

### THE PLANNING BACKGROUND

Portgordon has few sources of local employment. The harbour now has little commercial function though potential exists for an intensification of its recreational use. The previous Local Plan identified seven sites for residential development - three of which are now complete. Planning consent was granted in August 1994 for the development of 10 houses to the west of Station Road but this has not yet been implemented.

### CHARACTER OF THE VILLAGE

There are two distinct areas in Portgordon, separated by an attractive green wedge which provides recreation. The northern part is flat, low lying, elongated in a traditional street pattern which is, in many respects, unspoilt. It possesses many of the features seen in other coastal fisher towns nearby. The higher ground to the south is characterised by a mix of traditional and modern mainly Local Authority housing. The Braes of Portgordon are an important feature and with the environmental rehabilitation of the former Station and railway line, good pedestrian links and recreational facilities have been provided.

The entrances to Portgordon are particularly unspoilt and the harbour, whilst not providing the focal point that it serves in many other coastal towns, has at least been repaired and upgraded. Portgordon's character is now essentially residential. On frequent occasions, heavy traffic passes through the town on route east to Buckie.

### OBJECTIVES

- (i) To maintain a distribution and choice of housing sites.
- (ii) To protect open space throughout the village and maintain the quality of the coastal approaches by restricting development.
- (iii) To promote the tourist and recreational activities within the village.

### POLICIES AND PROPOSALS

In addition to the site specific requirements identified below and in development briefs, all developments must meet the terms of the Implementation policies (L/IMP1-8) in Chapter 8 (relating to siting, layout and design, character impact, landscaping, drainage, environmental and traffic impact). Subject to the scale of the development having a measurable impact on local community facilities, amenities or infrastructure, funding policies L/F1 Developer Contributions and L/F2 'Commuted Payments' in Chapter 7 may also apply.

### BUSINESS ACTIVITIES

The Local Plan policies for business development are contained in Chapter 1 'Economic Development'.

#### The Harbour (L/T6)

##### **HBR1 The Harbour**

**Proposals for commercial, leisure or recreational uses associated with the harbour will only be permitted if they are likely to be compatible with the relatively low intensity use of this area.**

### TOURISM

The governing policies for Tourism are L/ED16 and 17 in Chapter 1 (Tourist Facilities and Accommodation and Roadside Signs). The Economic Development policies in Chapter 1 apply where relevant and policy L/CF4 in Chapter 5 safeguards established routes for walking, cycling, trails and cross-country skiing.

##### **T1 The Speyside Way Extension**

**The finalised route through the village will be safeguarded and promoted to link with the proposed terminus in Buckie.**

##### **T2 National Cycle Network**

**The Council is promoting the Moray section of the Sustrans National Cycle Network and will consequently protect the route through Portgordon.**

## ENVIRONMENT

The policies for the maintenance and enhancement of the environment are found in Chapter 2 (Environment).

The principal policies for the local environment are L/ENV10 'Settlement Boundaries' and L/ENV18 'Public Amenity and Open Spaces' in Chapter 2, and L/IMP1 'Development in Built Up Areas' in Chapter 8.

Under the terms of policy L/ENV18 (Public Amenity and Open Spaces) a number of spaces have been identified which contribute to the environment and amenity of the town. The purpose of policy L/ENV18 is to protect the integrity of these spaces from inappropriate development and to ensure that their contribution to the amenity of the built up area is not compromised.

### ENV1 Harbour Site

**This area overlooking the harbour is reserved for car parking and picnic site for visitors. Environmental upgrading, perhaps including toilets and play facilities, is considered appropriate.**

### ENV2 Open Spaces

**There will be a presumption against development on the following areas of important open space:- disused railway line to rear of R5; the Braes; disused railway line and amenity area; the landscaped area and play facility at Tannachy Terrace; Stewart Street grassed areas.**

### ENV3 Football Ground

**Retained for public use.**

### ENV4 Tannachy Terrace Playground

**Retained for public use.**

### ENV5 School Grounds

**Retained for public and educational uses.**

### ENV6 West End Picnic Site

**This area overlooking the Moray Firth marks the western entrance to the village and would benefit from an environmental improvement which provides beach access and includes a car parking provision, seating and tourist signage. This facility would also be used by visitors to the coastal footpath and Speyside Way.**

There are wider environmental designations relating to areas of local, national and international scientific importance and to areas of high scenic and landscape quality which in most cases may relate to areas just beyond the settlement boundary. Where sites of scientific importance are found within settlement boundaries, these are designated as ENV in the Proposals Map.

**CPZ The coastal fringe, north of the old railway line, is designated outwith the village as part of the Coastal Protection Zone.**

**SSSI/SINS The coastline immediately west of Stewart Street, outwith the village boundary, is designated as a Site of Special Scientific Interest and Site of Interest Natural Science. This area is susceptible to coastal erosion.**

*Detailed maps of all the above are held by The Moray Council.*

## HOUSING

The main governing local plan policy for new housing developments is L/H3 in Chapter 3 (Servicing and Layout of new Housing Developments). Policy L/H7 in Chapter 3 (Affordable Housing provision) may also apply pending on the size and location of the development.

### R1 Tannachy Terrace

**Designated in the previous Plan, this site is suitable for speculative house building. The site is considered suitable for housing for rent or low cost home ownership. The landscaped play area to the west of the site must remain as a green buffer and a dense 10m landscaped strip to the south and east of the site shall be incorporated into the development proposals.**

**R2 Portannachy**

Outline Planning Permission was granted in January 1996 for four house plots, site divisions, accesses and landscaping along the western and southern site boundaries. Conditions also stipulated the upgrading of Garden Lane to the east and the provision of visitor car parking spaces, and a public footpath connecting the site to Station Road.

**R3 Railway Line, South of Earl Street**

Consent has been granted for 10 houses.

**R4 Crown Street**

This small gap site at the edge of the built-up area provides an opportunity for completing development along Crown Street at the entrance to the village and upgrading what is otherwise an unattractive rear aspect of Local Authority housing. Designs which follow the established building line and enhance the village entrance are expected.

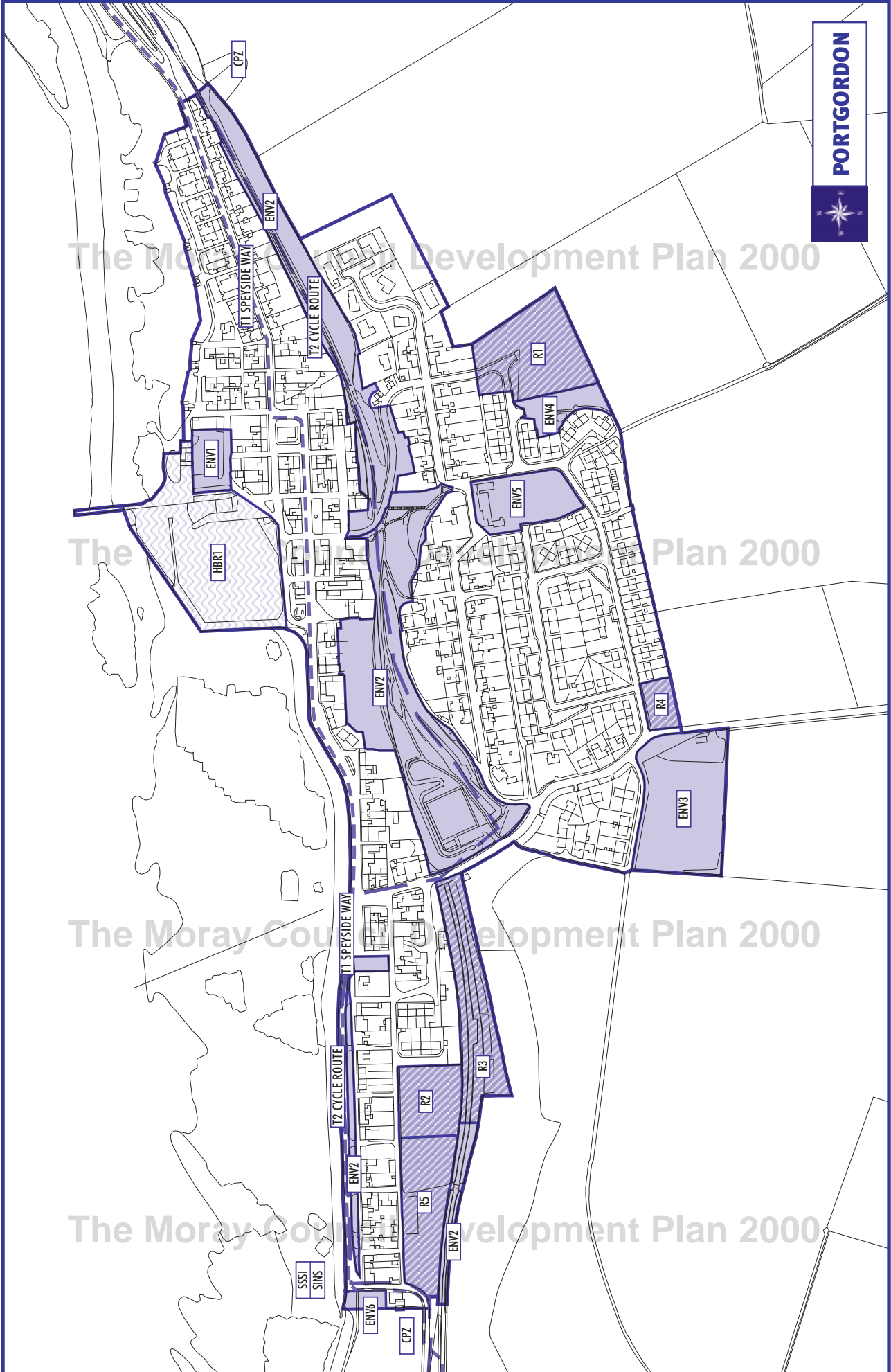
**R5 Garden Lane**

This site immediately north of the disused railway line has capacity for not more than 10 houses. An element of affordable housing should be considered (see L/H7). Landscaping should be provided along the embankment to the rear of site of dense shrubs and along a 10m strip to the west in order to screen the development from the western approach to Portgordon. New development must respect the linear and low rise character of the existing housing to the north and relate to site R2 (see above).

**WASTE WATER TREATMENT**

Primary treatment will be required for Portgordon sewage by the year 2005, however, the town is proposed to be linked to the new sewage works planned at Buckie. No constraint on present development proposals exists, repairs having been completed on the east outfall.

PORTGORDON



The Moray Council Development Plan 2000

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