

Portgordon

Hierarchy Status/Objectives/Issues

Portgordon is a third tier settlement

- To encourage new house building and take long term view.
- Control the direction of growth; avoid spread along the coast.
- Provide support for proposals to re-use the harbour.

Infrastructure

Water and Drainage

Developers are advised to contact Scottish Water as early as possible in order to confirm there is sufficient drainage capacity and water supply available to accommodate proposals.

Scottish Water has advised that they will work with developers to ensure that new development can be accommodated.

Roads

Comments on road access arrangements are provided in site designation texts. These are intended to be of assistance to developers and advise generally of improvements that are likely to be needed to service the site, along with the need for any off-site improvements. These requirements are not exhaustive, and do not pre-empt anything that might result through the Transport Assessment process. It is essential that developers contact Transportation at an early stage, especially where there is a requirement for a Transport Assessment identified in the site text.

Developer Contributions

Contributions may be sought towards some public facilities (eg core paths; library; schools; sports/leisure facilities; transportation) and this will be confirmed at application stage. Developments over 4 houses will be required to make an affordable housing contribution.

Layout and Design

High quality design and layouts in new development is an important aspect for “placemaking”, in order to achieve an attractive and interesting living environment. This is a priority objective of the Scottish Government (see Primary Policy 3).

Pre-application discussions and community consultation are only requirements for Major Applications (50 or more houses; or on sites exceeding 2 hectares). The Council would encourage early discussion pre-application on ALL proposals, and is willing to engage with developers to identify any aspects of site development that should be taken into consideration from the outset.

Some sites being proposed for development have had some “key design principles” identified for them, highlighting the key design elements that should be observed when layouts are being drafted.

Housing

R1 West of Reid Terrace

2.43 ha 40 houses

The site is capable of accommodating 40 houses and should be developed in two phases of 20. Proposals must include the incorporation of long term landscaping provision, to enclose and separate the different phases. This could possibly involve the development of a community woodland, to create some enclosure and public amenity.

The site boundary has been extended to allow for the inclusion of all aspects

Reid Terrace will require to be upgraded to provide access to the site, improvements may include widening, the provision of off street parking; junction improvements at Station Road.

An archaeological evaluation should be carried out prior to development commencing.

R2 Crown Street**3.47 ha 55 houses**

The site can accommodate up to 55 houses. The area of land immediately adjoining Crown Street is a wetland (see Portgordon settlement map) and shall be retained as such within the development. Landscaping should be provided along the eastern boundary of the site which when combined with the ridge to the south will visually contain the site. A tree lined avenue along the frontage with the A990 is required. The site should be developed in phases and the layout and design of the development should retain access to the land to the east for future development.

SUDS and construction phase surface water management plans are required. The SUDS should be designed and suitably sized to receive all phases of the development.

A Transportation Statement will be required to support the proposals. Road improvements required include provision of a footway along the A990 frontage and into the site connecting to existing footway provisions at the A990/Crown Street junction. Extension of street lighting and the relocation of the existing speed limit on the A990 will also be required. Two points of access will be required given the longer term potential for further housing to the east.

Environment

The following sites are identified as open spaces contributing to the environmental amenity of Portgordon. The over-riding policy E5 – Open Spaces applies to each of these sites.

ENV3 Amenity Greenspace

Grassed areas at Stewart Street; east of harbour

ENV4 Playspace for Children and Teenagers

Tannachy Terrace

ENV5 Sports Areas

Bowling green; football pitch, school playing field

ENV6 Green Corridors/Natural/Semi Natural Greenspaces

Old railway line; North of Reid Terrace

ENV8 Foreshore Areas

Area at east and west end of village

Wider Environmental Designations**CPZ Coastal Protection Zone****SSSI Site of Special Scientific Interest****Tourism****HBR1**

The harbour and its immediate hinterland will be retained for potential tourist use involving recreational sailing; pontoons; increased berthing and ancillary facilities. This will not be to the exclusion of small creel boats which currently utilise the harbour. However the prospects for future use are felt to be more related to sailing/tourist activities.

T1

The routes of the Speyside Way Long Distance Footpath and the Moray Coast Trail through Portgordon will be safeguarded and protected from development.

T2

The route of the Sustrans long distance cycle route through Portgordon will be safeguarded and protected from development.

PORTGORDON

Population: 844
Households: 374

2011 Census

