel behaviour is changing at the site and provide an important indication as to the success of the Travel Plan.

5.2.122 Figure 19 below shows the Desire Lines between the site and nearby local services and facilities and the links to the Town Centre principally by public transport, walking and cycling. The Figure indicates the proximity of the site to the Doctors Surgery, Academy, bus terminus and key local stores.

5.2.123 The Travel Plan concludes that Hartfell Homes LLP and Loreburn Housing Association are committed to providing a sustainably accessible development as part of the masterplan scheme.



Figure 19: Desire Lines by walking, cycling and public transport

Land Use

5.2.124 The existing land-use of the site comprises gently undulating agricultural, pasture used mostly for grazing sheep across the whole site. The Auldton Motte scheduled monument is a significant feature and lies at the north end of the site and contains badger setts. There is limited public access at the present time to the Auldton Motte.

- 5.2.125 A mix of dry-stone walls and hedging delineate the various field boundaries. Two blocks of woodland planting are situated at the north end of the masterplan site, and Crossland Burn runs between these two parcels of woodland and all the way down to the bottom of the site to Selkirk Road. Birnock Burn – Auldtou Road bridge is situated at the north end of the site west of Auldtou Motte.
- 5.2.126 The proposed development would significantly change the nature and character of the land-use of the site with the creation of the new housing and by forming a new physical boundary to the eastern edge of Moffat. The outlook for existing residents occupying dwellings located in the cul-de-sacs off Ballplay Road would also change significantly.
- 5.2.127 Care and attention in the design of the scheme will therefore be necessary to retain as many natural features as is possible. The natural contours of the site will need to be utilised so that the layout and design of the new houses should respect the important physical and landscape features of the site and its vicinity in order to integrate the development well into the landscape. The existing topography should therefore be used to support local character and distinctiveness and create visual interest and avoid a regimented effect.
- 5.2.128 Given the proximity of the nearby houses off Ballplay Road, the visual qualities of the site and its relationship to the local neighbourhood will be important to retain a degree of openness. The principles of scale, massing, form and proportion will be very important aspects of the new development and will need to take account of the form of development in the locality.
- 5.2.129 It will be necessary to incorporate natural features into the overall scheme to give an understanding of local character and appearance and add to a sense of place. This means retaining as many of the existing field boundary features, hedges, walls, gates and blocks of woodland. The proposals should also retain physical access to the Auldtou Motte to enable appreciate of it by the public.

5.3 Part 2 – Guidelines emerging from Technical and Environmental Studies

Introduction

5.3.1 For each issue there is short table. In the left-hand column, there is a list of the key guidelines, which emerged from the various technical studies and from a design team meeting on the 30th April 2019. In the right-hand column, there is a brief description of how the guidelines were actually followed and used in plan-based masterplan. These guidelines relate primarily to *technical and environmental issues* which present constraints and opportunities. Design principles relating to *placemaking* are dealt with in the following chapter.

Landscape character

Guideline	Application on masterplan
<ul style="list-style-type: none"> Retain trees in and around the site. 	<ul style="list-style-type: none"> Two tree blocks within site to be retained. Trees on the Motte are to be retained. Trees along the watercourse in the south of the site to be retained if possible.
<ul style="list-style-type: none"> Plant groups of trees around the perimeter of site to soften the built edge of the development. Avoid solid belts of trees around the edge as this would not reflect the current character of rooflines "peeping" between trees on the eastern edge of Moffat. 	<ul style="list-style-type: none"> Groups and individual trees are proposed along the eastern boundary of the site. No solid belts of trees along its edge.
<ul style="list-style-type: none"> Plant groups of trees within the development to soften and frame rooflines as seen from a distance or from higher ground (as is found in existing housing on the eastern edge of Moffat). 	<ul style="list-style-type: none"> Groups of trees will be peppered around the site, among houses, along roads and within open spaces shown on the masterplan.
<ul style="list-style-type: none"> Plant both native tree species and ornamental trees within the site, to tie into ornamental statuesque tree character on the eastern edge of Moffat. 	<ul style="list-style-type: none"> Suggested tree species for both native and ornamental specimens are provided.
<ul style="list-style-type: none"> Plant line of trees (for example limes) along the southern edge of the site to tie in with the existing distinctive line of trees on the southern side of The Holm to the west of the site. 	<ul style="list-style-type: none"> A line of trees is proposed along Selkirk Road. Note: following public consultation, this measure was omitted.
<ul style="list-style-type: none"> Retain the field pattern if possible. 	<ul style="list-style-type: none"> Field boundaries are shown as being retained on the masterplan, except where they are "broken through" to connect one housing block to another (and one community with another).
<ul style="list-style-type: none"> Retain dry stone dykes in existing positions if they will be visible parts of the scene. If not (e.g. if located in between back gardens) re-use the stone for new walls in more visible locations. 	<ul style="list-style-type: none"> The masterplan suggests where to retain drystone dykes, and where to move stone to more suitable locations if appropriate. Where dry stone walls would "disappear" between houses, a line of trees is suggested instead, so that the original field pattern can still be seen, especially from higher ground to the east. Indicative sketches to explain this approach are included in the masterplan report – to be applied at the detailed design stage.

<ul style="list-style-type: none"> • Avoid modification to landform. 	<ul style="list-style-type: none"> • The gentle landform does not need major intervention to allow development, so only minor modifications of landform are proposed: <ul style="list-style-type: none"> - to create flat platforms for individual houses, working with the natural landform - to create acceptable road gradients - to ensure path gradients are feasible, suitable for all users including wheelchair and pushchair users. - to create sustainable drainage features and compensatory flood storage
<ul style="list-style-type: none"> • Use a variety of building materials to reflect the diverse mix of materials found in Moffat: <ul style="list-style-type: none"> - Red Locharbriggs sandstone and grey whinstone, sometimes used together on the same building or garden wall. - Painted stone and painted render - Painted surrounds to windows and doors - Harling - A small amount of timber cladding. 	<ul style="list-style-type: none"> • Suggested materials are included in the masterplan report, to be applied at detailed design stage.
<ul style="list-style-type: none"> • Where possible in open space (The Motte), allow sheep to graze the grass for a traditional appearance. 	<ul style="list-style-type: none"> • Agricultural access is indicated on masterplan and described in the masterplan report.



Figure 20: field patterns, local stone and the rolling landform all contribute to the local landscape character and would be retained and reflected in the housing site.

Visual amenity

Guideline	Application on masterplan
<ul style="list-style-type: none"> Where proposed houses abut existing properties, have long gardens to reduce appearance of built form for existing residents. 	<ul style="list-style-type: none"> Areas where this measure would be applied are indicated on the masterplan.
<ul style="list-style-type: none"> Use tree planting between existing and proposed houses but avoid a solid band of planting where existing houses are close to the boundary. 	<ul style="list-style-type: none"> Shown indicatively on the masterplan.
<ul style="list-style-type: none"> Align proposed houses to avoid window-to-window views between existing and proposed dwellings. 	<ul style="list-style-type: none"> Shown indicatively on masterplan.

<ul style="list-style-type: none"> Above-mentioned tree planting measures around the perimeter to soften views of development for people at leisure in the hills to the east of Moffat. 	<ul style="list-style-type: none"> As above under "Landscape".
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Figure 21: the existing views of local residents need to be taken into account.

The water environment

Guideline	Application on masterplan
<ul style="list-style-type: none"> Create a series of sustainable drainage features throughout the site, designed to meet Scottish Water’s adoptable standards. 	<ul style="list-style-type: none"> Indicative sustainable drainage features are shown on the masterplan: <ul style="list-style-type: none"> - Ponds - Basins - Swales - Rain gardens <p>These are indicative only – to be developed further at detailed design stage.</p>
<ul style="list-style-type: none"> Create an area of flood storage to compensate for loss of floodplain where road accesses enter the site from Selkirk Road. 	<ul style="list-style-type: none"> Indicative area for compensatory flood storage is shown on the masterplan. Indicative only, to be developed further at detailed design.
<ul style="list-style-type: none"> Use water as a positive feature in site, interconnected with usable open space. 	<ul style="list-style-type: none"> Principles of this approach are shown and explained on masterplan.
<ul style="list-style-type: none"> New housing must not be located in the 1:200-year event flood zone and extra care housing must not be located in the 1:1,000-year event flood zone. 	<ul style="list-style-type: none"> The 1:200 and 1:1,000 flood areas are shown on the masterplan and the indicative development areas are shown to avoid those areas.



Figure 22: elsewhere in Moffat, water courses are found running naturally through open spaces and contributing to the scene and adding to biodiversity. The same would occur in the masterplan site.

Ecology

Guideline	Application on masterplan
<ul style="list-style-type: none"> Retain existing vegetation. 	<ul style="list-style-type: none"> Existing trees and woodland blocks will be retained. Woodland blocks are to be managed to allow for a footpath.
<ul style="list-style-type: none"> Plant with native species, suitable for specific habitats across the site, e.g. wetland species around SuDS areas, wildflower areas in parts of open space, native trees for woodland areas. 	<ul style="list-style-type: none"> Suggested tree species for both native and ornamental specimens provided.
<ul style="list-style-type: none"> Preserve and enhance wildlife corridors from the Motte to the south of the site, running along watercourses and through existing woodland. 	<ul style="list-style-type: none"> East-west and north-south wildlife corridors (integrated with open space and suds features) are indicated on the masterplan.



Figure 23: A wildlife corridor is proposed along the route of Crosslaw Burn. It would include several different types of habitats: running water, wet areas, meadows, scrub and woodland.

Cultural Heritage

Guideline	Application on masterplan
<ul style="list-style-type: none"> Archaeology: geophysical surveys and 8% trial trenching revealed many artefacts, mostly pottery and glass from mid 19C to early 20C (thought to have been dumped by households to the west and found in the topsoil layer). However, no structures were found. 	<ul style="list-style-type: none"> Masterplanning guidelines not required for this aspect.
<ul style="list-style-type: none"> Cultural heritage: Agree area of open space to surround Auldton Motte with Historic Environment Scotland. 	<ul style="list-style-type: none"> Open space to surround Auldton Motte is indicated on the masterplan and on the illustrative layout plan for that area, as agreed with Historic Environment Scotland.
<ul style="list-style-type: none"> Cultural heritage: retain intervisibility between Auldton Mote and Frenchland Tower. 	<ul style="list-style-type: none"> Currently the gable top of Frenchland Tower can be seen from some parts of the lower platform of Auldton Motte, but Auldton Motte cannot be seen from any accessible parts of Frenchland Tower. It is not clear whether the sight line between Auldton Motte and Frenchland Tower was “by design”, but it is desirable to maintain it, because it helps people to see and understand the cultural heritage of the local area and it enhances the understanding of how the landscape was appreciated in the past. The masterplan has been

	<p>designed to ensure this sightline is not lost to intervening buildings or vegetation in the line of view. The intervisibility between Auldton Motte and other heritage assets within the area will not be adversely affected.</p>
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Figure 24: Auldton Motte would be protected, with a generous open space surrounding it.

Traffic and Infrastructure

Guideline	Application on masterplan
<ul style="list-style-type: none"> Provide a green corridor through the site with provision for pedestrians and cyclists. 	<ul style="list-style-type: none"> Two north-south routes through the site have been shown on the masterplan: one running alongside the main road, set in a green corridor, and the other running through another green corridor of open space which roughly follows the course of Crosslaw Burn. Other east-west routes have been shown on the masterplan to integrate existing settlement, new settlement and the wider countryside.
<ul style="list-style-type: none"> Provide a leisure path around the site taking in the motte. 	<ul style="list-style-type: none"> See above. Design options and discussions during design team meetings led to the development of a network which reached all parts and connected all communities by

	going <i>through</i> (and not <i>around</i>) the masterplan site.
<ul style="list-style-type: none"> Provide links to existing infrastructure. 	<ul style="list-style-type: none"> The above-mentioned path system does connect to existing infrastructure.
<ul style="list-style-type: none"> Provide a bus route through the site, along with bus stops every 400m along that route. 	<ul style="list-style-type: none"> Bus route and indicative bus stops are shown on masterplan. The main corridor is designed to be spacious to allow it to be an attractive and adaptable corridor for all modes of transport, and for people to safely and comfortably use public transport.
<ul style="list-style-type: none"> Section 1.5.1 of the National Roads Development Guide (NRDG) refers to road types and hierarchy. However, it recommends a move away from hierarchies of standard road types based on traffic flows and/or the number of buildings served, and instead suggests that roads are designed to fit the context of the location. The hierarchy identifies road types by: primary and secondary routes, and primary, secondary and tertiary levels, which may include shared surfaces and footways etc. 	<ul style="list-style-type: none"> The masterplan has been re-designed taking account of the NRDG and includes a loose road hierarchy within the layout (see Figure 29). Given the small-scale nature of the overall development, the masterplan provides a primary route through the site in a north/south direction. A secondary route would be connected to the main primary road with its own access onto Selkirk Road. Informal secondary and tertiary streets would serve groups of housing (coloured grey Figure 29) and providing west/east permeability throughout the site.
<ul style="list-style-type: none"> Provide a footpath connection to the Core Path to the south east. 	<ul style="list-style-type: none"> This is shown on the masterplan, as far as can be achieved within land ownership limits.
<ul style="list-style-type: none"> The NRDG sets out the national car parking standards expected from new residential development and this ranges from 0.2-0.5 spaces per dwelling plus 0.3 spaces for visitor spaces and 1 space per warden for private sheltered/Housing Association developments to up to 3 spaces per dwelling for 4 bedroomed houses. 	<ul style="list-style-type: none"> The masterplan does not show individual dwellings and so it is not possible to show individual parking. However, this requirement is carried forward to the checklist provided in Chapter 7.



Figure 25: Moffat already has many local paths around the edge of the settlement, such as this path to the south of Gallow Hill. There is potential to extend and create connections to the existing footpath network.

Land use

Guideline	Application on masterplan
<ul style="list-style-type: none"> Maintain access for farming activity. 	<ul style="list-style-type: none"> The scheme would not cause difficulty for farm access in adjacent land.
<ul style="list-style-type: none"> Allow for safe movement of sheep from adjacent farmland to the motte, to allow periodic grazing. 	<ul style="list-style-type: none"> Gates, holding pens and fences are shown to allow for this.
<ul style="list-style-type: none"> Maintain secure field boundaries between the housing site and adjacent farm land. 	<ul style="list-style-type: none"> Existing and proposed walls and fences as required are shown on masterplan
<ul style="list-style-type: none"> Avoid use of toxic tree or other species along boundary with adjacent farm land. 	<ul style="list-style-type: none"> Note in masterplan report.
<ul style="list-style-type: none"> Avoid overshadowing adjacent farmland by dense belts of trees along the boundary. 	<ul style="list-style-type: none"> See above for landscape character guidelines.



Figure 26: the eastern boundary of the site would be sensitively designed to avoid adverse effects on farmland and livestock.

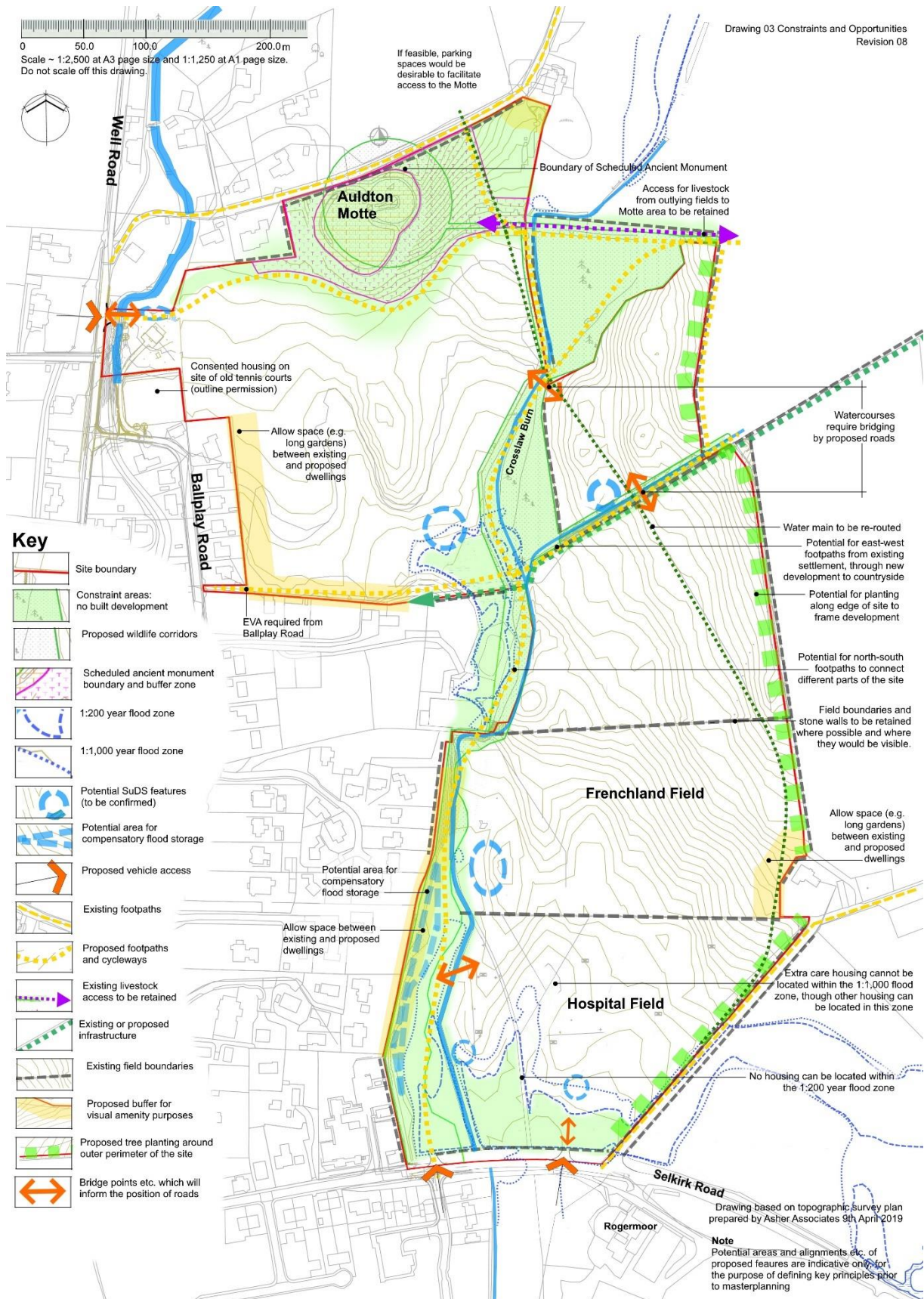


Figure 27: the above plan summarises key opportunities and constraints

6.0 Design Principles for Placemaking

6.1 Introduction

6.1.1 While the previous chapter related to technical and environmental *constraints* and *opportunities*, this chapter relates to *placemaking and design issues*. The key design principles have been taken from Dumfries and Galloway Council's Supplementary Guidance "Design Quality of New Developments" July 2015, which itself is drawn from the Scottish Government's "Creating Places: A policy statement on architecture and place for Scotland" June 2013. The Supplementary Guidance has been updated following adoption of the Local Development Plan 2 (LDP2) into the "Design Quality and Placemaking", which was adopted in February 2020. Dumfries and Galloway Council's Supplementary Guidance provides clear design advice framed around the headings in the diagram below, and the principles in the 2015 document remain unchanged.

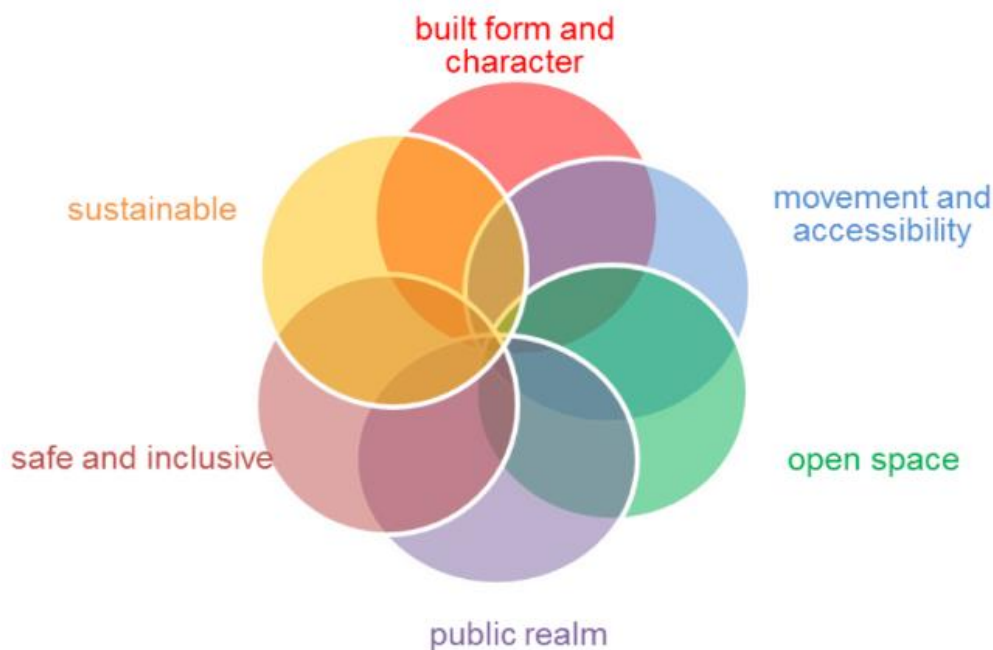


Figure 28: from Dumfries and Galloway Council's Supplementary Guidance "Design Quality and Placemaking" (February 2020); the six key design principles and criteria for creating good quality and successful places.

6.1.2 Under each of the following six headings, Dumfries and Galloway’s verbatim advice (from Appendix 2 of the updated Supplementary Guidance February 2020) is provided *in italics*, followed by a brief description of how the advice has specifically been followed for the Selkirk Road masterplan. The full set of Dumfries and Galloway’s design principles is provided here; where any principle is not relevant for the Selkirk Road site, there is a comment to explain why this is the case. There are some instances where there is overlap between the guidelines and the design principles, and where this occurs, to avoid repetition, reference is made to Chapter 5.

6.2 Built Form and character

Proposals should create places that respect the landscape character, including topography, and visual qualities of the site and surrounding area, retaining and, where appropriate, enhancing existing landscape features.

Proposals should relate to and respect the form, scale, massing and pattern, of surrounding built form.

Building materials and colours should be chosen for their high quality, to complement the site context and to strengthen the local distinctiveness of the area.

Proposals that form a new long-term settlement edge should create a positive relationship with the adjoining countryside, providing an appropriate transition between the built-up area and the adjoining countryside.

6.2.1 At the Selkirk Road site, the key aspects of landscape character which need to be respected are the shape of the land and the interplay between a mature town edge with rural agricultural land and distinctive hills framing the scene. The historic Auldton Motte also adds to the area’s distinctive landscape character, especially for local people who recognise the wooded mound for what it is.

6.2.2 The new Selkirk Road development (Phase 1) would form a new settlement edge, and at the southern end of the proposed development site would comprise a contemporary style of construction and two-storey design using clean lines. Following the public consultation exercise on the proposals in July 2019 the proposed design has been amended to be constructed with dual pitched roofs and materials (slate roofing with cladding). The most northern part of the development site (Phase 2) would be more traditional in appearance and construction, using brick for the walls and slate for the roofing material. Both approaches to design and construction (i.e. the form, scale, massing and pattern), would be complementary to the existing built environment adjoining within Moffat. It is expected that high quality materials would be used throughout the scheme to satisfy Dumfries and Galloway Council approval and will be subject to planning conditions on individual planning applications for each Phase. For all four of the above principles, the guidelines described in paragraph 5.3.1 would also support the design principles from the Dumfries and Galloway Council's Supplementary Guidance "Design Quality and Placemaking" February 2020.

Proposals should have adequate storage area for refuse and recycling containers, either per unit or communally, designed and sited so as not to detract from the appearance of the development and to allow bins to be safely and conveniently taken to a collection point.

6.2.3 The masterplan does not show individual dwellings so at this stage it is not possible to show exactly how refuse and recycling operations would work. However, measures for these are included in the checklist provided in Chapter 7.





Figure 29: Examples of distinctive building styles and vegetation patterns would be reflected on the site.

6.3 Movement and accessibility

All proposals should provide streets and spaces with the primary focus on the needs of pedestrians, cyclists and those with impaired mobility.

- 6.3.1 The masterplan shows a strong network of primary and secondary routes and primary, secondary and tertiary streets plus paths for cyclists, pedestrians, wheelchair and pushchair users. This network allows for both direct purposeful journeys and more leisurely ambles and ensures permeability and accessibility for especially for non-motorised traffic. The network is designed around a series of linked open spaces and adjacent connections. Vehicle routes do not interrupt the flow or direction of those routes and spaces, rather, they work *around* them.

All proposals should connect into existing networks of streets and paths to ensure that new development is well linked into the surrounding area and where appropriate should provide a linked network of routes and spaces within the development.

- 6.3.2 The masterplan illustrates that opportunities for connection with existing paths and footways have been seized, and this creates many connections from the existing settlement between the new development and the wider countryside, to specific places within the site (such as Auldton Motte), and in both a north-south and an east-west orientation.

All proposals should provide a balanced mix of parking solutions including cycle parking, that are integrated into the design and layout to support its appearance without cars becoming visually dominant.

- 6.3.3 Because individual dwelling are not shown on the masterplan it is not possible to illustrate this in detail and so it is shown in the guidelines in paragraph 5.3.1 and the checklist in Chapter 7. Cycle parking would be provided at community buildings such as the Extra Care Centre in accordance with the National Roads Development Guide. The National Roads Development Guide and the Cycling by Design (2010) also refer to the need to provide secured covered cycle parking for residential development.



Figure 31: the above photograph shows how a green corridor with trees alongside the roadway creates a pleasant environment for all, and how the lines of trees create a sense of place and help with navigation around the site.

6.4 Open space

Where proposals include an element of open space, whether this is open space primarily with soft landscape or hard landscape, then it is important that these spaces are easily accessible, provide a variety of functions and are well integrated into the overall site layout providing links to the wider green network.

- 6.4.1 Open space threads through the whole of the masterplan area. There are significant areas to the northern and southern-most parts of the site; in these places, constraints relating to flood risk and heritage assets have been turned into opportunities. There is also a generous corridor of open space linking the open spaces to the north and south; this corridor would also fulfil access and biodiversity functions.
- 6.4.2 Within each block of housing there would also be a series of smaller, local open spaces ("Pocket Parks") to provide greenery, breathing space and a safe near-to-home place for people to enjoy (especially useful for younger children and the elderly). These spaces connect to the wider countryside. All open spaces areas will be centrally located (i.e. around areas of proposed housing and not necessarily in the centre of a phase site), accessible and well overlooked. The aim is that they are multifunctional, providing:

- space for organised sporting activity.
- space for occasional community events.
- opportunities for elderly people and those requiring extra care to have an experience of nature, close to their homes.
- opportunities for young and old and people from different communities to mix.
- wildlife habitats.
- flood storage and sustainable drainage.
- travel routes away from motorised vehicles.
- opportunities for health benefits through exercise.
- added value to adjacent housing.
- experience of different types of nature; meadows, woodlands and wetlands along the one corridor.

All areas of open space should be robust, adaptable and attractive.

- 6.4.3 The open space would be made from simple flowing spaces with simple natural planting – these things never go out of fashion, and there is increasing evidence that they benefit physical and mental health. Because of the simplicity – and with as few single-purpose areas as possible - the whole area is designed to be adaptable.

6.5 Public realm

Within the public realm the choice of hard materials should reflect the intrinsic street character of the surrounding area whilst also achieving continuity of movement, flow and, with it, connectivity.

All areas of public realm should be robust, adaptable and attractive.

- 6.5.1 These principles relate more to town centres, public squares and civic spaces than to housing areas. However, the principles would be adopted in the design of any public building such as the Extra Care Centre.

6.6 Safety and inclusivity

Create safe and welcoming environments which allow full and convenient access for all and are inclusive for people of different abilities.

Proposals should be laid out and designed to help reduce opportunities for crime and anti-social behaviour and provide for natural surveillance.

6.6.1 Key principles relating to the above two points include:

- Main entrances to the site – for vehicles, pedestrians and cyclists – would be open, airy and with good visibility into the site.
- Pedestrian routes and open spaces would where possible be overlooked by dwellings for passive surveillance.
- The dwellings would be laid out in groups with access off the primary and each secondary route and served by secondary and tertiary streets (to include shared surfaces and footways), and the detailed design would accord with the design principles set out in the Scottish Government's 'Designing Streets: A Policy Statement for Scotland', the National Roads Development Guide, and the Dumfries and Galloway Council's Supplementary Guidance "Design Quality and Placemaking" so neighbours get to know each-other, and a sense of community is encouraged.
- Footpaths would not be overly steep. It is likely that at most, only small modifications to the natural landform would be needed to achieve this.
- Dwellings would face out to open space, rather than having their back gardens facing those spaces, so that those spaces always benefit from passive surveillance and people feel safe within them.

Private spaces should be clearly defined and enclosed to provide privacy and security.

6.6.2 This principle is more easily demonstrated at the detailed design stage so is listed in the checklist in the following chapter to be taken forward to detailed design stage.



Figure 32: At Park Circus in Moffat, housing looks out onto open space for passive surveillance, but individual gardens are clearly defined. A similar approach would be taken at the masterplan site. (Google Streetview.)

6.7 Sustainability

The design of places and buildings should maximise energy efficiency, sustainable energy measures and the use of sustainable and locally sourced materials.

Well-designed buildings and places should be adaptable to meet changing circumstances over time.

6.7.1 Some sustainability principles are best demonstrated at detailed design stage, but key principles include:

- Keeping the open spaces simple so that they can easily be maintained, and so they are adaptable.
- Using native species for trees, hedgerows and shrubs, except in places where a few ornamental species are needed to support the local landscape character.
- Providing easy routes for cyclists and pedestrians.
- Using local materials for building work, including locally-characteristic stone for walls, facings etc, for landscape character purposes.

- Parts of the development site (i.e. Phase 1) would use Passivhaus design to ensure the highest standard of sustainability and energy efficiency associated with the affordable and extra care housing.
- Other parts of the development site (Phases 2-5) would use more traditional approaches to ensure that the buildings are designed to maximise energy efficiency and use locally sourced building materials in the most cost-efficient way.



Figure 33: this open space within Moffat, to the east of Birnock Water, is adaptable and multifunctional; it can be used for different purposes and the basketball court is a recent addition to the space. Open spaces within the masterplan site would be equally adaptable.

7.0 Combined Guidelines and Principles

7.1 Introduction

- 7.1.1 As discussed in the previous two chapters, masterplanning for the site involves both practical issues (Opportunities and Constraints) and place-making aspiration for a successful place (Design Principles). Guidelines and principles have emerged from various studies discussed in Chapters 5 and 6 above.
- 7.1.2 These guidelines and principles have been brought together to combine both practical issues and placemaking aspirations. These have all been taken into account and applied at the masterplanning stage.
- 7.1.3 To ensure a successful “follow-on” from masterplanning, the list below is intended to be a checklist for the detailed design stage. In order to make the list useful and measurable, it is themed around tangible design elements such as landform and planting, rather than concepts such as “landscape character” or “cultural heritage”.

7.2 Landform

- Where possible minimising major re-modelling of the natural landform.
- Avoid engineered earth modelling which creates uncharacteristic landforms.
- Ensure that any earth-modelling flows into adjacent unchanged landform naturally.
- Any required land raising proposed within the functional floodplain is for the purposes of facilitating safe road/pedestrian access and as a precautionary measure not to enable buildings or further development.

7.3 Layout

- Orient new houses so they benefit from maximum solar gain.
- Avoid placing new dwellings close to existing dwellings – include long back gardens to provide distance and privacy.
- Do not place any dwellings within the 1:200-year flood risk area.
- Do not place any extra-care dwellings within the 1:1,000-year flood risk area
- Finished floor levels in the southern area of the site should be set no lower than 107.84m AOD, which is 1m above the 1000-year event.
- Option to investigate the suitability and viability of the affordable housing being built to Passivhaus Standard.

- Create a street pattern to follow the principles of the Scottish Government's 'Designing Streets: A Policy Statement for Scotland', the National Roads Development Guide, and the Dumfries and Galloway Council's Supplementary Guidance "Design Quality and Placemaking" by providing a permeable street structure through the use of materials, street widths and use of planting, ensuring pedestrians have priority over vehicles.

7.4 Built form

- Do not place tall buildings where they could block views of Frenchland Tower from Auldton Motte.
- Include a variety of rooflines, heights, shapes and orientations along eastern edge of the development so that the new settlement edge has a similar appearance to the existing: diverse, complex and textured, without a solid wall of built form or a continuous horizontal line of roofs.
- Occasional taller buildings on the outer eastern edge of the development would not necessarily be undesirable, as this would match the existing varied edge of the settlement.
- Build dwellings from a variety of locally used materials for example: Locharbriggs sandstone, whinstone, painted stone and render, harling, and painted detailing around doors and windows.
- A variety of materials along the eastern edge is particularly important to ensure a diverse, rich and textured appearance along the settlement boundary.

7.5 Open Space

- Create a series of different experiences within the open spaces: meadows, amenity grass (including space for organised games or events), woodland and wetland.
- Create a series of centrally located open spaces, which are accessible and can be used in different ways and both passively and actively.
- Ensure the open spaces are overlooked, for passive surveillance.
- Retain an area of open space around Auldton Motte.
- Within the extra-care housing, provide safe and secure open spaces which are suitable and beneficial to people who are elderly, or who have limited mobility, sensory impairment or dementia.
- If space, drainage and adjacent land use allow, provide a flat area of grass suitable for formal or informal ball games and community events.

7.6 Existing vegetation

- Retain the woodland blocks within the site except for making some small clearances to allow footpaths through. Manage the woodland for its long-term presence on the site.
- Retain trees on Auldton Motte.
- Retain trees along water courses and on the north-western edge of the site, except where they need to be removed for vehicle access into the site.
- If possible, retain trees along the water course within the south west corner of the site as an attractive landscape feature.

7.7 New planting

- Plant groups of trees around the perimeter but do not create a solid belt of vegetation, which would be uncharacteristic, would separate the settlement from the wider countryside, and could over-shade the adjacent farmland. Both ornamental and native species would be used here.
- Plant a line of lime trees along the edge of Selkirk Road to tie in with the distinctive, historic line of limes found along The Holm to the west of the masterplan site.
- Plant tree groups within the site in clusters, lines and as individuals. Use lines and avenues of trees to help people navigate the site.
- Plant native trees and some ornamentals within the open space to frame and shelter different areas and to provide continuous wildlife corridors.
- Along the eastern side of the site, avoid planting species which would be toxic to livestock.
- Plant trees to reduce visual impact for people living in adjacent areas, where it is possible to do this without causing its own adverse effect (that is, where they would be very close to existing dwellings, causing shading).

7.8 Access and circulation

- Create an internal road hierarchy suitable for pedestrians and mixed cycle and vehicle traffic comprising primary and secondary routes with primary, secondary and tertiary streets to serve the new dwellings, all in accordance with Designing Streets, and to enable permeability and accessibility within the site and to the town centre and surrounding countryside.
- Create three new vehicle accesses onto Selkirk Road and Well Road respectively.
- Create an emergency vehicle access onto Ballplay Road.
- Create a north-south path to link Auldton Motte with Selkirk Road, set within the open space corridor along the west of the site.

- Create a 2.5m wide north-south path along the side of the main primary route which runs north-south through the site to help people travel by foot or wheelchair from their homes.
- Create east-west secondary and tertiary connections across the site, connecting to the north-south primary route to enable access to homes.
- Provide footpaths close to the Core Path to the south east of the site to provide access to beyond the site.
- Provide a safe pedestrian link between extra care housing and Moffat Hospital utilising footpaths within the site and to include reduced speed limit along Selkirk Road.
- Create a routeway for occasionally bringing sheep onto the Auldton Motte area, so it can be grazed. Ensure this route, and the grazing area around the motte are safe and “watertight” to prevent sheep getting onto roads, other open space and people’s property.

7.9 Field patterns and boundaries

- Retain the field pattern where possible and use it to develop a sense of place and distinctive areas within the whole of the site.
- Where existing stone walls would be “lost” between back gardens, use the stone elsewhere to reinforce local landscape character.
- Avoid walls and fence lines across open spaces which could inhibit wildlife movement.
- Maintain secure boundaries between site and adjacent farmland.

7.10 The water environment

- Provide compensatory flood storage area in the south of site.
- Provide sustainable drainage (SuDS) features such as ponds, basins, swales and rain gardens throughout the site to deal with water naturally and locally.
- Design SuDS features following Water Sensitive Urban Design (WSUD) principles so that they contribute to the biodiversity, open space network, recreational opportunities, appearance and value of the development.

7.11 Facilities

- Provide recycling facilities, either for each dwelling or for clusters or groups of dwellings.
- Provide cycle parking near to open spaces and community buildings and facilities, so people can secure their bicycles while visiting buildings or using the open space.
- Provide suitable cycle parking for residential dwellings in accordance with the standards set out in the National Roads Development Guide (NRDG).

- Provide suitable car parking in accordance with the standards set out in the National Roads Development Guide (NRDG).

8.0 Development Proposal

8.1 Introduction

- 8.1.1 This masterplan sets out the details of the proposed development of 200 dwellings and extra care units on the site allocated as reference MOF.H4 (Selkirk Road, Moffat) and how it accords with the adopted Local Plan Policies (Section 3.0).
- 8.1.2 Reference points for the masterplan is the Scottish Government’s “Designing Streets: A Policy Statement for Scotland” (March 2010) and the National Roads Development Guide (June 2017). The latter sets out guidance on street design with an emphasis on placemaking and moves away from a system focused on the dominance of motor vehicles. The aim of the Policy Statement is to create a positive sense of place in new development that can lead to a richer and more fulfilling environment.
- 8.1.3 The Policy Statement identifies six qualities of successful places: distinctive; safe and pleasant; easy to move around; welcoming; adaptable; and resource efficient. The key considerations for street design are summarised in the following extract from the Policy Statement (see <https://www.gov.scot/publications/designing-streets-policy-statement-scotland/pages/6/>):

Key considerations for street design

<i>distinctive</i>	<i>safe & pleasant</i>	<i>easy to move around</i>	<i>welcoming</i>	<i>adaptable</i>	<i>resource efficient</i>
<i>Street design should respond to local context to deliver places that are distinctive</i>	<i>Streets should be designed to be safe and attractive places</i>	<i>Streets should be easy to move around for all users and connect well to existing movement networks</i>	<i>Street layout and detail should encourage positive interaction for all members of the community</i>	<i>Street networks should be designed to accommodate future adaptation</i>	<i>Street design should consider orientation, the integration of sustainable drainage and use attractive, durable materials that can be easily maintained</i>

- 8.1.4 The National Roads Development Guide (June 2017) follows the same principles as the “Designing Streets: A Policy Statement for Scotland” (March 2010) but moves away from a standards-based approach to one where designers collaborate to develop a design led solution. It suggests that layouts should be designed to restrict vehicle speeds to below 20 mph where there is a high-level of place, but layouts should create networks which provide permeability and connectivity to main destinations and a choice of routes.

- 8.1.5 The National Roads Development Guide moves away from hierarchies of standard road types based on traffic flows and/or the number of buildings served, and instead it indicates that roads should be designed which fit the context of the location. The approach taken in preparing the masterplan layout (see Figures 29 and 33) reflects the principles outlined in the National Roads Development Guide in so far as it provides a plan which reflects the local context and character of the site and sets out a loose road hierarchy, whilst working with the grain and character of the site, and respecting the environmental constraints.
- 8.1.6 The form and layout of the proposed masterplan has also been informed by:
- the technical and environmental studies carried out for the site as well as the emerging guidelines (Chapter 5.0);
 - the design principles (Chapter 6.0); and
 - the combined guidelines and principles (Chapter 7.0).

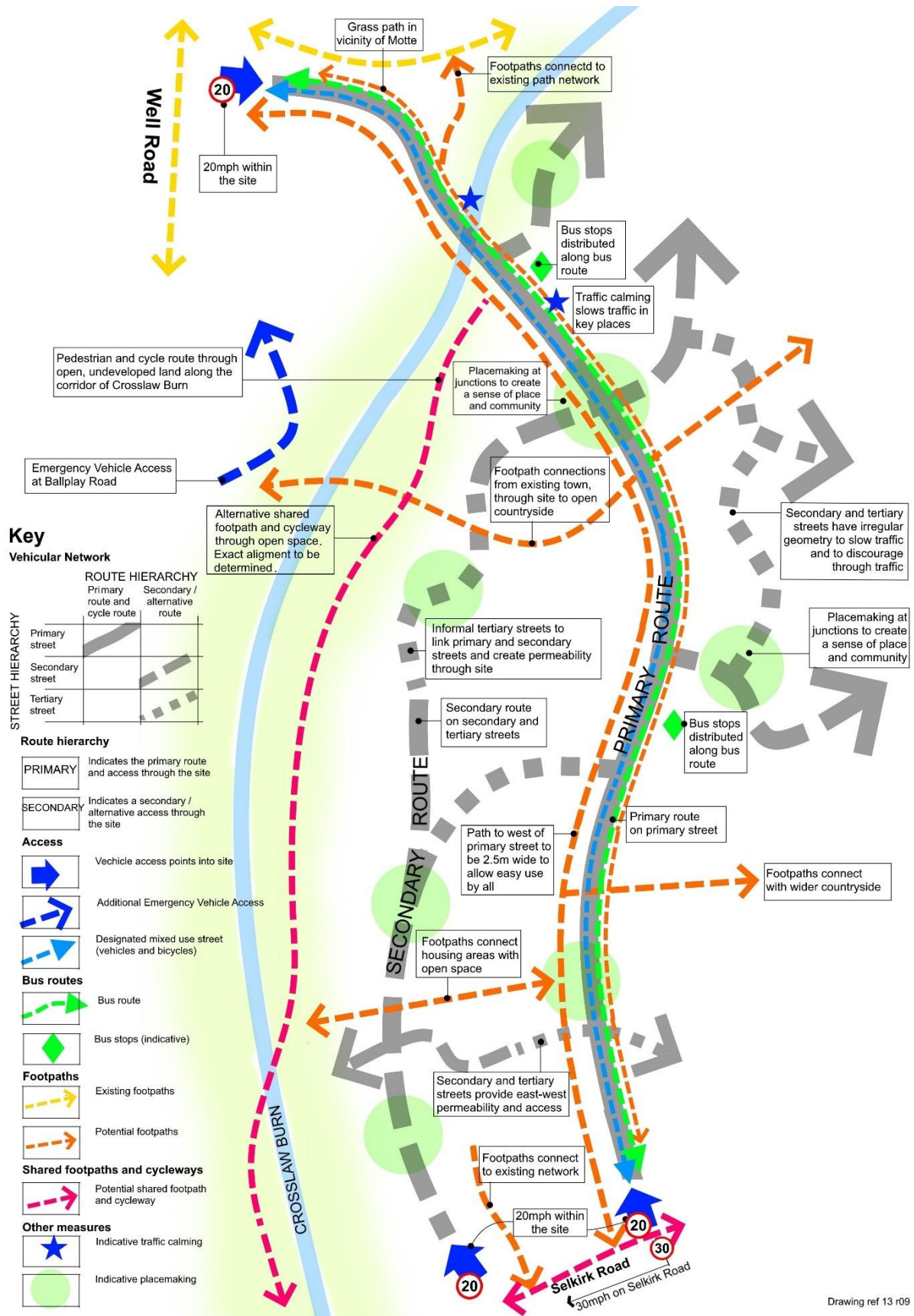
8.2 Landform

- 8.2.1 The masterplan envisages that the proposed development would utilise as much of the existing natural landform and contours of the site so that the development would sit nestled within the landscape. It would use the natural landform to enhance the inter-visibility with neighbouring uses. The relationship and positioning between dwellings would be largely dictated by the landform.
- 8.2.2 The landform undulates and rises gently up towards the north end of the site. Two triangular shaped blocks of woodland, which are joined in the middle are situated at the north end and separate the north west portion of the site, which includes the field accommodating the Auldton Motte Scheduled Ancient Monument (SAM).
- 8.2.3 The development would avoid an over-engineered approach and would not involve significant re-modelling or earth bunding. The development would therefore be sympathetic to the natural contours of the site utilising the existing features to provide necessary buffer zones, wildlife areas, footpath linkages and a sustainable drainage scheme.
- 8.2.4 As far as it is reasonably practicable, existing field boundaries and features would be maintained. The existing blocks of woodland at the north end of the site would also be retained and public access would be provided to them with new footpaths and cycle ways, which connect to the rest of the site and onwards to adjoining existing residential areas.

8.3 Layout

- 8.3.1 The masterplan shows where the new housing would be broadly located in blocks of coloured areas. The primary street will be a bus route leading from Selkirk Road to Well Road, and secondary streets will be taken off this to convey residents into the housing areas. Informal tertiary streets will provide links between the primary and secondary streets allowing permeability through the site. Secondary and tertiary streets should have irregular geometry and placemaking features, such as pocket parks, and will be used where streets connect to create a sense of place and community.
- 8.3.2 The two vehicular and cycling accesses off Selkirk Road would provide the necessary permeability and inter-linkages between blocks of housing and enable a safe circular route into the site. The latter point would help with accessibility for bus services into the site and reduce delays for residents trying to enter/exit the new development into/onto the Selkirk Road. Tertiary streets running off the primary street would enable the necessary vehicular access to each block of new housing. A further vehicular and cycling access is proposed off Well Road at the north end of the site. An emergency vehicle access (EVA) will be provided off Ballplay Road. It is anticipated that the EVA will connect to the internal road network in the Phase 3 area, however the EVA will be implemented during Phase 2 to provide a suitable route for the foul drainage to connect to the existing sewer on Ballplay Road. Once Phase 5 of the development is completed, any occupied dwellings in the development will have access via the north and south, and the EVA is not expected to be required. However, notwithstanding this it will remain in place and will provide emergency access if required, and also provide an additional route for pedestrians and cyclists on a day to day basis. To further increase pedestrian permeability of the development, it is proposed to provide a west-east path connecting the EVA route to the Phase 5 area.
- 8.3.3 Sustrans advise that DfT publication 'Cycle Infrastructure Design' is current best practice. The development will have a 20mph speed limit and an anticipated daily motor vehicle flow below the trigger level for a segregated path based on the guidance within this publication. Therefore, the cycle strategy for the development is for cycle provision to be on the road (i.e. mixed traffic). A 2.5m wide path will be provided along the side of the main primary route for pedestrians and wheelchair users. Any signage will be to keep cyclists on the road and pedestrians on the path through the development. Sustrans have been consulted on and are supportive of this cycling strategy for the development.

8.3.4 The design approach reflects the recommendations in the National Roads Development Guide (June 2017) and the principles contained in the "Designing Streets: A Policy Statement for Scotland" (March 2010). A Design Guide for each type of road (i.e. Primary, Secondary, and Tertiary) within the overall site has been prepared by Asher Associates to ensure that there is a consistent approach to roads design throughout the development. The Design Guide will be agreed with Dumfries and Galloway Council Planning and Dumfries and Galloway Council Roads Planning Team prior to any phase being developed. The design guide includes boundary treatments and reflects the existing local area. The illustrative road network strategy is shown in Figure 33 below.



Drawing ref 13 r09

Figure 34: Illustrative Road Network Strategy

- 8.3.5 The masterplan proposes that the new dwellings would be oriented so that they would gain from maximum solar energy to ensure efficiency and comfort for the occupiers. A strong design principle adopted for this masterplan includes long rear gardens for those new dwellings located especially adjacent to existing dwellings off Ballplay Road to aid distance and privacy.
- 8.3.6 The masterplan ensures that no development would take place in the area identified as lying within the 1 in a 200-year flood event. The extra care housing would avoid the area identified as lying within the 1 in a 1,000-year flood event. The two main accesses off Selkirk Road would be protected from flooding to ensure all-year round safe access.

8.4 Housing Built Form

- 8.4.1 The intention is to provide a scheme with a variety of open-market dwelling types together with affordable housing and an extra care housing element.
- 8.4.2 The open market housing would be located principally in the upper part of the site, whilst the affordable housing would be located principally at the southern end of the site facing onto Selkirk Road. The affordable housing would principally comprise semi-detached units separated by spurs off the main spine road.
- 8.4.3 The masterplan illustrates broad blocks to identify the areas identified for the open market and affordable housing. These broad blocks are defined by the provision of a primary north-south route through the site, complemented by a secondary route and tertiary streets to serve blocks of housing and could include an avenue of trees to the primary and secondary route to add greenery and soften the appearance of the built environment.
- 8.4.4 A long section plan (north-south diagonal) has been prepared and supplied to the Dumfries and Galloway Council's Roads Officer to confirm connectivity for the different phases of development, given changes in ground level and constraints such as the watercourse.
- 8.4.5 The extra care housing would be grouped in terraces (including the central hub) comprising single storey units ranging from between 2 up to 5 dwellings in each group. Each group would be inter-linked with footways and safe sitting out areas. Able bodied and disabled person car parking and accessibility would be provided in accordance with the advice contained in the Communities Scotland – Housing for Varying Needs parts 1 and 2 (1998).

- 8.4.6 A buffer zone would be provided between the affordable housing and the nearest existing dwellings located in Eastfield Rise and Ballplay Road to the west, in order to provide space between the existing and proposed and to minimise loss of amenities to existing occupiers. This is delineated by Crosslaw Burn (that runs in a north to south direction near to the western boundary of the site) and the area lying within the defined 1 in a 1,000 and 1 in a 200-year flood event. These dwellings would be oriented to ensure that there would still be a degree of overlooking on the open space area for security reasons and there would be a footpath route through this public open space.
- 8.4.7 A variety of rooflines, heights, shapes and orientation would be part of the overall design approach for each block of new open market, affordable and extra care housing so that the new settlement edge would have a similar appearance to the existing development in this part of Moffat to the west. The aim would be to avoid a solid wall of built development and instead provide a diverse, complex and textured visual appearance to the new settlement boundary.
- 8.4.8 Locally sourced building materials would be used to ensure that the new development complements the existing built development in the town as well as reflect the rural character of the area. Examples of materials used locally could include, for example, Locharbriggs sandstone, whinstone, painted stone and render, harling, and painted detailing around doors and windows. Consideration will be given to suitable materials that could be used in the development as part of the building pallet.

8.5 Open Space

- 8.5.1 New areas of open space would be provided within the development, which would be combined with the proposed wildlife areas to be located along the western edge of the site in both the Hospital Field and the Frenchlands Field. The open space would be integrated, accessible and well overlooked, and would accord with the key points contained in Section 6 of the Dumfries and Galloway Council's 'Design Quality and Placemaking' Supplementary Guidance.
- 8.5.2 The aim would be to create a series of different experiences within the open spaces: meadows, amenity grass, woodland and wetland, and a series of different uses: passive and active areas. Areas set aside for wildlife corridors would be principally along a band adjacent to the western boundary. These same areas would also serve as potential for compensatory flood storage and would be overlooked for passive surveillance.

- 8.5.3 A network of footpaths and cycle ways would connect to these areas of open space, which would therefore provide a route through the site and offer permeability with the adjoining built up part of Moffat.
- 8.5.4 The setting and conservation of the Auldtun Motte would be ensured by the provision of a buffer zone and a stand-off area in which no development would take place north of the primary route between Well Road and Auldtun Motte. Enhanced public accessibility would also be secured with the provision of roadside parking to facilitate access to and understanding of Auldtun Motte. The area surrounding the Motte would be left as public open space. The crescent open space south of Auldtun Motte would provide enhanced community space and support biodiversity, landscape character and visual amenity objectives.
- 8.5.5 It is proposed that this open space would be used for livestock grazing to help maintain the land in proper condition. The orientation, height and roof form of the new dwellings to the east of the Motte would also be limited to single storey to ensure that views of Frenchfield Tower would not be obscured from Auldtun Motte.
- 8.5.6 Residential amenities for existing occupiers of the nearby houses located in Eastfield Rise and off Ballplay Road along the south-western boundary of the development site would also be protected by a buffer area provided in the Hospital Field and Frenchlands Field.
- 8.5.7 Longer rear gardens would also be provided to the new dwellings nearest to existing houses located in Eastfield Rise and off Ballplay Road, and this additional space would aim to protect existing residential amenities from encroachment, loss of privacy and outlook.
- 8.5.8 The masterplan includes 'pocket parks' which are small areas of localised open space within each area of housing to help create a sense of place and community. Groups of trees would also be planted to help soften the appearance of the housing and to create a pleasant green living environment for the occupiers.
- 8.5.9 In accordance with the Loreburn Housing Association Extra Care Design Guide, areas within the extra care housing would provide safe and secure open spaces and wandering paths, which would be suitable and beneficial to people who are elderly, or who have limited mobility, sensory impairment or dementia. Rest stops along the paths would be provided with interesting features such as raised planters or water features.

8.5.10 Communal raised gardens or patio areas to encourage outdoor activity could also be provided. Other areas of open space within the development could provide flat areas of grass suitable for formal or informal ball games and community events. The public open space fronting Selkirk Road would also provide a strong welcoming appearance at the entrance to the development site.

8.6 New Planting

8.6.1 New tree planting would be created along the entire eastern boundary of the site in order to frame the development but not create a solid belt of vegetation. The aim would be to provide additional green infrastructure that would be a characteristic of the area and should avoid creating a separation between the settlement and the wider countryside. Both ornamental and native species should be used here.

8.6.2 New planting would take the form of tree groups within the site planted in clusters, lines and as individuals. Native trees and some ornamental trees would be used within the open space to frame and shelter different areas and to provide continuous wildlife corridors as part of the green infrastructure for the site. Plant species toxic to livestock would be avoided.

8.6.3 The masterplan indicates the strategic planting of trees to reduce the visual impact of the new development for occupiers living in adjacent areas, and where it is possible, to do this without causing its own adverse effect.

8.7 Access and circulation

8.7.1 The proposed development would be served by three main vehicular accesses – two located off Selkirk Road and one located off Well Road, plus an emergency vehicle access utilising an existing gateway off Ballplay Road. The two main accesses off Selkirk Road would be constructed so as to ensure that they would not be adversely affected by the flood zones. The existing water main that crosses the site would need to be re-routed.

8.7.2 The approach to circulation shown in Figures 29, 33 and 34 would be to provide an irregular and informal road hierarchy that reflects the recommendations in the National Roads Development Guide (June 2017) and the design principles contained in the “Designing Streets: A Policy Statement for Scotland” (March 2010). This is to ensure that the resulting development will have a high degree of permeability and connectivity both internally and externally, and the emphasis on footpaths and cycleways will ensure accessibility for all users, and in particular by encouraging non-motorised access by foot or by cycle.

- 8.7.3 The road hierarchy will be consistent throughout the development, due to the provision of a Design Guide for each type of road (i.e. Primary, Secondary, and Tertiary). The Design Guide will be agreed with Dumfries and Galloway Council Planning and Dumfries and Galloway Council Roads Planning Team prior to any phase being developed.
- 8.7.4 Such an approach would contribute to creating variety and a sense of place in the new development that would be appropriate to the local circumstances, given the rising topography of the site as well as the natural physical (e.g. flooding areas, water courses and woodland) and heritage constraints
- 8.7.5 The primary street will be a bus route leading from Selkirk Road to Well Road, and from this route secondary streets will convey residents into the housing areas. Informal tertiary streets will provide the connectivity links between the primary and secondary streets allowing permeability throughout the site. Secondary and tertiary streets should have irregular geometry and placemaking features, such as pocket parks, and will be used where streets connect to create a sense of place and community. They will also have an irregular pattern to slow traffic down and discourage through traffic movements.
- 8.7.6 The secondary access provision is intended to provide the necessary vehicle link from Selkirk Road to join with the primary access to ensure accessibility for the phase 3 of the development.
- 8.7.7 The access off Well Road is intended to provide a secondary access for those occupiers of new dwellings at the north end of the site. A new bridge would be required to be constructed to over-sail Birnock Water beside Well Road and would form a separate planning application, albeit linked to the Phase 2 development to be submitted by Hartfell Homes LLP. This new bridge and the application would effectively be Phase 2A, and the development of the housing element would be Phase 2B within the whole area identified as Phase 2 on the Phasing Plan in Figure 36.
- 8.7.8 A series of proposed footpaths and cycleways would cross through the site in a north/south direction and would connect to Auldton Motte, and in a west/east direction enabling permeability and easy access to the existing built settlement to the west via Well Road and Ballplay Road, and through routes to the town centre.
- 8.7.9 A new footpath and cycle way would be provided through the existing block of woodland at the northern end of the development site to help integrate the development with its natural surroundings and enable residents of the new housing to benefit from increased accessibility to their surrounding countryside.

- 8.7.10 An access would be retained to enable livestock to move between the open space surrounding the Motte and the adjoining agricultural fields to the east. It is suggested that this route should be made safe and "watertight" to prevent sheep getting access onto the public road, other open space and local resident's property. From some parts of the lower platform of the Motte distant glimpsed views would be maintained of the apex to the gable of Frenchland Tower to the south-east.
- 8.7.11 In accordance with the Loreburn Housing Association Extra Care Design Guide, a safe and secure footpath link would be provided between the affordable housing and extra care housing and the nearby Moffat Hospital. The masterplan proposes using footpaths through the site and along Selkirk Road to ensure permeability and enable safe access to Moffat Hospital.

8.8 Field patterns and boundaries

- 8.8.1 Existing field boundaries and stone walls would be retained where possible and where they would be visible. These would be used to develop a sense of place and distinctive areas within the whole of the site.
- 8.8.2 Where existing stone walls would be "lost" between back gardens, it is intended that the stone should be used elsewhere to reinforce local landscape character of the area.
- 8.8.3 Walls and fences that cross open spaces should be avoided where they would prevent wildlife and in particular badger from moving between setts.
- 8.8.4 Existing field boundaries between the development site and the adjoining farmland would need to be secured and maintained.

8.9 The Water Environment

- 8.9.1 The masterplan includes sustainable drainage proposals using areas that would naturally contain overflow water identified in three key location across the site.
- 8.9.2 No new housing would be constructed in the area identified on the Constraints and Opportunities mapping as a 1:200-year event flood zone (see Hospital Field). In addition, the extra care housing would not be located in the 1:1,000-year event flood zone.

- 8.9.3 Compensatory flood storage areas would be provided along the south western part of the development site where no new development is proposed. Ponds, basins, swales and rain gardens would be provided throughout the site to deal with surface water run off in a natural sustainable way and reduce the need for over-engineered solid infrastructure. These measures are consistent with the findings of the KAYA Consulting Ltd report (October 2019).
- 8.9.4 Existing watercourses will require bridging at a number of points to enable the construction of the internal road system.

8.10 Facilities

- 8.10.1 The masterplan includes provision for recycling facilities, either for each dwelling or for clusters or groups of dwellings.
- 8.10.2 Cycle parking near to proposed open spaces would be provided so people can secure their bicycles while using the open space.

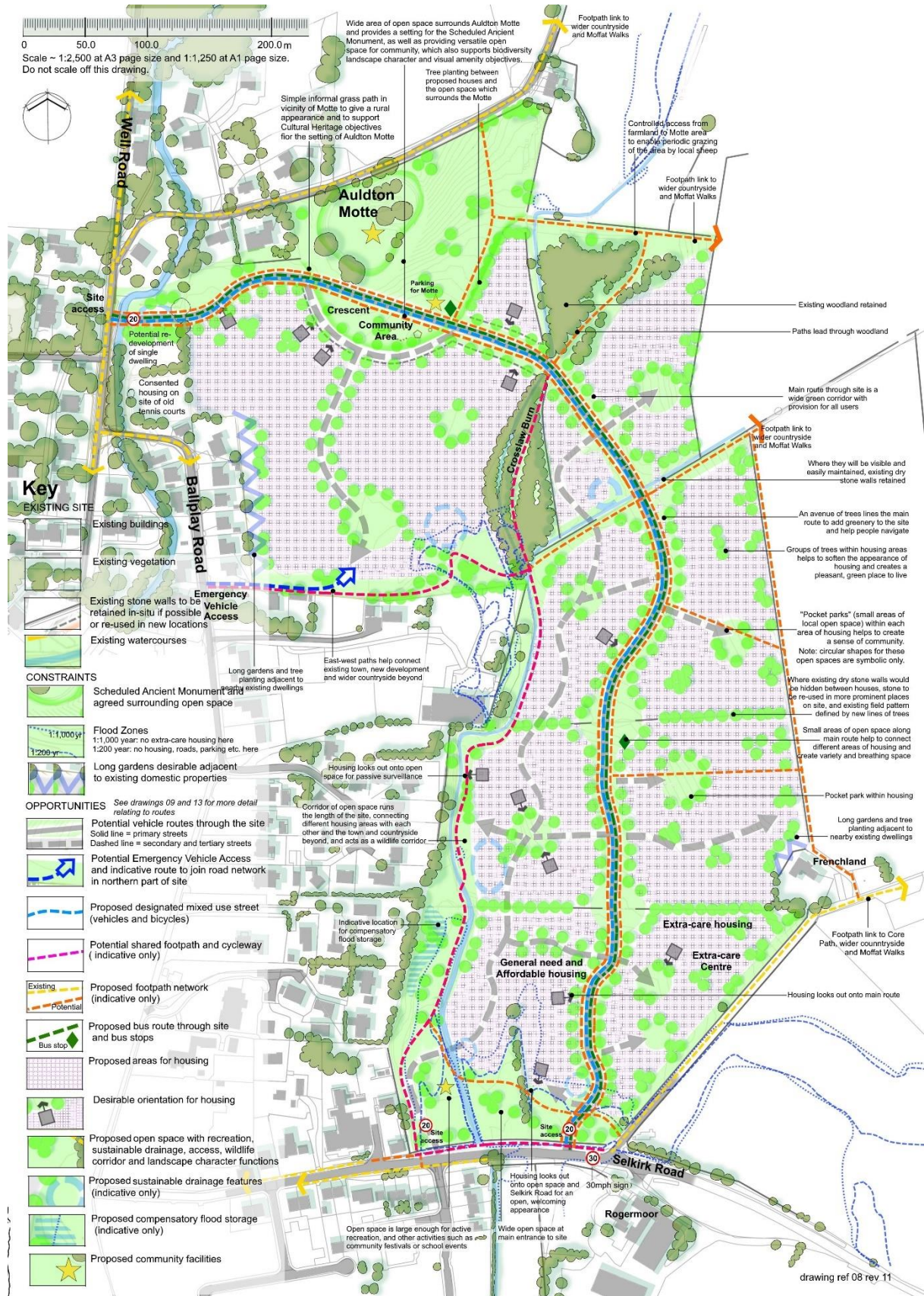
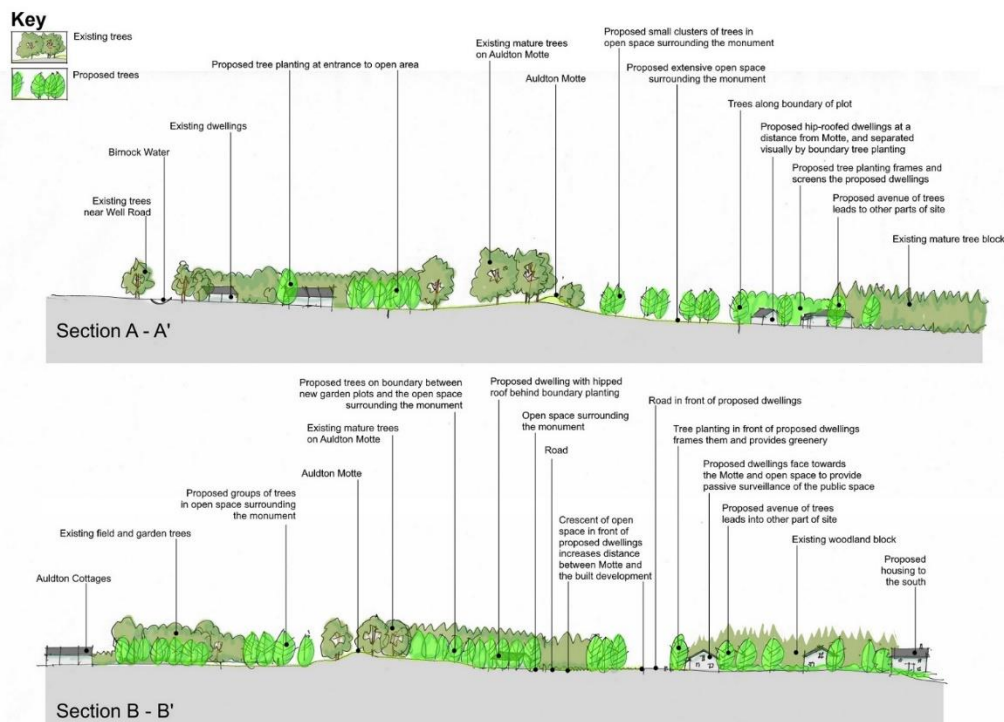
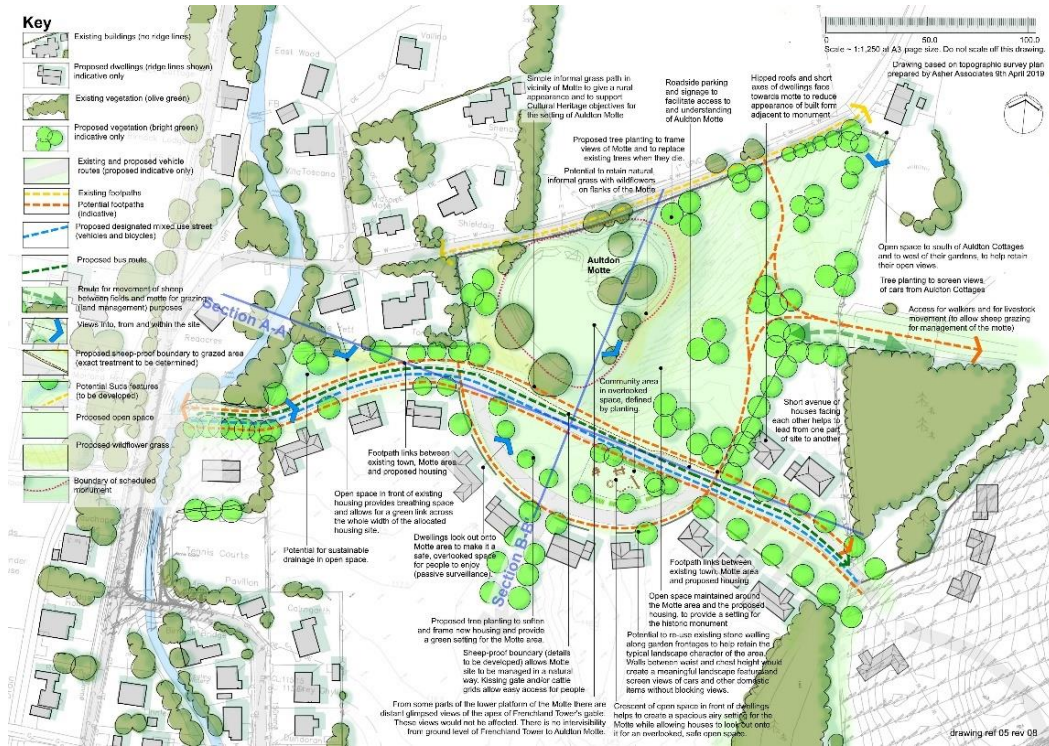


Figure 35: among other things, the masterplan defines housing areas, open space, routeways and vegetation.



document reference Selkirk Road 06 Motte Option C Illustrative X section rev 04

Figure 36: An illustrative plan and cross sections for the northern part of the site has been prepared to indicate how the masterplan guidelines and design principles could be applied here. Note, this plan is indicative only, and subject to development and refinement at detailed design stage.

9.0 Implementation and Deliverability

9.1 Phasing

9.1.1 The delivery of primary infrastructure and open spaces must be consistent with the progression of the overall development. Some of the road infrastructure and structure of planting around the site will need to be provided at the outset of the development.

Phase 1

9.1.2 It is envisaged that the first phase of the development would take place at the bottom end of the site, which is proposed for affordable housing/extra care housing and will be taken forward by Loreburn Housing Association. Construction on this part of the site could commence in mid to late-2020 with completion 12 to 18 months thereafter (i.e. early 2022).

9.1.3 This means that the two access road/s off Selkirk Road to serve the development will need to be constructed as part of this first phase of the scheme along with that part of the primary route running up through the Loreburn site. Additionally, a new combined pedestrian and cycle path will be provided along the frontage of the site along Selkirk Road. Subsequent stages of the primary and secondary roads would be constructed following planning approval of the next phases.

9.1.4 It is expected that a revised planning application will be submitted for the Loreburn Housing Association part of the site as soon as it is reasonably practical following adoption of this masterplan by Dumfries and Galloway Council.

9.1.5 The provision of the Extra Care and affordable housing within the Loreburn Housing Association part of the site would result in the provision of 73 dwelling units over a phased 12-36 month period. The Extra Care housing would be completed within the first 12-18 months with the remaining part of the development taking place in the subsequent 18-36 month period. Further details will be provided at the planning application stage of sub-phases once detailed proposals have been prepared.

9.1.6 This level of provision would more than meet the Local Plan Policy H5 requirement for the whole of the site allocated as MOF.4H, which requires a maximum of 20% of the 200 units will need to be affordable.

Phase 2

9.1.7 The development comprising 8 new dwelling units at the north end of the site around the Audlton Motte by Hartfell Homes LLP is expected to take place under a similar timescale over the period 2020/2021. It is expected that a planning application would be submitted as soon as the masterplan is agreed by Dumfries and Galloway Council with commencement as soon as possible thereafter once all the permissions are in place. The development of this part of the site would follow the construction of the bridge, which is necessary to over-sail Birnock Water beside Well Road, and widening of Well Road to ensure width of 6m between the proposed access and Ballplay Road. A separate planning application has been submitted for the new bridge and Well Road improvements in advance of the planning application for the housing scheme in order to enable the infrastructure to be installed quickly. This new bridge, Well Road improvements, and the application would effectively be Phase 2A, and the development of the housing element would be Phase 2B within the whole area identified as Phase 2 on the Phasing Plan in Figure 36. Some of the supporting infrastructure for Phase 2 will be outwith the Phase 2 boundary, and within the Phase 3 boundary. An emergency vehicle access (EVA) will be provided off Ballplay Road. It is anticipated that the EVA will connect to the internal road network in the Phase 3 area, however the EVA will be implemented during Phase 2 to provide a suitable route for the foul drainage to connect to the existing sewer on Ballplay Road. Similarly, the surface water run-off from Phase 2 will be drained to a combined SuDS feature within the Phase 3 boundary, which will be implemented during Phase 2.

Phases 3, 4 and 5

9.1.8 The remainder of the site allocated as MOF.4H will be delivered over a longer timescale within a 5-10 year period, split between Phases 3, 4 and 5 as shown on the Phasing Plan. As the masterplan is made up of blocks of housing, it is envisaged that each block would come forward in a phased way (see phasing plan below) moving across the allocated site in a logical sequence following the completion of the above phases at the north end (Hartfell Homes) and the southern end (Loreburn Housing Association) of the site.

- 9.1.9 Each phase would be accompanied by a planning application to cover either individual blocks or groups of blocks of housing depending upon the demand at the time. This means that the allocated site will be developed in a progressive way so that the final part of the site (Phase 5) to be built upon is likely to be the central core area south of Crosslaw Burn and east of the two main blocks of woodland. The associated road and other infrastructure will be completed as each stage comes forward.
- 9.1.10 To ensure that no more than 100 dwellings would be dependent upon one single point of access, the masterplan layout provides for a primary and secondary route through the site with irregular secondary and tertiary street patterns connecting to them to serve groups or blocks of housing. This will ensure that the later phases 3, 4 and 5 will have the necessary permeability and connectivity to the rest of the development, but it will also ensure that these phases will have the required emergency vehicle access to serve the whole of the developed site.

9.2 Formalising the Masterplan

- 9.2.1 The Council's Pre-Application Enquiry Advisory Report outlined two alternative routes to establishing the masterplan in the planning process:
1. Adoption through Supplementary Guidance – a formal route where the masterplan could become part of the adopted Local Plan. This process requires the applicant going out to public consultation and seeking approval by the Council's Committee and referred onto Scottish Ministers;
 2. Informal adoption as planning guidance – this process would involve taking the masterplan to the Dumfries and Galloway Council's Economy and Resources Committee for approval as planning guidance relative to the Local Development Plan 2 (LDP2) without the need for referral to Scottish Ministers.

- 9.2.2 The applicant's preferred approach would be the second option above through informal adoption as planning guidance because of the lengthy procedural requirements of formal adoption outlined in option 1. The approach would also be more suitable to the applicant because of the proposed phasing of development of the site. The applicant has already carried out a public consultation exercise on the masterplan on the 30th July 2019 (see section 10.0 below), and the document together with the layout has been amended in light of the findings of that consultation process as well as through further dialogue with Officers of Dumfries and Galloway Council. This engagement process has enhanced the status of the masterplan and consequently a further public consultation of the masterplan itself is not considered necessary prior to informal adoption.
- 9.2.3 The aim is therefore to seek agreement with Dumfries and Galloway Council Officers over the principles of the masterplan, and then to achieve adoption via the chosen Committee process referred to above before individual planning applications can be submitted for the development of the Loreburn scheme and the southern end of the site and the separate Harfell Homes scheme at the northern end of the site.
- 9.2.4 A phasing plan is provided below to illustrate the staged development of the site.

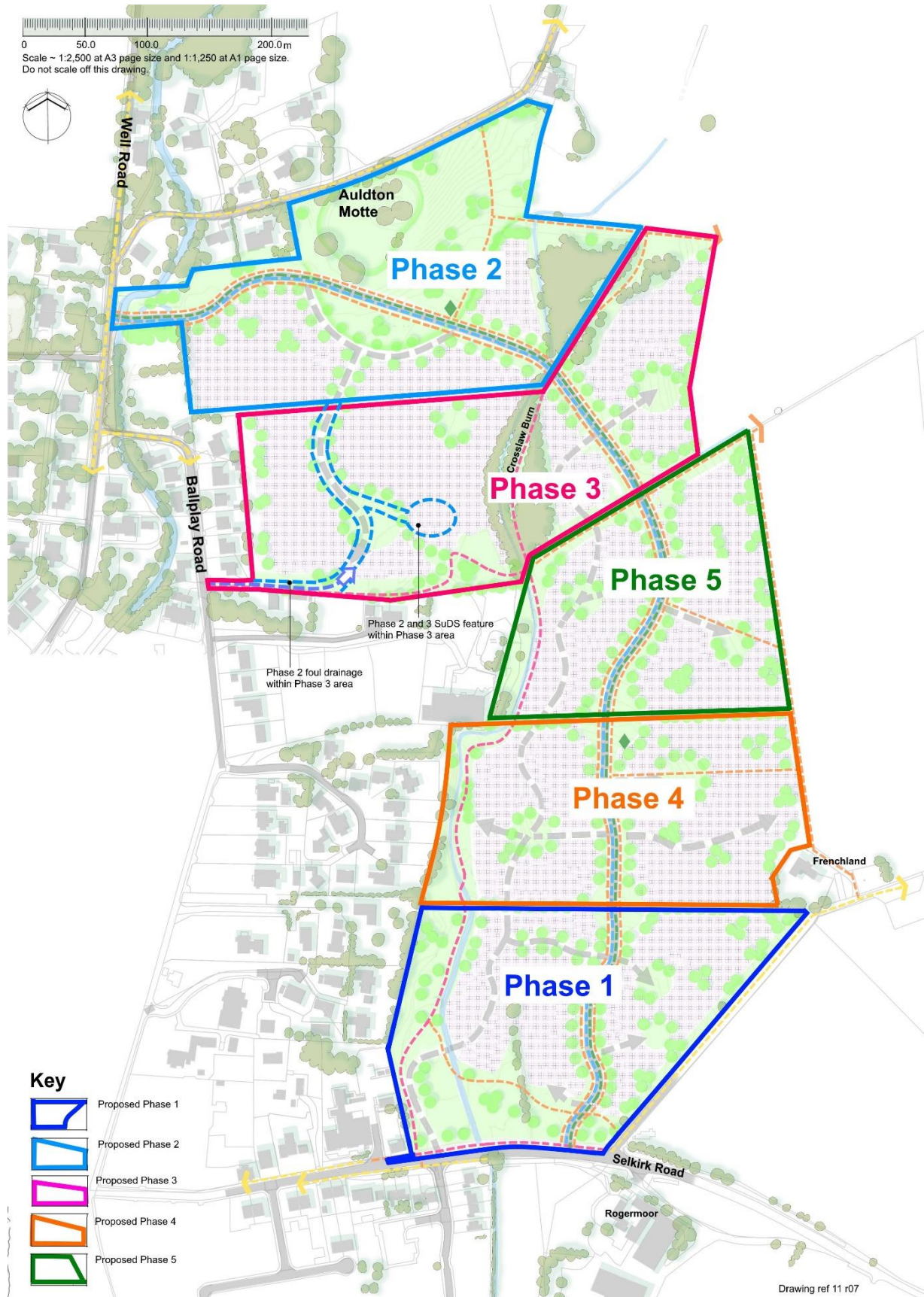


Figure 37: the above plan shows the general principles for phased development of the site

10.0 Statement of Process Undertaken

10.1 Context

- 10.1.1 This masterplan has undergone significant preparatory consultation with Dumfries and Galloway Council, and its statutory consultees, which includes the Scottish Environmental Protection Agency, Scottish Natural Heritage and Historic Environment Scotland.
- 10.1.2 An earlier version of the masterplan was submitted to Dumfries and Galloway Council for endorsement in Summer 2018 and a Pre-Application Enquiry Advisory Report responding to the draft masterplan was issued on the 14th November 2018. A meeting with Officers of the Council and the applicant also took place on the 29th August 2018 to discuss the proposal at the time. The Pre-Application Enquiry Advisory Report raised a significant number of detailed issues and recommended that the masterplan should be amended to reflect all the concerns raised at the time.
- 10.1.3 In addition, a substantially revised and extended masterplan was submitted for consideration by Dumfries and Galloway Council's Officers on the 20th November 2019. An Officer response referring to the masterplan was issued on the 10th March 2020 in conjunction with responses to a planning application for Phase 1 of the site. A further, more detailed, Officer response just relating to the masterplan was issued on the 7th May 2020. This masterplan has been revised significantly in response to the comments from the further dialogue with Officers.
- 10.1.4 As a consequence, a number of key tasks have been undertaken aimed at resolving the outstanding technical matters raised by the Council over a substantial period of time, and which have influenced the final version of the masterplan. These technical matters which have required ongoing dialogue and agreement with Dumfries and Galloway Council are set out below. The further technical studies have informed the Constraints Mapping included with this masterplan, which in turn has influenced the final form of the masterplan layout.

10.2 Key Tasks Undertaken

Landscape, Townscape and Visual Amenity

- 10.2.1 In terms of landscape, townscape and visual amenity, Dumfries and Galloway Council had provided a detailed response in their Pre-Application Enquiry Advisory Report requesting the level of information necessary to meet their requirements. A subsequent meeting with Officers of the Council was arranged for 11th March 2019 where it was agreed that a landscape and visual appraisal would be a precursor to guide the master-planning of the site and that a landscape and visual impact assessment (LVIA) was not appropriate for the masterplan exercise.
- 10.2.2 An approach was set out in correspondence with Dumfries and Galloway Council on the 7th March 2019 and it was agreed in subsequent dialogue with Officers with the Council that the approach represented a good scope of what the Council were looking for in the supporting document.
- 10.2.3 The results of the Landscape and Visual Appraisal are set out in Chapter 5.0 above and the likely landscape and visual impacts of the proposed development are included in the Constraints mapping. The preparation of the masterplan has taken full account of the Landscape and Visual Appraisal and has been informed by its' findings accordingly. The Landscape Assessment was submitted to Dumfries and Galloway Council for endorsement and Officers have informally commented that the document is sound.

Water Environment

- 10.2.4 In terms of water environment, an updated Flood Risk Assessment was prepared by KAYA Consulting Limited via Asher Associates on behalf of the applicant in September 2019. The findings of the FRA are set out in Chapter 5.0 above.
- 10.2.5 The KAYA Consulting Limited report was submitted to SEPA for review on the 30th September 2019. A response from SEPA following this ongoing dialogue with them was given on the 8th November 2019. SEPA stated in their response that if formally consulted through the planning process on the proposed development they would be unlikely to object on flood risk grounds based on the information supplied with this consultation. Notwithstanding this they would expect Dumfries & Galloway Council to undertake their responsibilities as the Flood Risk Management Authority.

10.2.6 In their conclusion, SEPA confirmed that they are satisfied that the updated FRA has addressed the majority of technical requirements and they can therefore accept the principle of the proposal given the pre-planning status of the current consultation. However, they pointed out that given the number of flood risk constraints on the site, they will require further information to be submitted at the full planning stage, once detailed site plans are available in order to demonstrate that the proposal and flood mitigation measures comply with Scottish Planning Policy and SEPA guidance.

Ecology

10.2.7 In terms of ecology, Dumfries and Galloway Council had confirmed that consultation was undertaken with Scottish Natural Heritage in August 2018, which confirmed that they had no objection to the general context of the Phase 1 Habitat Survey carried out in 2015 it had requested that the previous survey work be updated. Consequently, in September 2018 an Addendum to the original Ecology report was updated as the original report was over three years old. The purpose of the Addendum was to assess whether any significant changes had occurred to the land surveyed previously in 2015.

10.2.8 Dumfries and Galloway Council Officers confirmed on the 25th March 2019 that the submitted Addendum to the Phase 1 Habitat Survey meets the requirements outlined by Scottish Natural Heritage and is acceptable. In order to meet the LDP2 site allocation requirements, the masterplan requires to include these results and include measures to protect or mitigate adverse effects on wildlife, which is likely to mainly be on badgers judging by the results. The findings of the Addendum are set out in Chapter 5.0 above and the results and proposed mitigation are illustrated on the Constraints mapping and the preparation of this masterplan has been informed by the results of the findings of the original Phase 1 Habitat Survey and the subsequent Addendum.

Cultural Heritage

10.2.9 Ongoing dialogue was carried out by Wardell Armstrong on behalf of the applicant with Historic Environment Scotland (HES) to assess the potential impact of the proposed development of the site allocated at Selkirk Road Moffat upon the Auldton Motte scheduled ancient monument. This follows the detailed matters raised in the Dumfries and Galloway Council's Pre-Application Enquiry Advisory Report.

- 10.2.10 The dialogue with Historic Environment Scotland included a series of meetings with the applicant as well as with technical specialists from Wardell Armstrong. As a consequence of that dialogue a Heritage Statement was prepared by Wardell Armstrong and the results of which are summarised in Chapter 5.0 above.
- 10.2.11 In addition, a proposed illustrative plan shown in Option C has been prepared by Eden Environment Ltd, which shows how the Auldton Motte scheduled ancient monument, its setting and the setting of other historic assets would be protected by the development on the allocated site.
- 10.2.12 The response from Dr Mary Macleod of Historic Environment Scotland dated 28th June 2019 confirms that HES accepts that the Wardell Armstrong Heritage Statement takes the reader through the iterative process which has led to the proposed masterplan design – Option C.
- 10.2.13 HES recognises that the impacts on the setting of the motte from the proposed development would be significantly reduced from the initial proposals they had seen, and HES agree that proposed Option C does not raise issues of national significance for the setting of Auldton Motte (SM684). Dr Macleod confirms that HES would not therefore object to Option C for the purposes of this masterplan.

Archaeology

- 10.2.14 Following the detailed comments in the Pre-Application Enquiry Advisory Report relating to the potential likelihood of important archaeological assets within the site and a subsequent meeting on 11th March 2019 and further discussions with Officers at Dumfries and Galloway Council, an Archaeological Survey and Trenching Report (dated May 2019) was prepared by JAF Limited on behalf of the applicant as part of the masterplan process. Prior to preparing the survey, a Written Scheme of Investigation was submitted for approval with Dumfries and Galloway Council on the 26th March 2019. A summary of the Archaeological Survey and Trenching Report is set out in Chapter 5.0 above.
- 10.2.15 The results of the trenching work and its findings were issued to Dumfries and Galloway Council on the 20th May 2019 and it was subsequently confirmed by the Council on the 30th May 2019 that their Archaeologist considered the scope of works in the Written Scheme of Investigation dated 26 March 2019 was acceptable. The Council confirmed that this document is therefore approved.

10.2.16 In respect of the Archaeological Survey and Trenching Report 20th May 2019, the Council confirmed on the 30th May 2019 that their Archaeologist was happy with its contents and findings and that all necessary archaeological evaluation had been undertaken on the site. The Council confirmed that there appear to be no historic environment issues to affect the masterplan other than the setting of the motte. The findings of the archaeological works have therefore informed the masterplan process.

Infrastructure.

10.2.17 Details of the level of infrastructure necessary to support the development are referred to in the Dumfries and Galloway Council's Pre-application Enquiry Advisory report dated 14th November 2018.

10.2.18 Local Development Plan 2 (LDP2) Policy OP3 requires developer contributions, which in this case would be in relation to principally affordable housing, open space provision and education. As a consequence of the Pre-application Enquiry Advisory Report, the applicant has identified the level of infrastructure necessary to support the development as set out in Chapter 5.0 above. This assessment has informed the basis of the masterplan going forward to planning application stage.

Transport and Roads

10.2.19 In November 2018, WYG (Transport) were commissioned by the applicant to prepare a Technical Note which re-examined the acceptability of the proposed development of the masterplan site MOF.4H from a roads and transportation perspective. This followed the receipt of the Council's Pre-Application Enquiry Advisory Report where the Council's Roads Officer had requested that whilst he had no objection to the proposed development, he requested that the previous Transport Assessment be updated. The Roads Officer referred to the need to mitigate for the potential for flooding in a 1:200-year event. He had also suggested that there appeared to be scope for informal leisure paths and possibly other private tracks bordering the site to maximise permeability for pedestrians and cyclists.

10.2.20 On the 25th March 2019, the Team Leader for Roads Planning at Dumfries and Galloway Council confirmed that the Transport Assessment Technical Note satisfies roads requirements and its conclusions provides comfort of the traffic volumes that are required to be accommodated. The Council therefore confirmed that this document is therefore considered acceptable.

10.2.21 A Travel Plan (September 2019) has also been prepared as a result of the request from Dumfries and Galloway Council which highlights options for sustainable transport measures in accordance with the requirements of the Council's then adopted Supplementary Guidance in respect of Travel Plans (see Chapter 5.0 above). The Travel Plan recommends that the masterplan will need to encourage sustainable travel by designing the internal site layout so that it offers a safe and low speed environment conducive to encouraging walking and cycling. The Travel Plan was submitted on the 12th September 2019 to Dumfries and Galloway Council.

10.2.22 Responses to the Travel Plan (dated 1st October 2019) were issued to the applicant on the 7th May 2020, which identified a number of points relating to cycleway provision along the primary route through the site and along the frontage to the A708 Selkirk Road. In addition, clarification on the desire lines outwith the site and links to facilities in the town were sought as well as details on cycle parking.

10.2.23 The findings of the original Transport Assessment and the subsequent Technical Note are set out in Chapter 5.0 above and have therefore informed the masterplan process. Through ongoing consideration of the most appropriate design for the vehicle accesses, cycle routes and pedestrian access to and within the site, the masterplan layout has been amended to address the matters raised by the Roads Officer and the responses to the Travel Plan.

Public Consultation

10.2.24 A public consultation event was held in Moffat Town Hall on Tuesday 30th July 2019. This was an opportunity for local or interested people to see the proposed Masterplan and drawings for the allocated site MOF.H4 as well as details of Loreburn Housing Association's proposed development. This was in follow up to Loreburn Housing Association's attendance at Moffat Community Council meeting on 23rd July, which was also opened up to the public.

10.2.25 The applicant offered the general public the opportunity to complete a questionnaire following their consideration of our proposals. 35 responses were received. 54% of respondents were supportive of new housing for Moffat. Some of these respondents had concerns over the number of new units and the potential for impact on local facilities and services. In response to this strategic point, it is felt this is a long-term plan for development and phases of new housing over a number of years, which the applicant considers will help Moffat continue to thrive and be more sustainable.

- 10.2.26 In addition to the requirement for new housing identified by the allocation MOF.H4, including sheltered / very sheltered, outlined in Dumfries & Galloway Council's Housing Needs & Demand Assessment, both Loreburn Housing Association and Homes 4 D&G have in excess of 400 applicants on their lists for Moffat. This demonstrates the high level of unmet housing need in the area, which give justification for the proposals. No change has been made to the masterplan on this point as the site is allocated for 200 units.
- 10.2.27 The majority of people at the event and who had completed questionnaires felt that the masterplan documents were easily understood. One commented that the amount of text on the layout could be reduced to aid clarity. People were keen to see that there were sustainable transport links through the site, thus supporting our landscaping proposals which allow for connectivity across the whole development area and to existing infrastructure for pedestrians, cyclists and buses.
- 10.2.28 The masterplan has been amended as a result of the comments received from the local community and from Officers at the Dumfries and Galloway Council. The layout now provides for greater levels of accessibility and permeability with improved north to south and east to west footpath/cycleway connectivity, with enhanced connections between the town, the site and the countryside beyond. The key and text in the masterplan layout have also been reviewed to make it clearer.
- 10.2.29 The common themes picked up during the consultation are outlined below, along with our response within the masterplan proposals. As a result of the public consultation exercise, the masterplan has been amended to reflect the specific points raised by consultees where the comments were relevant to the proposals in the masterplan. Most comments were aimed at the detailed Loreburn proposal rather than the masterplan and the layout.
- 10.2.30 *Existing Infrastructure, particularly relating to Health facilities* – a key concern was that there are insufficient services within Moffat at this stage to support such a large development. In particular, these concerns relate to the fact that there is currently only one GP in the town. There are concerns also that the town is lacking in other facilities such as dentists, police cover and ambulance provision.

10.2.31 In response to those points raised in the consultation, the proposal site was a long-standing housing allocation in the Local Development Plan 1 and it has been retained as a housing allocation in the adopted Local Development Plan 2 (LDP2). The principle of this scale of development and its impacts upon local services has already been considered and agreed through the two Local Plan processes. In responding to points where the development of the site may affect local infrastructure in the town, any community infrastructure required to be delivered as part of this scheme to reflect the concerns raised by the local community are a set out in Section 5.0 above in this masterplan. However, the masterplan would only be required to address infrastructure matters relevant to the effects of the development.

10.2.32 Indeed, the Reporter who was appointed by Scottish Ministers to conduct the examination of the proposed Local Development Plan 2 (LDP2) allocation MOF.H4 – Selkirk Road considered in response to similar public objections that:

"the council's consultation and engagement with its key service departments and statutory agencies has confirmed that the proposals of the proposed plan can be accommodated and/or serviced or actions identified to mitigate their impacts; the relevant actions are set out in part 3 of the council's draft Action Programme. In addition, proposed Policy OP3 (developer contributions) allows the council to seek contributions towards the provision of essential infrastructure where this is shown to be necessary in order for development to proceed. On this basis, I am satisfied that the council has undertaken the assessments necessary to ensure that the proposals of the plan can be supported by existing or improved infrastructure and services."
(page 245 of the Reporter's assessment)

10.2.33 In summary, Loreburn Housing Association has worked closely with the Annandale & Eskdale Health and Social Care Partnership to design suitable extra care accommodation on the site (i.e. making provision for 20 extra care units). It is hoped that these units will aid people to live in their own homes longer, whilst being able to access care provided from a central hub on the site. In addition, the masterplan has been further amended to propose 7.67ha of open space within the developed site; and the development will make contributions towards waste recycling.

10.2.34 Furthermore, in terms of education provision in the town, whilst the details of any financial contribution would be confirmed through detailed planning applications, the development would nonetheless have to provide a financial contribution based on £386:40 per dwelling towards future education requirements, in accordance with the Council's 2019 Developer Contribution Likelihood Table.

- 10.2.35 Loreburn Housing Association has also fed back those concerns raised at the consultation event to their colleagues in the Health sector albeit that they are not directly relevant to the impacts of the proposed development.
- 10.2.36 *Traffic Impact & Road Infrastructure* – there were concerns expressed that access on to Selkirk Road would be difficult due to the speed at which traffic currently enters the town just beyond the site and the width of the road at various points closer to the town. One comment suggested that a mini-roundabout should be constructed onto Selkirk Road to serve the new development as well as traffic lights onto Ballplay Road.
- 10.2.37 As part of this masterplan exercise, the applicant did initiate a Traffic Assessment together with a Technical Note (2018). Although it did acknowledge an increase in traffic use on the roads, it concluded that this could be managed within the current infrastructure and that the development would not have a significant detrimental impact on the local road network.
- 10.2.38 Both the Traffic Assessment and Technical Note reports have been endorsed by the Dumfries and Galloway Council's Roads Officer and the applicant continues to work closely with the local Roads Authority to ensure that safe access and egress can be made on to Selkirk Road and Well Road. The masterplan also promotes sustainable travel by means of footpath and cycle networks across the whole allocated site.
- 10.2.39 The masterplan layout has nonetheless been amended in light of the concerns raised by through the public engagement and following ongoing consultation with the Dumfries and Galloway Council's Roads Officer by proposing to extend the 30mph speed limit along the frontage of the site to the A708 Selkirk Road as well as the provision of a footway to link with the existing and street lighting. These additional measures are intended to urbanise and slow traffic on this section of the road. A mini roundabout is not therefore considered necessary as it would be an over-engineered solution and would be disproportionately costly.
- 10.2.40 The masterplan layout has also been amended to show an emergency vehicle access onto Ballplay Road, and the internal road hierarchy altered significantly to ensure greater permeability and connectivity to the town centre in order to reduce the potential dependence upon vehicle usage onto Selkirk Road and Well Road by offering more sustainable options such as walking and cycling. Shared footpath/cycle ways running north to south along the length of the site would therefore connect to east/west footpaths, and which would then link to the open spaces and housing areas within the development site.

- 10.2.41 *Loss of green space / open views of the countryside* – although privately owned, the site has afforded locals an open view of the surrounding countryside for a number of years and walkers have used the land to access the countryside beyond. There were concerns about this loss of green space and open views. One comment opposed football areas opposite Applegarth. The masterplan has been designed to encourage local people to use the development to access other parts of the town and the surrounding countryside, by the inclusion of paths and cycleways, including through two blocks of woodland. The masterplan design will also encourage people to take in the setting of the Scheduled Monument at Auldton Motte, the area around which has been designed in conjunction with Historic Environment Scotland.
- 10.2.42 Our proposals also allow for a green buffer zone along the front of the site, setting the houses back from Selkirk Road. This will include community open space which is hoped will be accessible to the whole community. The design will aim to soften the impact of the houses by providing screening to existing properties where possible, and if not setting back the new units as far as is practical from the boundary. The masterplan endeavours to retain existing planting where possible and provide new screening where suitable, whilst trying to maintain open views. The intention would be for the site boundary to be at a low level to maintain views of the countryside. The majority of new housing, which would back on to the surrounding countryside will be single storey, which should also assist.
- 10.2.43 The masterplan has been amended in light of the comments to give a greater focus on placemaking at junctions to create a sense of place and community.
- 10.2.44 *External Design & Finish* – there were mixed views of the proposed finishes for the proposed properties shown in a detailed layout for the Loreburn site, and in particular relating to the Extra Care complex to the east of the development. Of the 35 responses, a majority (17) had made negative comments relating to the external appearance of the proposed dwellings.
- 10.2.45 . A number of people did like the modern finish and felt that it blended with the recently completed school and surrounding countryside. Due to the wide mix of finishes within Moffat, the Local Planning Authority has not been keen to see the applicant try to match these.

10.2.46 Following the public consultation event and subsequent concerns raised by Officers at Dumfries and Galloway Council about the external design and finish, the detailed design of the Loreburn scheme will be carefully re-designed whilst still combining a modern and traditional look, using stonework and render finish and dual pitched roofs. They will also be designed to passive and Dementia friendly design standards. Flat and mono-pitched roofs would not therefore be used as a design principle. The principles contained in the Part 2 – Guidelines emerging from Technical and Environmental Studies set out in Section 5 above will therefore be the basis for the detailed design.

10.2.47 In conclusion on public engagement and in light of the suggestions received from the consultation, the masterplan has been amended as summarised in the table below:

Key consultee Concerns	Amendment to the Masterplan
Existing Infrastructure, particularly relating to Health facilities and potential for impact on local facilities and services	No change – as suitable infrastructure will be provided as part of detailed planning applications in accordance with LDP2 and Supplementary Guidance.
Traffic Impact & Road Infrastructure	The masterplan layout has been amended to include an enhanced layout design with a clearer route hierarchy with improved connectivity, accessibility and permeability, especially for walkers and cyclists to have safe access to the town and the surrounding countryside
Loss of green space / open views of the countryside	The layout has also been enhanced to have an improved focus on placemaking to create a greater sense of place and community.
External Design & Finish	The Loreburn scheme will be carefully re-designed whilst still combining a modern and traditional look, using stonework and render finish and dual pitched roofs.

11.0 Conclusions

- 11.1.1 The advice contained in the Dumfries and Galloway Council's Pre-Application Enquiry Advisory Report was used as a basis to prepare this fresh masterplan for the site allocated in Policy MOF.H4 of the Dumfries and Galloway District Local Development Plan 2 (LDP2). The consultant team started with an aspirational Vision for the site (see Chapter 2.0), which drew upon the advice in the Dumfries and Galloway Council's Non-statutory Technical Paper: 'Masterplans: A Guide for Developers' (September 2019) and the adopted Supplementary Guidance 'Design Quality and Placemaking' (February 2020). Further changes have been made to the masterplan following the submission of a draft in October 2019 and as a result of detailed Planning Officer feedback.
- 11.1.2 Furthermore, the masterplan has been prepared having regard to national and local planning policies, guidance and technical papers (see Chapter 3.0). A description of the site and the surrounding area is provided to give context to the proposed development as well as to the findings of the technical studies (see Chapter 4.0)
- 11.1.3 This masterplan was then informed by the results of the various technical studies that have been prepared and updated for the site, and which have identified a number of opportunities and physical/policy constraints to development (see Chapter 5.0). Guidelines were then prepared on how these technical issues should be applied to the masterplanning exercise supplemented with photos, thumbnail sketches and examples to illustrate. A Constraints map was prepared to identify all the constraints relating to the site on one plan.
- 11.1.4 The subsequent Design Principles is about place making and was informed by the opportunities and constraints as well as by the place making six design principles from the Council's Supplementary Guidance contained in 'Design Quality and Placemaking'. This was followed by an assessment where the practical and aspirational thought processes are brought together into a combined Guidelines and Principles which were used to guide the masterplan. The combined Guidelines and Principles are also a helpful aid memoir /checklist for future detailed design to be completed at the planning application stage. They therefore set a textual framework for how the site should be designed (see Chapter 7.0).
- 11.1.5 In addition, the masterplan has been informed by the recommendations in the National Roads Development Guide (June 2017) and the principles contained in the "Designing Streets: A Policy Statement for Scotland" (March 2010). An overly prescriptive road hierarchy has not been adhered to in the layout, but it does mean that a road structure is in place which is relevant to the character and nature of the site.

- 11.1.6 The Development Proposal (See Chapter 8.0) is a factual description of the masterplan layout bringing together all the evidence and previous assessments and is illustrated by the masterplan layout, the illustrative plans around the Auldtou Motte, and the illustrative layout for the southern end of the site.
- 11.1.7 The masterplan includes a description of how it is intended to be implemented and the timescales (see Chapter 9.0) for delivery of the proposed development in phases to give some certainty to Dumfries and Galloway Council as well as to the local community. Finally, the masterplan includes a statement of the processes that have been undertaken through ongoing dialogue with Dumfries and Galloway Council and its statutory consultees. The masterplan was subject to a public consultation event held on the 30th July 2019, and changes have been made to the layout as a result of that public engagement in order to have reached the planned outcome for the site (see Chapter 10.0).
- 11.1.8 Preparing the masterplan has therefore been an iterative ongoing process to create a better place for the future occupiers of the new dwellings as well as existing local residents and businesses who live and work near the site in Moffat. This masterplan therefore provides a robust written and visual framework taking into account all the available technical evidence. It has taken a proportionate approach to the level of evidence needed at this stage to give certainty that a high-quality scheme/s can realistically come forward and could be delivered for the site within reasonable timescales prior to the making of formal planning applications.

12.0 Appendix 1

Planning Policy Context

12.1 National Policy

National Planning Framework 3

12.1.1 The National Planning Framework 3 (NPF3) was published on the 23rd June 2014. It is Scotland's Third National Planning Framework and is the spatial expression of the Scottish Government's Economic Strategy.

12.1.2 The NPF3 is a strategy for all of Scotland and brings together the Government's plans and strategies in economic development, regeneration, energy, environment, climate change, transport and digital infrastructure to provide a coherent vision of how Scotland should evolve over the next 20 to 30 years.

12.1.3 The Vision in NPF3 is that Scotland should be:

- a successful, sustainable place;
- a low carbon place;
- a natural resilient place; and
- a connected place.

12.1.4 It goes onto state that:

*"a sustainable, economically active **rural area**, which attracts investment and supports vibrant, growing communities, is essential to our vision. Within this, we recognise the collective national importance of our networks of rural **towns and villages**. We are committed to safeguarding our natural and cultural assets and making innovative and sustainable use of our resources".*

12.1.5 The Framework confirms that increased population growth will be vital to sustain many of our rural communities. It states that there will be a continuing need for new housing with an expectation of more people to live and work in Scotland's rural areas as digital links and opportunities for remote working and new enterprises continue to grow.

- 12.1.6 The NPF3 refers to the Scottish Planning Policy (see below), which sets out a framework for planning for rural housing which reflects the varying characteristics and pressures of rural communities. The Framework confirms that the Scottish Government will continue to work with the housing sector to identify innovative approaches to rural housing, including assisting rural enablers to support individual house building and to ensure a sufficient supply of new and affordable housing. The Framework states that it wants to see the role of rural towns strengthened and diversified.
- 12.1.7 The Framework makes reference to South of Scotland and states that it has a key role to play as a Gateway to Scotland. The national policy is to facilitate sustainable development across the South of Scotland, which includes the area within Dumfries and Galloway.
- 12.1.8 This masterplan and the development of the site allocated under Policy MOF.4H to provide new dwellings in Moffat - a sustainable location in South West Scotland - would meet the requirements of the National Planning Framework 3.

Scottish Planning Policy

- 12.1.9 The Scottish Planning Policy (SPP) is a statement of Scottish Government policy on how nationally important land use planning matters should be addressed across the country. The 1997 Act requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The content of the SPP is a material consideration that carries significant planning weight.
- 12.1.10 The SPP sets out how the aims of the NPF3 should be delivered by creating four outcomes:
- successful sustainable places;
 - low carbon places;
 - natural resilient places; and
 - more connected places.
- 12.1.11 Development plans should be consistent with the policies set out in the SPP, including the presumption in favour of development that contributes to sustainable development. The SPPP states that proposals that accord with up-to-date plans should be considered acceptable in principle and consideration should focus on the detailed matters arising.

12.1.12 The SPP requires planning to take every opportunity to create high quality places by taking a design led approach. Planning should support proposals that are well designed to a high-quality, which demonstrates the six qualities of successful place: distinctive; safe and pleasant; welcoming; adaptable; resource efficient; east to move around and beyond.

12.1.13 The SPP refers to masterplans as a tool for making better places and indicates that they be used where they are more relevant for a site specific scale. The SPP provides a web link to Planning Advice Note 83: Masterplanning:

<http://www.scotland.gov.uk/Publications/2008/11/10114526/0>

12.1.14 The SPP states that Plans should make provision for most new urban development to take place within, or in planned extensions to, existing settlements. Paragraph 79 goes on to advise that Plans make provision for housing in rural areas in accordance with the spatial strategy, taking account of the different development needs of local communities.

12.1.15 In terms of enabling delivery of new homes, the SPP states that the planning system should identify a generous supply of land for each housing market area, maintaining at least a 5-year supply of effective housing land at all times.

12.1.16 The SPP advises that local development plans should clearly set out the scale and distribution of the affordable housing requirement for their area. As part of the Housing Need and Demand Assessment, local authorities are required to consider the need for specialist provision which includes independent living for elderly people and those with a disability.

12.1.17 When considering the historic environment, the planning system should promote the care and protection of the designated and non-designated historic environment (including individual assets, related settings and the wider cultural landscape). It also states the planning system should enable positive change in the historic environment which is informed by a clear understanding of the importance of the heritage assets affected and ensure their future use.

12.1.18 In terms of valuing the natural environment, the SPP advises that the planning system should facilitate positive change while maintaining and enhancing distinctive landscape character as well as conserve and enhance protected sites and species.

12.1.19 With regards to green infrastructure, the planning system should consider green infrastructure as an integral element of places from the outset of the planning process; and provide for easy and safe access to and within green infrastructure.

- 12.1.20 The SPP states that the planning system should promote a precautionary approach to flood risk from all sources. The planning system should promote flood reduction. Sustainable Drainage Systems (SuDS) and minimising the area of impermeable surface is promoted.
- 12.1.21 In terms of transport, development plans should take account of the relationship between land use and transport and particularly the capacity of the existing transport network, environmental and operational constraints, and proposed or committed transport projects. Plans should support development that encourages walking, cycling and use of public transport.
- 12.1.22 This masterplan has been prepared taking account of all the relevant opportunities and technical constraints referred to above in the SPP to create a robust framework for the future development of this site, which is identified as a District Centre in the Dumfries Housing Market Area.
- 12.1.23 This masterplan has purposely ensured that the natural environment has been protected whilst delivering the much needed housing as set out in the Local Plan. It also seeks to ensure that development would be well designed to a high-quality, and it demonstrates the six qualities of a successful place: distinctive; safe and pleasant; welcoming; adaptable; resource efficient; easy to move around and beyond.

12.2 Local Policy

Dumfries and Galloway Local Development Plan 2 – adopted 3rd October 2019

- 12.2.1 Planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 12.2.2 The Local Development Plan 2 and its accompanying guidance replaces the Dumfries and Galloway Local Development Plan 2014. The Local Development Plan 2 was published for representations from 29 January to 30 April 2018 and submitted to the Scottish Government Planning and Environmental Appeals Division (DPEA) for Examination following agreement of the Full Council on the 3rd September 2018. Examination of the Proposed LDP commenced on 23 October 2018 and the Examination Report was published on the 24th April 2019.
- 12.2.3 A report on the recommendations of the Examination Report was brought to Dumfries and Galloway Council's Full Council on Thursday 27 June 2019 for Member agreement. Adoption of Local Development Plan 2 (LDP2) was made by Dumfries and Galloway Council on the 3rd October 2019.

12.2.4 The Housing Need and Demand Assessment (HNDA2) provided the evidence base for defining housing supply targets in Local Housing Strategies (LHS) and allocating land for housing in development plans. It was approved as robust and credible by the Scottish Centre for Housing Market Analysis in August 2026. For the Dumfries HMA the number of dwellings required between 2012 -2024 is 3,267 units. The majority of the overall housing land requirement has been allocated to Dumfries and the District and Local Centres.

12.2.5 The key policies in the LDP2 relevant to this masterplan are:

- OP1 – Development Considerations;
- OP2 – Design Quality and Placemaking;
- OP3- Developer Contributions;
- H1 – Housing Land;
- H5 – Affordable Housing;
- H6 – Particular Needs Housing;
- HE2 – Conservation Areas;
- HE3 – Archaeology;
- NE2 – Regional Scenic Areas;
- NE8 – Trees and Development;
- CF4 – Access Routes;
- IN7 – Flooding and Development;
- IN8 - Surface Water Drainage and Sustainable Drainage Systems (SuDS);
- IN9 - Waste Water Drainage;
- T2 - Location of Development / Accessibility.

12.2.6 Policy OP1 states that development will be assessed against the following considerations where relevant to the scale, nature and location of the proposal: general amenity, historic environment, landscape, biodiversity and geodiversity, transport and travel, sustainability and water environment. This masterplan has taken account of all the necessary technical considerations to ensure that the scale and nature of the future development of the Selkirk Road site would be appropriate to the location on the edge of Moffat to accord with Policy OP1. The Opportunities and Constraints in Chapter 5 identify the technical issues affecting the allocated site and the subsequent Chapters 6, 7 and 8 show how those effects are mitigated in the masterplan layout.

12.2.7 Policy OP2 states that development proposals should achieve high quality design in terms of their contribution to the existing built and natural environment contributing positively to a sense of place and local distinctiveness. In addition, proposals should:

- relate well to the scale, density, massing, character, appearance and use of materials of the surrounding area and in so doing be sympathetic to the local built forms as well as respecting the important physical, historic and landscape features of the site and its vicinity;
- be designed with people, not vehicle movement, as the primary focus.
- ensure that any open space required is of high quality, appropriate and integrated to the development and where possible provides linkages to the wider green network.
- incorporate a hard landscaping and planting scheme which includes the proposed treatment of existing trees and other landscape features.
- be designed to create safe, accessible and inclusive places for all people which are well integrated into existing settlements and respect the established historic layout and patterns of development, that are also adaptable to future changes; and
- integrate sustainable energy measures

12.2.8 Policy OP2 also states that a masterplan and/or development brief may be needed for some sites, and site guidance is outlined in Chapter 6 of the LDP2 where this is required.

12.2.9 This masterplan has taken account of the character and appearance of the site as well as respecting the important physical, historic and landscape features of the site and its vicinity. It has sought to: ensure that it would be designed with people, not vehicle movement, as the primary focus; create safe, accessible and inclusive places for all people; ensure that any open space required is of high quality, appropriate and integrated; incorporates appropriate landscaping and protects existing trees and features to create a sense of place; and will be designed to create safe, accessible and inclusive places for all.

12.2.10 Policy OP3 of LDP2 seeks developer contributions where a development proposal (or a combination of developments) creates an identified need to secure the mitigation required to address an adverse environmental impact; or provide for new, extended or upgraded public infrastructure. This masterplan has outlined the measures necessary to support infrastructure arising from the proposed development of the site as set out in Chapter 5.0 above.

12.2.11 Policy H1 of LDP2 states that the Council will maintain an effective five-year supply of land for house building to meet the housing land requirement identified for each Housing Market Area (HMA). The Council will support housing development on allocated housing sites. Sites allocated for housing after 2029 can be assessed to be brought forward for development during the 2017-2029 period where an effective five-year land supply is not being maintained in the HMA concerned.

12.2.12 Policy H1 of the LDP2 states that the development of sites will be required to accord with the site guidance shown in the settlement statements. The settlement statements and Appendix 2 in the LDP2 set out the number of units proposed for each site.

12.2.13 The LDP2 states that the development of sites will be required to accord with the site guidance shown in the settlement statements. The settlement statements and Appendix 2 of the LDP2 set out the number of units proposed for each site. This masterplan has been prepared in accordance with the requirements set out in the allocation MOF.4H in the adopted Local Development Plan and will contribute positively towards meeting the Council's 5-year land supply.

12.2.14 The Settlement Overview in LDP2 states that Moffat is identified as a District Centre in the Dumfries Housing Market Area and is strategically located near to the A74(M). The planning objectives for Moffat are to:

- consolidate and enhance its' role as a District Centre within the settlement hierarchy;

- protect and enhance the conservation area, landscape setting and dark sky designation to sustain and encourage tourism for the benefit of residents;
- support in principle the redevelopment of brownfield opportunities;
- recognise the historical and landscape characteristics of the settlement and ensure that development respects these, with any new buildings being constructed to a high standard of design quality with appropriate densities; and
- identify mixed use sites to accommodate the medium-long term provision of enterprise/small business start-up units.

12.2.15 The Settlement Statement confirms the expectations for infrastructure and mitigation. The only material difference between the recently adopted Local Plan 2 (LDP2) and the previously adopted Local Plan policy relating to the proposed allocation for Selkirk Road, Moffat (MOF.H4) is the inclusion of the words:

"Pedestrian links should be developed to the core path to the south east."

12.2.16 A copy of the description from the Settlement Statement for site allocation MOF.H4 is provided in the extract below.

MOF.H4 Selkirk Road (200 units allocated up to 2029)

Site falls southwards towards Selkirk Road A708 and is located within the Moffat Hills Regional Scenic Area.

A Masterplan needs to be prepared for this site and agreed with the Council. The Masterplan must include the following: the results of a survey of the wildlife interest of the site and measures to protect or mitigate adverse effects on wildlife of significance, phasing of development including mix of house type and tenure, a layout incorporating substantial landscaping which includes the existing stone walls, hedgerows and trees on the boundary, safeguards for the Auldton Motte Scheduled Ancient Monument and incorporates sustainable transport measures. Access points should be maximised with: main access from A708 Selkirk Road, minor access from Well Road, emergency vehicular access from Ballplay Road, and pedestrian/cycle access onto Well Lane (also known as Alton Road). Pedestrian links should be developed to the core path to the south east.

The final phase of a Flood Risk Assessment needs to be carried out and appropriate mitigation implemented. A Transport Assessment will also be required.

The conservation interests of the Regional Scenic Area must be protected. This will require a substantial element of internal and boundary landscaping to establish a clear settlement boundary and to respect existing landform and features.

Figure A - Extract from the Dumfries and Galloway Council Local Development Plan 2 – Proposed Plan August 2019

12.2.17 The various matters raised in the settlement statement relating to ecology, phasing house type and tenure, landscaping, safeguards for Auldton Motte, sustainable transport measures, access, flood risk, and the Regional Scenic Area are covered in Chapter 5 which identifies all the opportunities and constraints and the mitigation for the effects of the development are described and illustrated in subsequent Chapters 6, 7 and 8 in this masterplan.

12.2.18 The extent of the area of the allocated site is shown in the Inset Map below. It shows the defined settlement boundary including the whole of the allocated masterplan site.

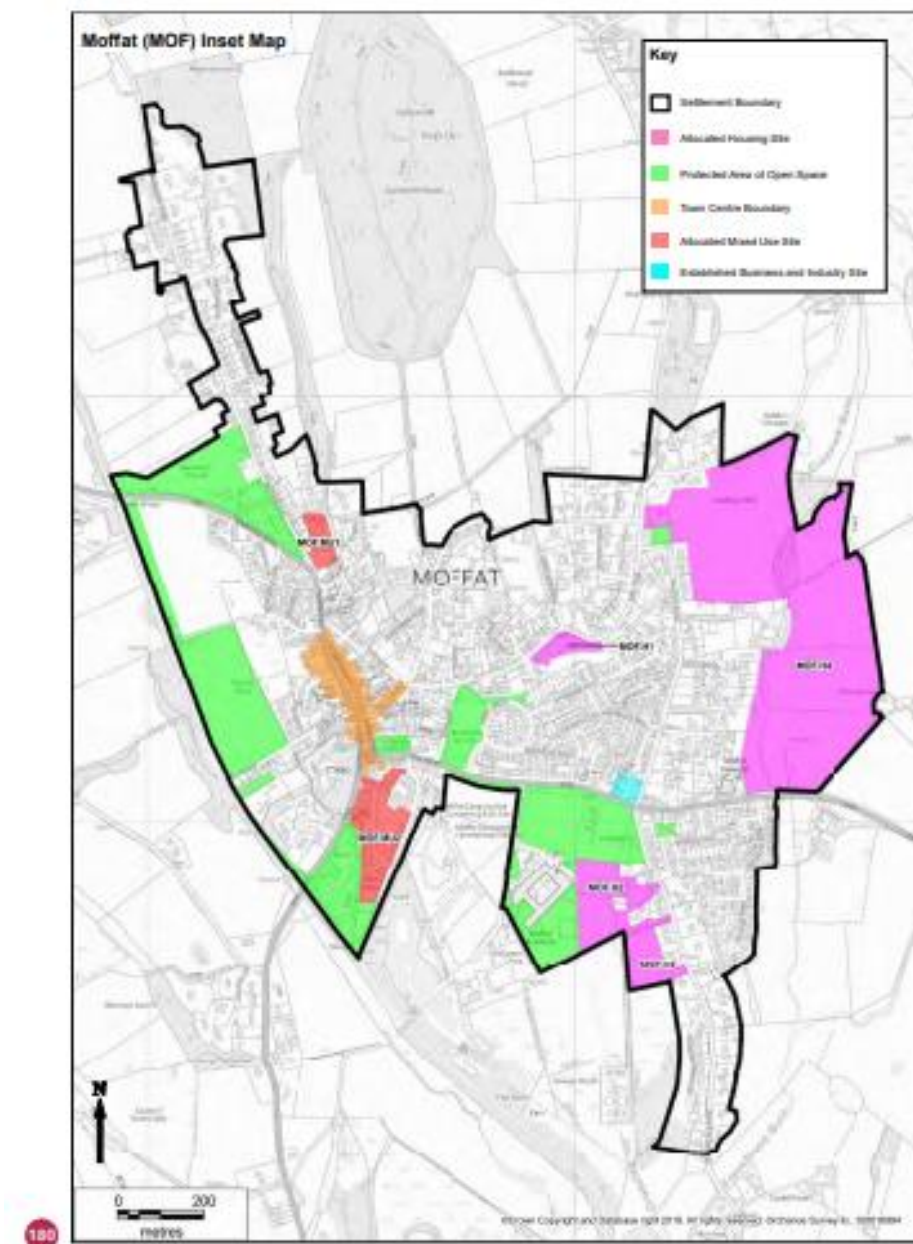


Figure B -Extract from Dumfries and Galloway Local Development Plan 2 (October 2019)

12.2.19 It is important to note the findings of the Reporter following the Examination relating to the proposed site allocation for Selkirk Road, Moffat (reference MOF.H4). The Reporter for the Examination Report stated:

"From my site inspection of the site and its surroundings, and confirmation that the scale of development can be accommodated and supported by essential infrastructure, there would be appear to be no material change in circumstances to justify the removal of the site from the proposed plan."

12.2.20 The Reporter went on to say:

"Although located within a designated regional scenic area, proposed Policy NE2 (regional scenic areas) does not preclude development within it in principle. It does, however, require the siting and design of development within it to respect the special qualities of the area, which I note are set out in supplementary guidance and referred to in the settlement statement planning objectives and development guidelines."

12.2.21 The Reporter concluded:

"I am satisfied that the matters expressed in representations can be satisfactorily dealt with and that the site can be successfully developed. Overall, and in light of my finding in Issue 1 that the site is effective, I conclude that the site should be retained in the proposed plan."(paragraph 35 of the Reporter's Conclusions relating to proposed allocation MOF.H4 - Selkirk Road, Moffat).

12.2.22 Policy H5 requires that in all housing developments which will result in the development of 5 or more units, a maximum of 20% of those units will need to be affordable. If a developer is unable to provide the affordable housing on the application site, the Council will seek off-site provision within the same Housing Market Area of the site. This masterplan includes a significant level of affordable housing by Loreburn Housing Association equivalent to 38% of the total number of dwelling units allocated for the site. The level of affordable housing proposed is described in Chapter 5 and 8 of this masterplan, which accords with the requirements of Policy H5.

12.2.23 Policy H6 states that the Council will support proposals for particular needs housing and accommodation (including adaptations to the existing housing stock) for people with particular needs such as housing for the frail, older people and those with special and varying needs. The southern portion of the site would make provision for extra care housing by Loreburn Housing Association. The level of provision for extra care housing is shown on the masterplan layout thereby satisfying this policy requirement.

12.2.24 Policy HE2 states the Council will support development within or adjacent to a conservation area that preserves or enhances the character and appearance of the area and is consistent with any relevant conservation area appraisal. The Moffat Conservation Area boundary is situated to the west of Ballplay Road and Well Road, and there are intervening buildings between the site and the Conservation Area. It is therefore unlikely that the development of site MOF.4H would directly affect the designated Conservation Area.

12.2.25 Policy HE3 states the Council will support development that protects significant archaeological and historic assets, and the wider historic environment from adverse effects. In considering development proposals, the Council will need to be satisfied that the development preserves or enhances the appearance fabric or setting of the or asset in-situ. Where there is uncertainty about the location, extent or significance of these assets an agreed scheme of assessment and evaluation to inform the application must be included with the proposal; and/or due consideration has been given to the significance and value of the site or asset in relation to the long-term benefit and specific need for the development in the location proposed.

12.2.26 Where due to exceptional circumstances development is to proceed and the preservation of historic assets in situ including buildings is not possible, a scheme of mitigation involving excavation, recording, analysis, publication and archiving and any other measures appropriate will be required.

12.2.27 This masterplan has taken account of the Auldton Motte Scheduled Ancient Monument as well as an additional six areas of archaeological interest, which have been identified in the vicinity as set out in Chapter 5. The masterplan has provided mitigation for the impacts of the development upon the setting of those heritage assets and sought the support and approval of Historic Environment Scotland (HES). In doing so, the proposal accords with the principles in Local Plan Policy HE3.

12.2.28 Policy NE2 states that the siting and design of development within a Regional Scenic Area (RSA) should respect the special qualities of the area. Development within, or which affects Regional Scenic Areas, may be supported where the factors in designating the area would not be significantly adversely affected; or there is a specific need for the development at that location. A Landscape Appraisal has been carried out as part of the preparation of this masterplan and has taken account of the fact that the Moffat Hills are designated as a Regional Scenic Area. The Design Principles and Combined Guidelines and Principles set out how the RSA has been taken into account and informed the masterplan to ensure that the effects of the development on the area would be minimised.

12.2.29 Policy NE8 gives support to proposals that promote additional tree planting and also maintain trees, woodlands (in particular ancient and semi-natural woodlands), and hedgerows. It requires developers to incorporate, wherever feasible, the existing woodland resource into their schemes. The Landscape Appraisal supporting this masterplan has taken account of existing tree belts and hedges, which have informed the design of the layout of the scheme. The consideration relating these factors is set out in this masterplan.

12.2.30 Policy CF3 requires that in all housing developments which result in 5 or more dwellings will be required to provide or contribute towards good quality publicly usable open space (which may also include linkages to wider green networks or to development of blue green networks using existing water courses). Proposals to provide new open space or to enhance existing open space will usually be supported. This masterplan proposes approximately a total of 7.67ha of open space out of a total number of 200 dwelling units identified in the allocation - MOF.H4 on a site of 23.13ha. This means that approximately 384 sqm per dwelling would be made available for open space, which would be well in excess of the Council's Supplementary Guidance – Open Space and New Development Appendix 1 Definitions of Open Space Typologies.

12.2.31 Policy CF4 requires new development to consider access issues at an early stage of the design process and, where appropriate, incorporate new and enhanced access opportunities, linked to wider access networks and green networks. For all major developments, an Access Route Plan demonstrating how access routes will be incorporated is required. A Transport Assessment has recently been updated in support of this masterplan. This Assessment confirms that the local road network can successfully accommodate the proposed development.

12.2.32 Policy IN7 states that where a proposed development could lead to an unacceptable flood risk, a Flood Risk Assessment (FRA) would be required. For any site a Drainage Impact Assessment (DIA) may be required. Consideration should be given to pluvial flows especially those which exceed the capacity of the proposed drainage systems. Chapter 5 identifies the opportunities and constraints including a summary of a Flood Risk Assessment (FRA) carried out for the site and has included lengthy liaison with SEPA. Mitigation for the potential for flooding within the site are set out in this masterplan to accord with Policy IN7.

12.2.33 Policy IN8 requires Sustainable Drainage Systems (SuDS) as part of all proposed development as a means of treating the surface water and managing flow rates. Surface water management arrangements must form part of any Planning permission in Principle proposal. This policy is supported by supplementary guidance. Chapter 5 identifies the opportunities and constraints including the potential for sustainable drainage within the site. Following liaison with the Dumfries and Galloway Council's Flood Risk Team (as the Flood Risk Management Authority), appropriate SuDS mitigation is proposed in this masterplan to accord with Policy IN8.

12.2.34 Policy IN9 requires all new development within or immediately adjacent to settlements to connect to the public sewer. Site specific foul drainage arrangements must be discussed, agreed as acceptable, and authorised by Scottish Water. Chapter 5 identifies the opportunities and constraints relating to drainage and has included liaison with Scottish Water. Details of our approach to drainage within the site are set out in this masterplan to accord with Policy IN9.

12.2.35 Policy T2 requires all development proposals will be expected to: consider accessibility issues early on and ensure street layout and design are part of the design and planning process. All developments must prioritise personal travel by mode in the following order: walking, cycling, public transport and lastly car and other motorised vehicles. They must be well served by the most sustainable modes of travel available and provide opportunities for a modal shift from private car use to more sustainable transport and give consideration to the provision of electric charging points and fit with policies and recommendations of the Local Transport Strategy.

12.2.36 Policy T2 also requires that in certain circumstances developers may be required to prepare and implement travel plans to support a development proposal and prepare a Transport Assessment and implement appropriate mitigation measures where required.

12.2.37 This masterplan has been developed following preparation of a Transport Assessment and a Travel Plan and are summarised in Chapter 5. Significant liaison has been carried out with the Dumfries and Galloway Council's Roads Officer to ensure that the site is designed to support walking, cycling and use of public transport to accord with Policy T2 as well as the guidance contained in The National Roads Development Guide (June 2017) and the "Designing Streets: A Policy Statement for Scotland" (March 2010).

Dumfries and Galloway Council Local Development Plan (LDP1) – Adopted 29th September 2014

12.2.38 The previously adopted Development Plan consists of the Dumfries and Galloway Council Local Development Plan (LDP1) - September 2014. The Local Development Plan (LDP1) covered all of Dumfries and Galloway and it guided the future use and development of land in towns, villages and the rural area.

12.2.39 At the time of preparing the masterplan, the LDP1 was still the development plan for the area whilst the LDP2 was in the final stages leading to its' adoption. A reference is given here to the former LDP1 for historic context, given that at the time the main part of the masterplan was being prepared it was still extant policy. Many of the former LDP1 planning policies have been carried over to LDP2 with, for the most part, minor updates and changes. For this reason, the key policies in the LDP1 relevant to this masterplan were therefore:

- OP1 – Development Considerations;
- OP2 – Design Quality of New Development;
- OP3- Developer Contributions;
- H1 – Housing Land;
- H5 – Affordable Housing;
- H6 – Particular Needs Housing;
- HE2 – Conservation Areas;
- HE3 – Archaeology;
- NE2 – Regional Scenic Areas;
- NE7 – Trees and Development;
- CF4 – Access Route;
- IN7 – Flooding and Development;
- IN8 - Surface Water Drainage and Sustainable Drainage Systems (SuDS);
- IN9 - Waste Water Drainage;

- T2 - Location of Development / Accessibility.

12.3 Supplementary Guidance

Design Quality and Placemaking (February 2020)

- 12.3.1 This Supplementary Guidance relates to the design and development of buildings, places and spaces in Dumfries and Galloway. It sets out design principles and approaches to ensure the delivery of appropriately designed developments across the region.
- 12.3.2 The Guidance utilises six qualities that are considered to result in 'successful places,' and it states that successful design is a matter of balancing differing interests and opportunities in a way that is right for that particular place.
- 12.3.3 There are six design principles – built form and character; movement and accessibility; open space; public realm; safe and inclusive; and sustainable.
- 12.3.4 The design principles will be used by the Council to assess proposals for new development in the region. The Guidance summarises the key elements that need to be addressed as part of the design process. These are set out in Appendix 1.
- 12.3.5 This masterplan for Selkirk Road, Moffat has been positively prepared with the Supplementary Guidance in fully in mind. Chapters 6 and 7 above have used the Council's Guidance as a basis for the approach to preparing the masterplanning of the development of site MOF.H4.

Developer Contributions (February 2020)

- 12.3.6 This guidance outlines the guiding principles, the mechanisms the Council will use to secure contributions and sets out the method of calculation for developer contributions within Dumfries and Galloway.
- 12.3.7 It states that Developer Contributions are assessed based upon the impact of the development on the services, facilities and infrastructure of the local community in which the development is proposed. The key matters that are likely to require contributions relate to: affordable housing; open space and green networks; leisure, recreation and tourism infrastructure; education; community facilities, including health facilities; waste management infrastructure; and offsite infrastructure works including transport infrastructure.

12.3.8 The 2019 Developer Contribution Likelihood Table sets out the anticipated primary and nursery school financial contribution requirements per housing unit. The Likelihood Table has not been updated for the LDP2 for the time being. However, for context, the only requirement within the 2019 Likelihood Table would relate to Moffat Nursery where a theoretical contribution requirement of £386.40 per housing unit would be necessary.

12.3.9 Chapter 5 below sets out the infrastructure that would be necessary to deliver the scheme in accordance with Policy OP3 and the Developer Contributions Supplementary Guidance.

Affordable Housing (February 2020)

12.3.10 This supplementary guidance is to provide further detail to Local Development Plan Policies H5: Affordable Housing and OP3: Developer Contributions and sets out how the affordable housing requirement is expected to be delivered.

12.3.11 Details of the level of affordable housing in accordance with the Supplementary guidance and Local Plan Policies H5 and OP3 are set out in this masterplan.

Historic Built Environment (February 2020)

12.3.12 This document sets out detailed guidance in support of the policies of the adopted Local Development Plan 2, which talk about the historic environment. The masterplan has addressed all the relevant historic environment issues within and beyond the site with the agreement of Historic Environment Scotland (HES).

Trees and Development (February 2020)

12.3.13 This Supplementary Guidance provides advice on the considerations necessary relating to trees and woodland cover. Dumfries and Galloway Council encourages the retention and management of existing trees. The existing and proposed tree and woodland cover for the site at Moffat is fully addressed in the constraints mapping and the final version of this masterplan.

Open Space and New Development (February 2020)

12.3.14 This Guidance states that open space makes an important contribution to the quality of new development, helping to improve the visual setting as well as encouraging physical activity and improving mental health and wellbeing. This Guidance contributes to helping to achieving the vision and outcome of the Council's Open Space Strategy and gives more detail on the implementation of LDP Policy CF3: Open Space.

12.3.15 It provides practical guidelines on how the Council will apply the open space requirements when making decisions on new development. The Open Space Settlement Accounts is to be reviewed and updated following adoption of the Local Development Plan 2.

12.3.16 This masterplan addresses the open space requirements of Local Plan Policy CF3.

Flooding and Development (February 2020)

12.3.17 This Supplementary Guidance provides practical detail for the application of Local Development Plan Policy IN7: Flooding and Development.

Surface Water Drainage and Sustainable Drainage Systems (February 2020)

12.3.18 The purpose of this Supplementary Guidance is to provide a commentary to support the effective implementation of Local Development Plan Policy IN8: Surface Water Drainage and SuDS. It confirms that managing flood risk and surface water is a material planning consideration for any development. The location, layout and design of new developments are the most critical factors for surface water arrangements from which both the probability and impacts in terms of water quantity and water quality arise.

12.3.19 Surface Water Drainage and sustainable drainage systems is addressed in this masterplan.

12.4 Technical Papers

Masterplans: A Guide for Developers (September 2019).

12.4.1 This technical paper provides developers and stakeholders with an outline of what the Council's expectations are in respect of the process of preparing and approving masterplans. This masterplan has been prepared in accordance with the recommendations in the Technical Paper, and in particular with reference to Table 1 – Masterplan Elements of the Guide. It confirms that the site at Selkirk Road, Moffat (MOF.4H) is subject to preparation of a masterplan. Appendix 2: Appraisal and Evaluation also includes the six design principles referred in the Supplementary Guidance 'Design Quality and Placemaking'.

12.4.2 Table 1 suggests the format for the masterplan should follow the following key elements:

- Vision;
- Site Appraisal;
- Constraints and Opportunities;
- Policy Context;
- Development Principles;
- Masterplan Proposals;
- Implementation, Delivery and Feasibility;
- Statement of Process Undertaken.

12.4.3 These recommendations have been adhered to in the preparation of this masterplan with extra sections in Chapters 6 and 7 to demonstrate the analysis carried out to inform the preparation of the masterplan.

13.0 Appendix 2

Extract from Dumfries and Galloway Council's Supplementary Guidance

Design Quality and Placemaking (February 2020)

The Guidance summarises the key elements that need to be addressed as part of the design process as follows:

- i. Proposals should create places that respect the landscape character, including topography, and visual qualities of the site and surrounding area, retaining and, where appropriate, enhancing existing landscape features;
- ii. Proposals should relate to and respect the form, scale, massing and pattern, of surrounding built forms;
- iii. Proposals that form a new long-term settlement edge should create a positive relationship with the adjoining countryside, providing an appropriate transition between the built-up area and the adjoining countryside;
- iv. Building materials and colours should be chosen for their high quality, to complement the site context and to strengthen the local distinctiveness of the area;
- v. Proposals should have adequate storage areas for refuse and recycling containers, either per unit or communally, designed and sited so as not to detract from the appearance of the development and to allow bins to be safely and conveniently taken to a collection point;
- vi. All proposals should provide streets and spaces with the primary focus on the needs of pedestrians, cyclists and those with impaired mobility;
- vii. All proposals should connect into existing networks of streets and paths to ensure that new development is well linked into the surrounding area and where appropriate should provide a linked network of routes and spaces within the development;
- viii. All proposals should provide a balanced mix of parking solutions, including cycle parking, that are integrated into the design and layout to support its appearance without cars becoming visually dominant;

- ix. Where proposals include an element of open space, whether this is open space primarily with soft landscape or hard landscape, then it is important that these spaces are easily accessible, provide a variety of functions and are well integrated into the overall site layout providing links to the wider green network;
- x. All areas of open space should be robust, adaptable and attractive;
- xi. Within the public realm the choice of hard materials should reflect the intrinsic street character of the surrounding area whilst also achieving continuity of movement, flow and, with it, connectivity;
- xii. All areas of public realm should be robust, adaptable and attractive;
- xiii. Create safe and welcoming environments which allow full and convenient access for all and are inclusive for people of different abilities;
- xiv. Proposals should be laid out and designed to help reduce opportunities for crime and anti-social behaviour and provide for natural surveillance;
- xv. Private spaces should be clearly defined and enclosed to provide privacy and security;
- xvi. The design of places and buildings should maximise energy efficiency, sustainable energy measures and the use of sustainable and locally sourced materials;
- xvii. Well-designed buildings and places should be adaptable to meet changing circumstances over time.