



Population  
**1,269**



Households  
**547**



Settlement Hierarchy  
Smaller Towns &  
Villages

**Development Strategy /  
Placemaking Objectives**

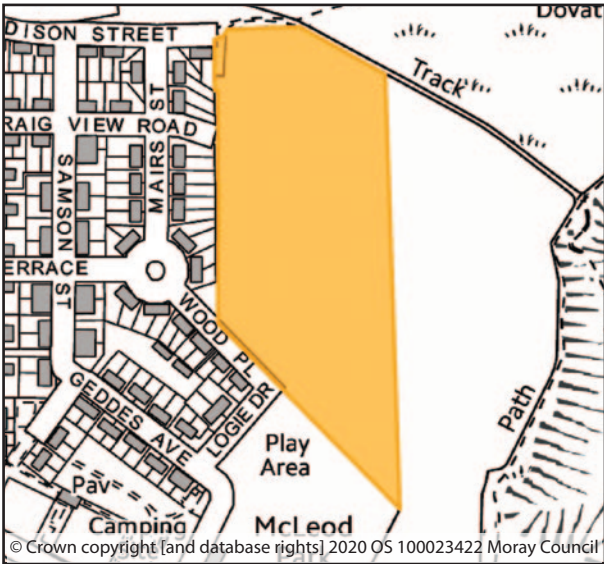
- Respect the historic grid street pattern
- To promote interest and encourage housing development on designated sites.
- Development proposals in the Special Landscape Areas must reflect the traditional settlement character in terms of siting and design and respect the special qualities of the designation.



Developers are referred to page 1 for additional notes on Placemaking, Infrastructure, Transportation, Developer Obligations, Key Design Principles and Landscaping definitions.

HOUSING

R1 Seabraes 3 ha 50 units



- Given the exposed cliff top location, boundary treatment will be required along the eastern boundary to provide a sense of enclosure and help visual integration with the surrounding countryside. This could include mounding and gorse planting and does not have to be in the form of a more formal landscaped treatment.
- Phased Development may be acceptable where the policy terms have been met.
- Three access points required to continue the historic grid street pattern of the settlement. Connections must be provided from Wood Place, Addison Street and Craig View Road.
- Footpath links must be created to the coastal path and playing fields.
- Phase 1 Habitat Survey required.
- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.



## OPPORTUNITY SITES

## OPP1 Patrol Road

0.21 ha

**Suitable Uses**

Small Scale Business/Residential

**Site specific requirements**

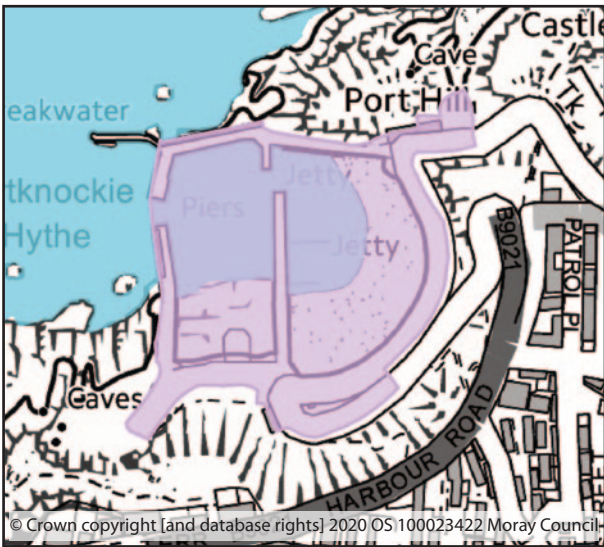
- Only proposals that enhance the overall quality of the built environment and visitor facilities will be supported.
  - Any proposal must be for the whole site. A comprehensive scheme of improvement across the whole site must be provided that aims to enhance the built environment and overall visual appearance.
  - Individual applications for single uses within the site will not be supported. The only exception will be for small scale alteration or extension to existing uses.
  - Proposals must be compatible with visitor use and must include formalised parking arrangements for this popular area. The existing turning head must be retained for this function, therefore parking in accordance with the current Moray Council Parking Standards must be provided to ensure no overspill car parking.
- Proposals for change of uses that include residential will only be acceptable if it can be demonstrated that this is compatible with any ongoing existing uses and any land use conflict can be mitigated.
  - Existing uses can still be accommodated on the site provided the proposal includes measures to improve their visual appearance and enhance the overall built environment. This must include consideration of screening or fencing.
  - Proposals must be single storey to protect the open aspects/vistas down Admiralty Street, Samson Street, and towards Bow Fiddle Rock.
  - Footway to be widened to a minimum of 2m with the missing section of footway provided to create a continuous pedestrian route.
  - A Contamination Assessment may be required for any change of use to residential.
  - Level 1 Flood Risk Statement and Drainage Statement required.
  - Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on.
  - Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth pSPA caused by disturbance.





**TOURISM**

**T1 Harbour Area**



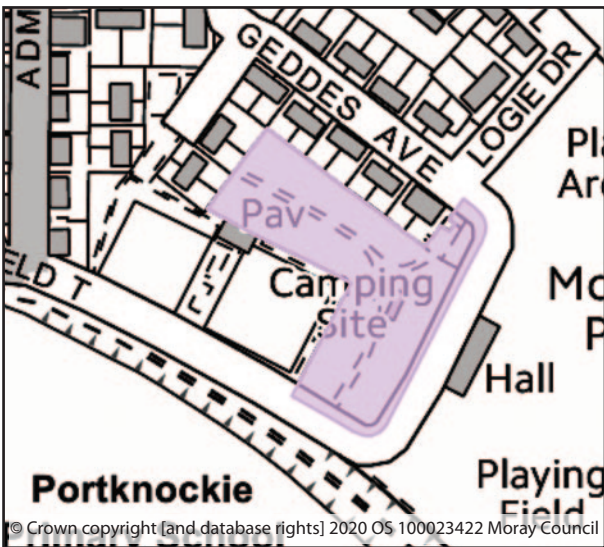
**Suitable Uses**

- The prime use of the harbour will be for recreational/tourist use. Proposals which are likely to conflict with this role will not be permitted.

**Site specific requirements**

- Development to be connected to mains water and sewerage, or otherwise to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth Special Protection Area (pSPA) or cause changes in water quality affecting the habitats and prey species that the qualifying interests of the pSPA rely on. Development enabling significant levels of water-based activities to demonstrate that there will be no adverse effect on the integrity of the proposed Moray Firth pSPA caused by disturbance.
- A Flood Risk Assessment (FRA) is required for any uses that include overnight accommodation.

**T2 Caravan Site**



**Suitable Uses**

- The site must remain as a holiday caravan site as part of Portknockie's tourism infrastructure.
- Development for alternative uses will not be permitted.

**T3 SUSTRANS and Moray Coastal Trail**

- The SUSTRANS national cycle route and the Moray Coast Trail both pass through Portknockie and will be safeguarded from inappropriate development.



## ENVIRONMENT/GREEN INFRASTRUCTURE

Open space that contributes to the environmental amenity of Portknockie will be safeguarded from development that is not related to their current use as set out in the table below:

REF	Type of Open Space	Location
ENV2	Amenity Greenspace	Addison Street; Bridge Street
ENV4	Sports Areas	McLeod Park; School Playing Field; Bowling Green/and Tennis Court
ENV5	Green Corridors	Former Railway Line
ENV6	Natural/Semi-Natural Greenspace	The Braes above the harbour

## WIDER ENVIRONMENTAL DESIGNATIONS

REF	Type of Environment Designation	Specification
CA	Conservation Area	Portknockie
SLA	Special Landscape Area	Portgordon to Cullen Coast

## INFRASTRUCTURE

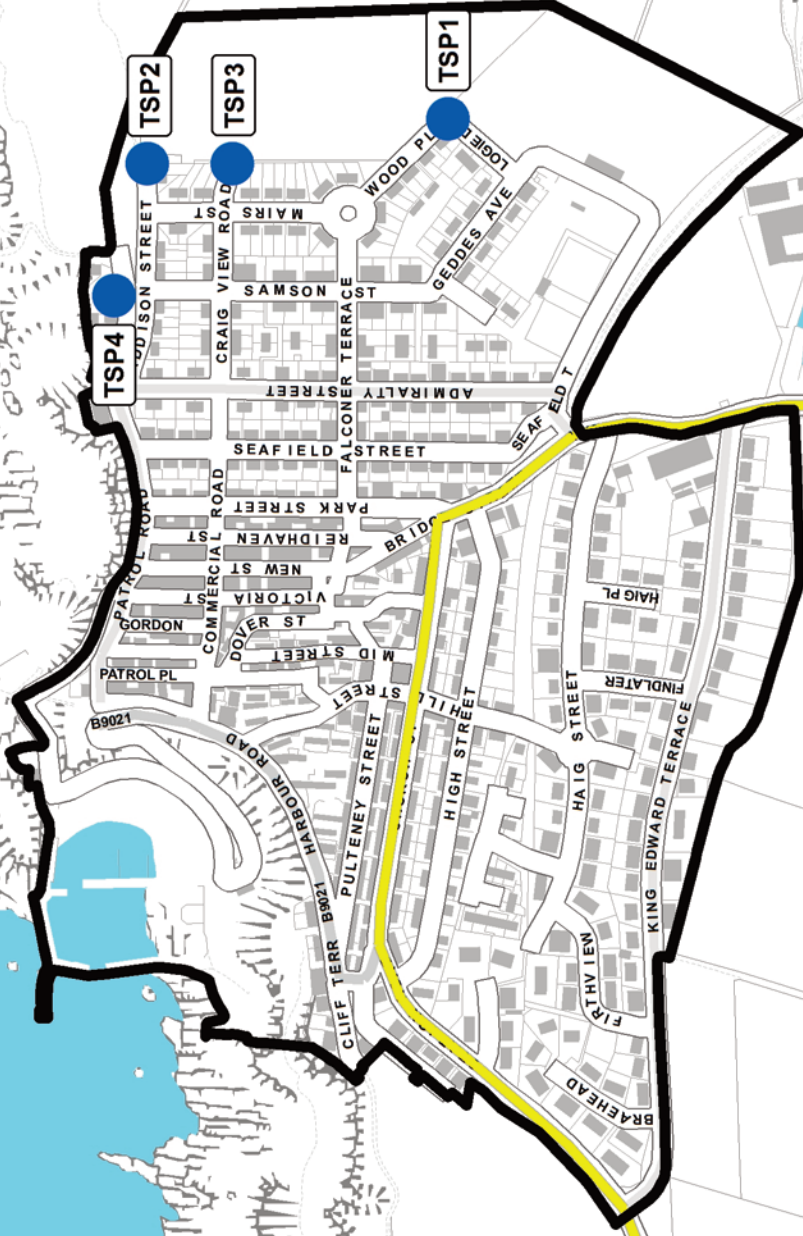
Sites identified will be required to contribute to and/or provide the infrastructure identified below and shown on the Transport Proposal (TSP) Map to mitigate the impact of the development on existing infrastructure. Other development will be expected to contribute (e.g. windfall, rural development and acceptable departures from the LDP). The infrastructure requirements set out below are not exhaustive and do not pre-empt anything that may arise including alternative means to increase capacity at planning application stage when a detailed assessment will be undertaken. Further information on infrastructure requirements and developer obligations is set out in the Developer Obligations Supplementary Guidance.

Type of Infrastructure	Mitigation Measure	Sites
Education	New build or alternative provision	R1, OPP1
Healthcare	Extension to Ardach Health Centre	R1, OPP1



PORTKNOCKIE TSP

- TSP1 Wood Place – access point 1 of 3 to serve site R1
- TSP2 Addison Street – access point 1 of 3 to serve site R1
- TSP3 Craig View Road – access point 1 of 3 to serve site R1
- TSP4 Patrol Road – footway widening to 2m provision of missing section of footway

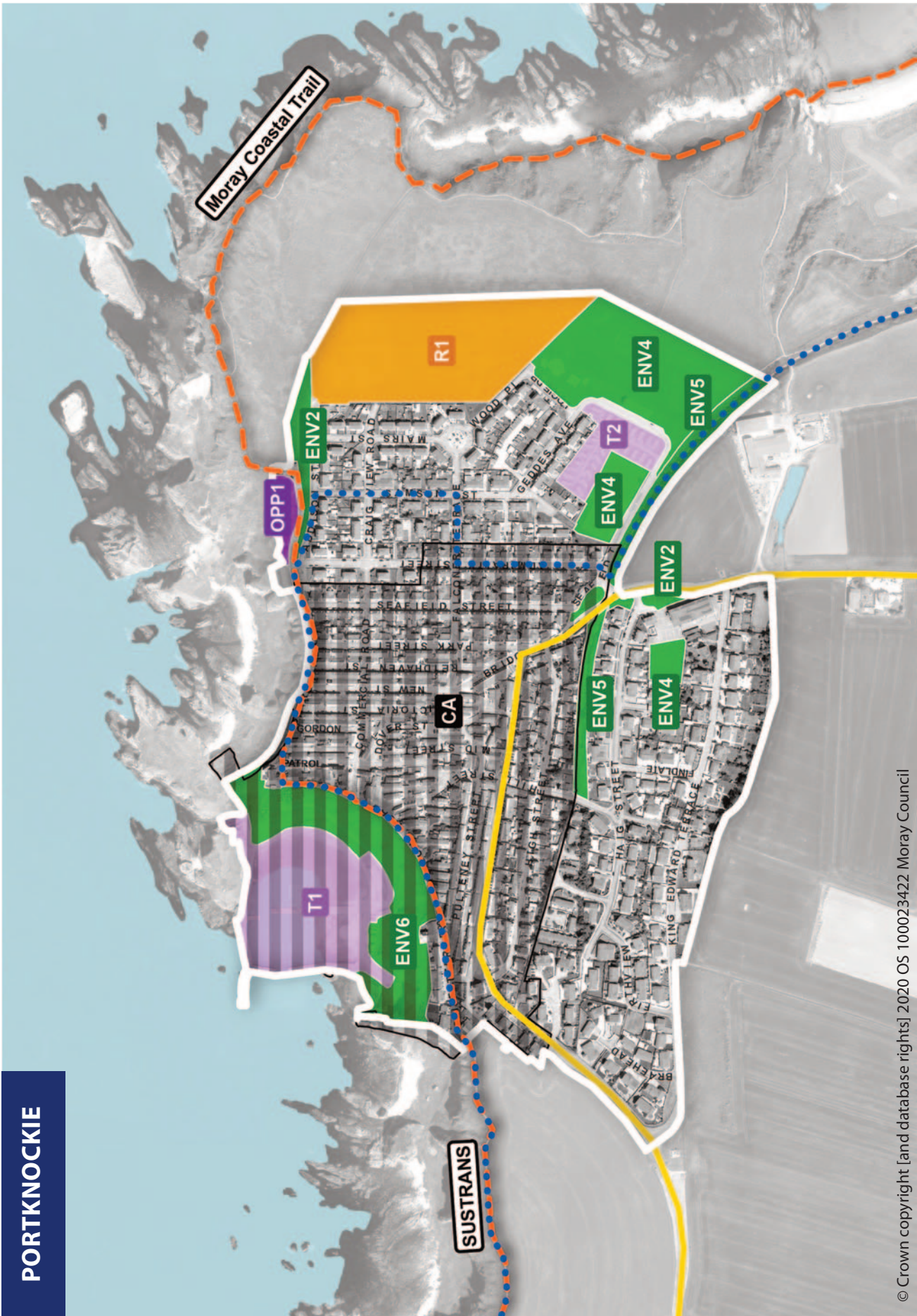


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