



# LOCAL PLACE PLAN (LPP)

2025 -2030



# Contents

1	.....
2	.....
3	.....
4	.....
5	.....

<b>Content</b>	<b>Page</b>	<b>Content</b>	<b>Page</b>
<b>Contents</b>	2-3	<b>Key Themes &amp; Actions</b>	64-80
<b>Executive Summary</b>	4-5	LPP Key Themes: 1. Housing	65-69
<b>What is the Local Place Plan (LPP)?</b>	6-10	LPP Key Themes: 2. Climate/Conservation	71-72
<b>Portgordons LPP in Context</b>	11-16	LPP Key Themes: 3. Travel	74-75
<b>Community Engagement</b>	17-25	LPP Key Themes: 4. Space	79-83
<b>Portgordon's proposed Alignment with: National Planning Framework 4 (NPF4), Local Outcome Improvement Plan (LOIP) and Local Development Plan(LDP) 2020</b>	26-63	LPP Key Themes: 5. Conservation	77-78
NPF4 Part 2: Sustainable Places (SP)	27-28	LPP Key Themes: 6. Improvements	80
NPF4 Part 2: Liveable Places (LP)	30-63	<b>Conclusion</b>	81-82
NPF4 Part 2: Productive Places (PP)	56-63	<b>Appendices</b>	83-84

# Contents

1	.....
2	.....
3	.....
4	.....
5	.....

# Executive Summary





The **Local Place Plan (LPP)** outlines a **community vision** created by residents, businesses, and organisations, guiding sustainable growth, wellbeing improvement, and infrastructure development while preserving local character.

## Main Goals:

### **Sustainable Growth**

Promote eco-friendly development, green spaces, renewable energy, and low-carbon transport.

### **Improving Wellbeing**

Enhance local services like healthcare and education, foster community involvement, and increase access to cultural and recreational activities.

### **Economic Development**

Support local businesses, create jobs, boost start-ups, and enhance digital infrastructure while promoting sustainable tourism.

### **Infrastructure and Connectivity**

Upgrade public transport, ensure safer walking and cycling routes, improve digital access, and address housing needs with diverse options.

### **Protecting the Environment**

Preserve green spaces, protect wildlife, prioritise climate resilience, and encourage community involvement in environmental projects.

### **Heritage and Culture**

Safeguard historic and cultural sites in development plans, and promote heritage through community-engaging events.

### **Community Involvement**

The LPP has been developed through consultations with residents, local businesses, public bodies, and community groups. This collaborative approach ensures the plan reflects local needs and aligns with broader regional and national policies.

#### Implementation and Monitoring:

This Local Place Plan represents a collective commitment to shaping a sustainable, vibrant, and resilient future for our community, balancing growth with the preservation of our local identity and values.

# What is the Local Place Plan (LPP)?



An aerial photograph of the Portgordon area, showing a mix of green fields, brown agricultural land, and some buildings. A thick yellow line is drawn across the image, outlining a specific region. The line starts near the top left, follows the coastline and some inland features, and ends near the bottom right. The background is a solid teal color.

# Mission

The Portgordon Local Place Plan [LPP] will give our community the best opportunity to **improve and influence any future development in Portgordon.**

This document will be submitted to both the community and also to Moray council.

The community will use it to voice their opinions on what they would like to see developed in Portgordon

Moray council will use the document to gain an understanding of what the community would like to see in there area which will inform their Local Development Plan (LDP) for the next 10 years

LPP BOUNDARY LINE

# What the LPP will define?

There are **six core LDP themes** that moray council will consider from a LPP that they will take into account for their LDP. These are as highlighted on the left.



**Environments**  
we want to  
protect



Where any  
new **Housing**  
would best be  
placed



What  
**Infrastructure**  
would be  
needed



Areas where  
we want to  
use to attract  
**Tourism**



If we want  
areas zoned  
for **Industry**



Where we  
would like  
commercial  
**Businesses**

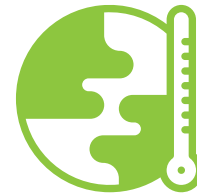


# What's IN the LPP?

Moray Council has been clear on what want to see represented in the LPP. These **LPP themes** are what this document will explore and they will tie into into the 6 core LDP themes discussed in the previous page



Sites for **housing, employment** and/or new **tourism/ community facilities**



Sites that support **climate change adaptation** e.g. renewable energy or flood mitigation



Local initiatives for the promotion of **active travel and community food** growing



Retaining/ improving/ expanding **open space, play provision** and **green/blue infrastructure**



**Conservation** of the natural/built environment



**Improvements to village/town centre** or neighbourhood centre

# What's NOT IN the LPP?

Moray Council has also been clear on what they don't want to see represented in the LPP. These themes will not be represented in this document.



**Litter** management



Proposals that **do not** fundamentally **impact** on the **long term use of land** (e.g. occasional activities/events using existing spaces)



Improvements to **public transport** (routes and timetabling)

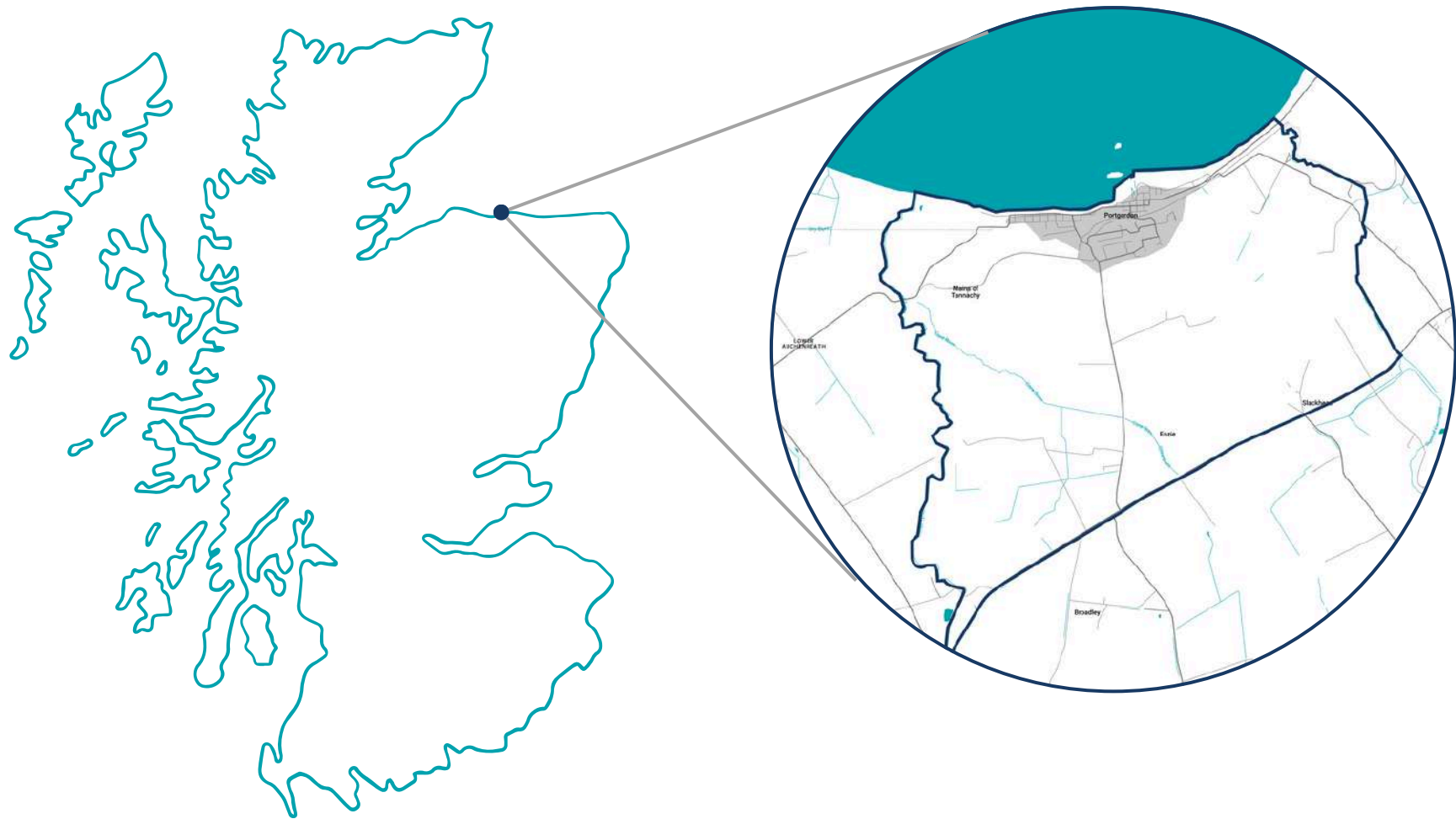


Dog **fouling**

# Portgordons LPP in Context



# Where in Scotland is Portgordon Located?







# Character Areas and Identity

## Key Characteristics

**Population:** Portgordon has a diverse and engaged population, including families, retirees, and working-age residents.

**Geography:** A stunning coastal location with significant natural assets, including wildlife habitats and scenic views.

**Heritage:** Rich maritime history with historical landmarks such as the old harbour.

Harbour plaque





# Character Areas and Identity

## Demographics

Portgordon is home to a population of approximately 1,000 residents. Key demographic features include:

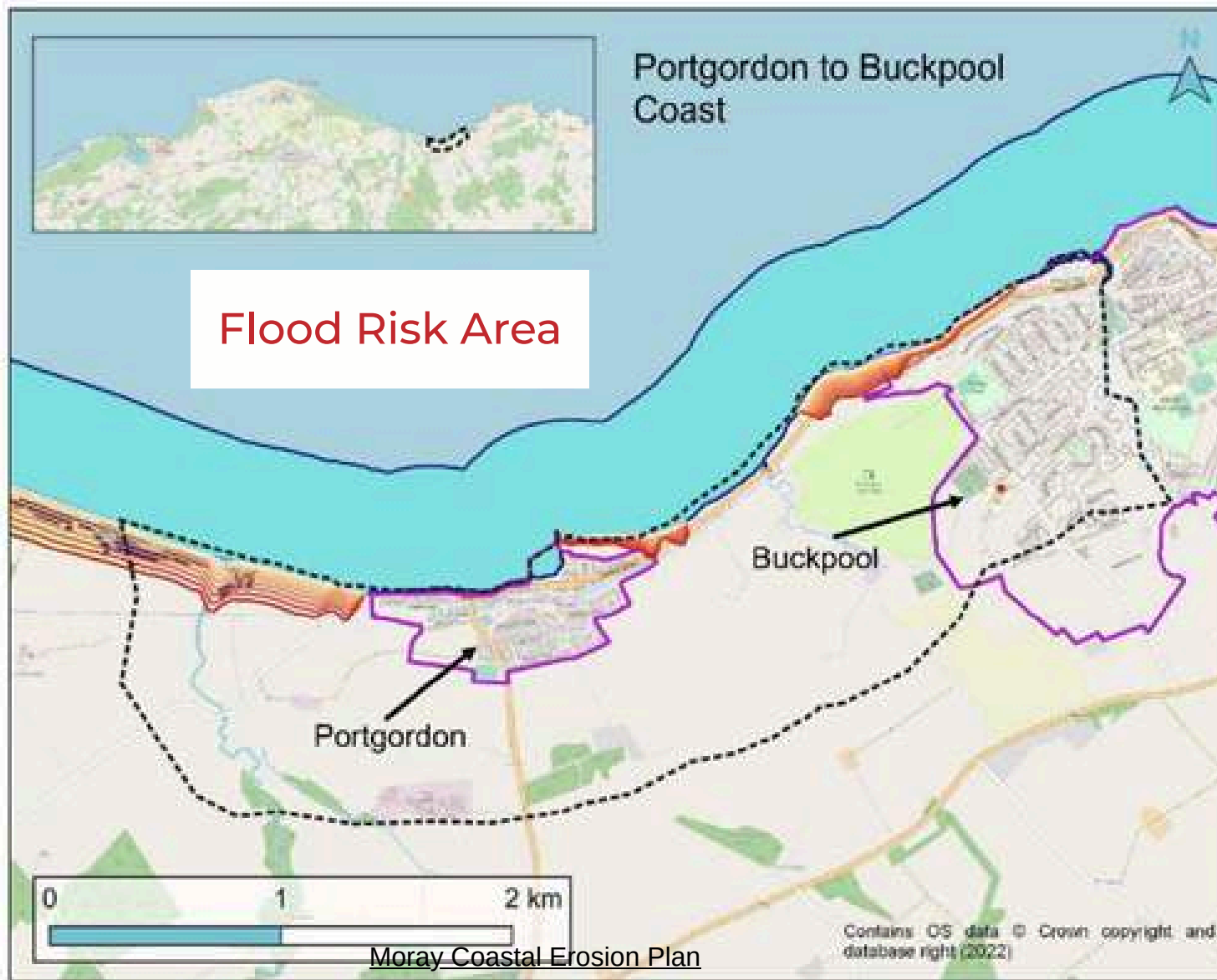
**Age Distribution:** A balanced mix, with both retirees and young families contributing to the community.

**Employment:** Many commute to nearby towns, though remote work is on the rise thanks to better digital infrastructure.

**Housing:** A blend of traditional and modern homes, with growing demand for affordable, energy-efficient options.

**Community Involvement:** Strong local engagement, with residents actively involved in initiatives and organisations.





## Character Areas and Identity

### Challenges

**Climate Change:** Rising sea levels and coastal erosion pose risks to Portgordon's natural environment.

**Infrastructure:** Ageing housing and transport links need investment and upgrades.

**Economic Sustainability:** Limited local employment opportunities.

**Social Inclusion:** Ensuring all residents—especially young people and older adults—can access local services and facilities.

**Figure 2-8: Portgordon to Buckpool Coast local plan area showing SEPA flood maps and Dynamic coast present-day and forecast shore**

# 2022 Census Demographics



## Main Language

English: 726

Scots: 8

Other languages: 9

Portgordon is home to a population of approximately  
**755 residents** as of  
the 2022 census.

## Age Distribution

0-17 years: 122

18-64 years: 421

65+ years: 208





# Community Engagement





## List of Community Consultations

2017 - Planning for Real  
2019 - Market Harbour Review  
2020 - Community open Day  
2021 - PCT 5 Year Action Plan  
April 2021 -Community Enterprise  
2022 - Four Pillars of Sustainability  
March 2022 -Delfinity  
April 2024 - LPP Consultation and  
MKA Economics SOC  
2024 - Place Standards Tool





## Planning for Real & Harbour Market

Portgordon's Local Place Plan has been informed by extensive community engagement activities, including:

Portgordon Planning for Real (2017): This initiative gathered residents' views on key priorities for the village's development.

<https://drive.google.com/drive/folders/1sLKWBsUDOtU1ouDAXdt70beZenSGQGZO?ths=true>

In 2019, CES commissioned a harbour market review which suggested that the village should explore available assets for income generation which was shared with the community in an open meeting in Jan 2020 in the Village Hall with over 60 attendees who filled out questionnaires, allowing for the scoring of various aspirations.

### The map of regeneration

A participatory design tool to assess the ecological, economic, social and cultural dimensions of sustainability of a group or community. Used by **Portgordon Community Trust (PCT)** in March 2022 to record their views on the assets and development needs of Moray, to inform the review of their plans and priorities.



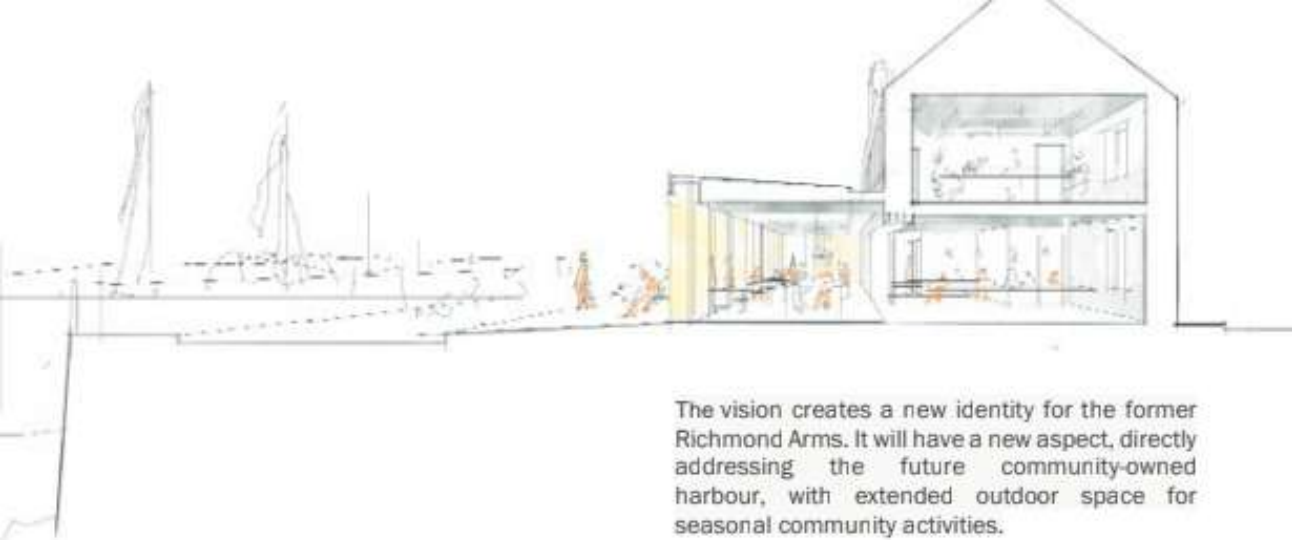
## 4 Pillars & Action Plan

Four Pillars of Sustainability (March 2022) - A Half-Day event followed by lunch, attended by over 40 local residents, facilitated by tsiMORAY. The mapping document that collated the voting process reaffirmed the priorities. We collaborated with the Portgordon Post to inform and engage every household with hard copies.

Portgordon Community Trust Community Action Plan (2021-2026): This action plan highlighted strategic goals for social, economic, and environmental improvement.

Summary\_PortG\_Community Priorities Mapping\_March 2022.pdf





## Delfinity Consultation

To create an accessible centre for community social and economic well-being, next to the historic harbour which provided the historic foundation for the village.

The community has experienced under-investment and has felt at a low point.

However, with the concept of the harbour and Hub being discussed, the creation of the Community Trust, consultation work such as Planning for Real and the recent spend of £40,000 spent on new signage, e-vehicle charging points and a community garden, the community is in a period of positivity.

The PCT undertook community engagement with the assistance of Community Enterprise, a consultancy, during 2021 and under Covid restrictions.

The methodology built on the findings of the Planning for Real exercise carried out in 2016-17, and is tabulated below.

Figure ii. Community Consultation

Stage	Description
Raising awareness	Publications in local news and distribution on social media. Posters and flyers designed, circulation supported by client due to covid restrictions.
Community Survey	Questionnaire developed and distributed and results compiled, receiving There were 102 discreet response relating to the views of 168 people.
Stakeholder Interviews	One-to-one interviews with seven partners and stakeholders.
School engagement	The primary school worked with us to undertake engagement with their pupils.
Demographic and Policy Analysis	Study of key demographic trends in the local area using Community Insight, a software package that collects data from over 30 databases and a range of other sources.
Policy analysis	Analysis of key policies and priorities, regionally and nationally.  Consideration of previous strategic work including a Planning for Real process.
An open community meeting	A virtual community event attended by 33 people.



## Community Consultation

Community Consultation (2024): Conducted as part of the Strategic Outline Case (SOC) for the harbour, this consultation involved surveys and community drop-in sessions to ensure local perspectives shaped the harbour redevelopment.

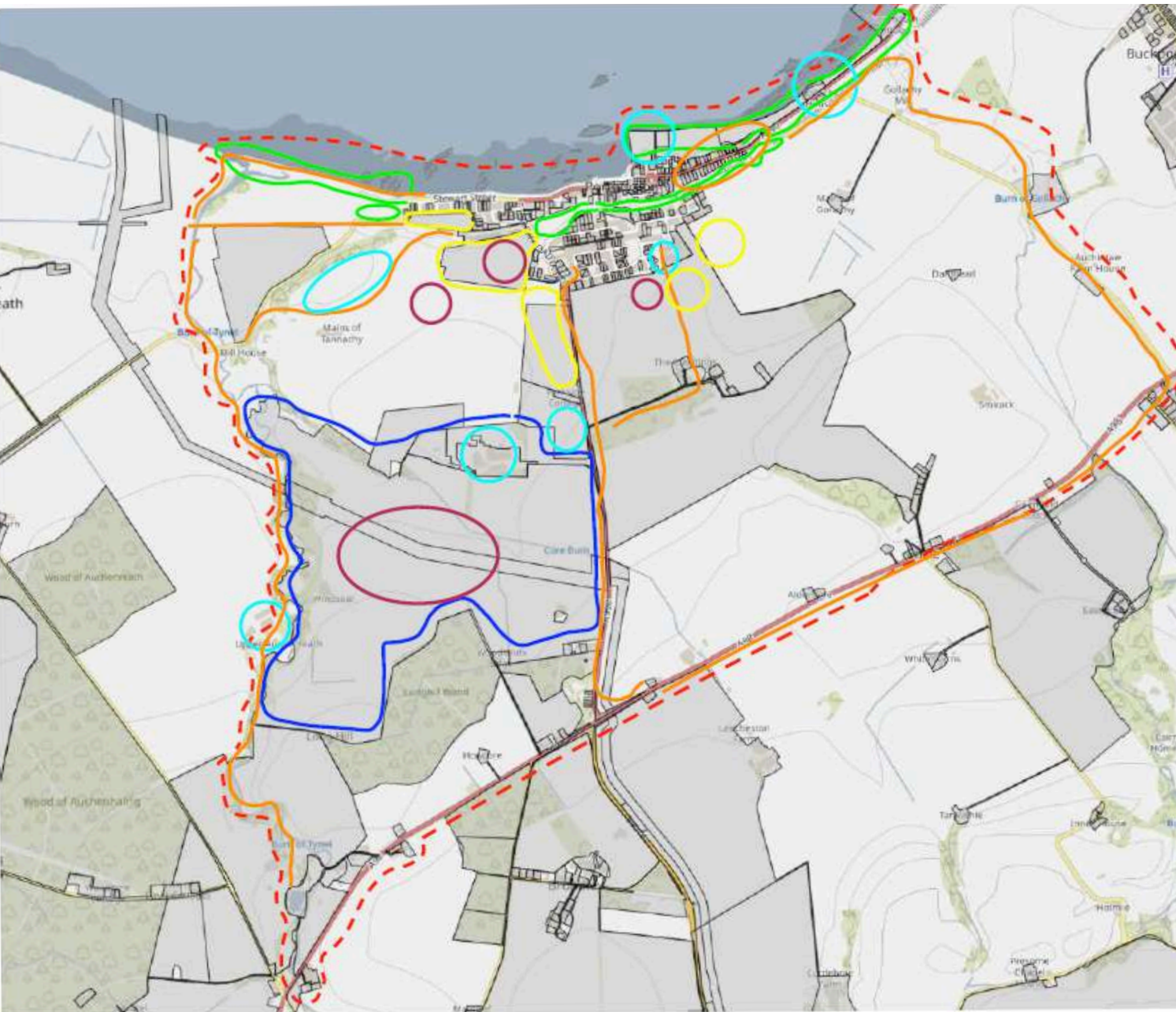
Participation: 85 community survey responses collected including local primary school.

24 individual consultations to assess their views of the harbour now and into the future.

Further community information sessions in Feb and March 2025 further supported themes to be included in the LPP.

See Appendices - Supporting Documents - Place Standards Tool

# LPP - Digitised Consultation Map



- Existing commercial land
- Housing development
- Open space - environmental
- Tourism opportunity
- New commercial
- Landscape - walking routes
- Boundary of Portgordon LPP



# PST (Place Standard Tool) - Introduction

The Place Standard Tool, developed in Scotland, **helps communities and planners assess and enhance place quality.**

It evaluates aspects like housing, public spaces, and sustainability through questions focused on people's experiences. The tool promotes collaboration, enabling communities to identify strengths and priorities for action, aiming to create healthier, more sustainable, and vibrant places for residents.

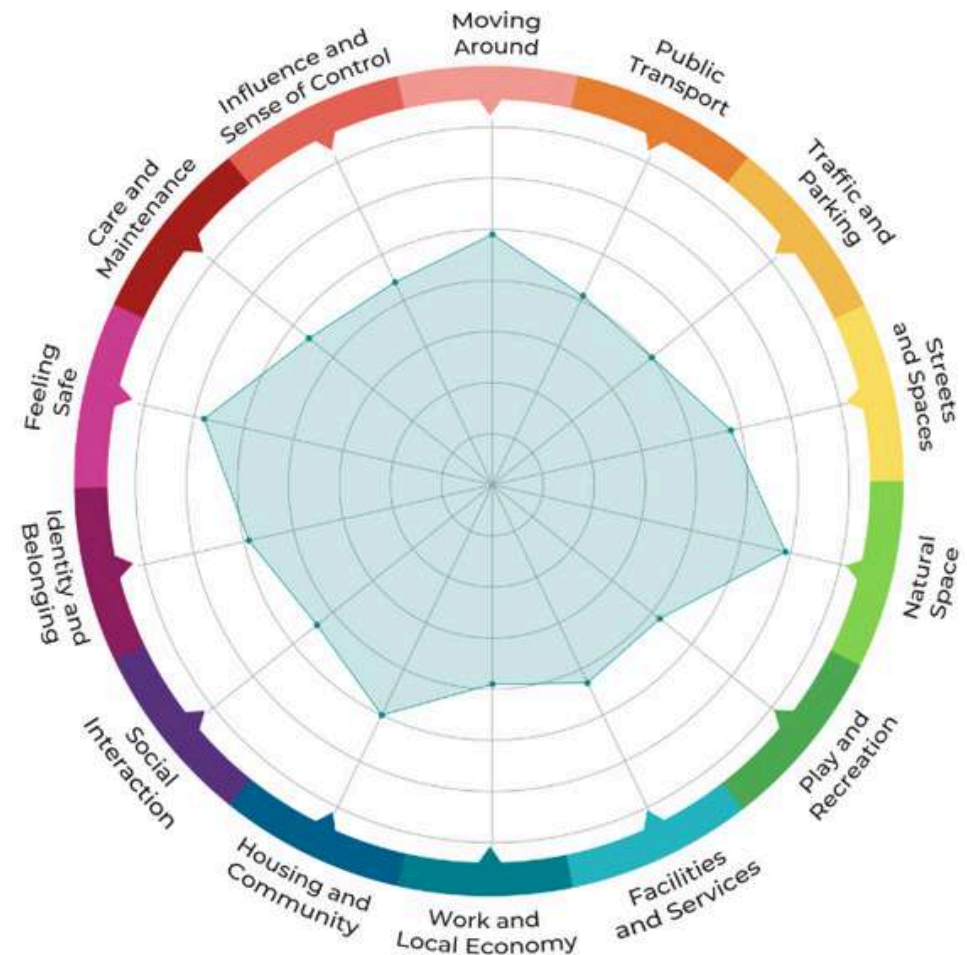
Find out more: [here](#)

**TOTAL RESULTS: 187**

Graph

Table

CHART KEY: Data Set 1





# Place Standard Tool (PST)- Portgordon as a Place

## Key Observations by Category:

### ☀ Strongest Areas:

1. Care and Maintenance
2. Influence and Sense of Control
3. Feeling Safe

These areas scored highest, indicating that residents feel confident in the upkeep of their community, feel secure, and believe they have some say in local matters. These are great foundations to build on.

### 🔄 Mid-range Areas:

1. Public Transport
2. Traffic and Parking
3. Streets and Spaces
4. Natural Space
5. Play and Recreation
6. Moving Around

These areas are doing okay but have room for improvement. For example:

- Public Transport and Moving Around are decent but not leading —potential improvements in walkability, bike paths, or transit accessibility could be impactful.
- Streets and Spaces and Natural Space might need enhancements to feel more welcoming or better maintained.

### 📉 Lowest Scoring Areas:

Facilities and Services

Work and Local Economy

Housing and Community

Social Interaction

Identity and Belonging

These categories are areas of concern and could be priorities in your local place plan. It suggests:

A lack of local employment opportunities or economic growth.

Poor housing quality or availability.

Low sense of community and weak social ties.

Possibly underrepresentation of community identities or cultural aspects.

### 🚫 Recommendations for the Local Place Plan:

- Boost Social Infrastructure:
- Invest in community centre's, events, and spaces for social interaction.
- Support local clubs, arts, and cultural events to enhance identity and belonging.
- Revitalise the Local Economy:
- Support small businesses and create incentives for local employment.
- Explore co-working spaces or local enterprise hubs.
- Improve Housing:
- Ensure housing developments meet affordability, accessibility, and sustainability standards.
- Consult the community about future housing needs.
- Enhance Access to Services:
- Identify gaps in healthcare, education, and childcare access.
- Consider mobile or pop-up services if permanent ones are not viable.

### Maintain and Build on Strengths:

Celebrate successes in community safety and maintenance.

Expand participatory planning to keep the community engaged and empowered.

Portgordon's proposed  
Alignment with: National  
Planning Framework 4 (NPF4),  
Local Outcome Improvement  
Plan (LOIP) and Local  
Development Plan (LDP) 2020



# NPF4 (Scotland's Fourth National Planning Framework)

NPF4, Scotland's Fourth National Planning Framework, **outlines the country's long-term spatial strategy for development over the next 20 to 30 years.**

Adopted in February 2023, it focuses on national priorities like achieving net-zero carbon emissions by 2045, addressing climate change, and enhancing biodiversity. The framework emphasises the “Place Principle” for sustainable and inclusive communities, prioritising affordable housing and renewable energy. It also identifies key national developments to guide local planning and ensure consistency across Scotland.

Find out more in appendix



Scotland 2045

Our Fourth National  
Planning Framework



Scottish Government  
Riaghaltas na h-Alba  
gov.scot



# Current Local Development Plan 2020 (LDP 2020)

Portgordon is identified in the Moray Local Development Plan (LDP) 2020 as a third-tier settlement, which generally accommodates smaller-scale developments to support local needs. The LDP outlines specific designations and policies relevant to Portgordon:

- Residential Designations:
  - R1: This site is allocated for residential development, with an estimated capacity for 22 houses.
  - R2: Allocated for residential development with an estimated capacity for 20 houses.
- Opportunity Site:
  - OPP1: This site is designated as an opportunity site, suitable for mixed-use development, including residential and community uses.
- Environmental Designations:
  - ENV6: This designation pertains to open spaces that are safeguarded from development to preserve their environmental and recreational value.

Additionally, the LDP emphasises the importance of maintaining the village's character and setting, particularly concerning the coastal environment and existing built heritage. Any proposed developments are expected to align with these designations and adhere to the policies set out in the LDP to ensure sustainable and appropriate growth within Portgordon.

## Moray Local Development Plan 2020



[www.moray.gov.uk/MLDP2020](http://www.moray.gov.uk/MLDP2020)



## Portgordons LPP in Context

Community consultation 2017-2025 for the LPP identified that local residents, businesses, community groups and householders within the Portgordon LPP zone have preferences for new development and change within the settlement area.

The community broadly supports new opportunities that enhance the ethos of the LPP and mitigate change by protecting and improving the settlement - to align the community ethos with the NPF4, LOIP and LDP, the LPP expands on these broad areas of influence:



# Policy 7 Historic assets & places

The Portgordon Local Place Plan (LPP) aims to protect and enhance the area's historic environment assets and promote positive change for the regeneration of places

The LPP supports:

- Preserving and strengthening historic assets to withstand climate change and support the net-zero transition.
- Reviving unused historic buildings by giving them sustainable, productive uses.
- Recognising the historic environment's value to the economy, culture, and identity



# Portgordon History & Form

By 1793 Buckie was the principal fishing community in the area. Development of the industry was limited by the lack of a proper harbour, and local disputes amongst boat owners. Alexander, 4th Duke of Gordon, decided to establish a new village, just to the west of the tiny community of Gollachy which comprised but a few houses in the area that is now Gordon Street.

Work was underway on the harbour in 1795 and stone was shipped from Lossiemouth in 1796. In 1797 houses were built for ten fishermen and their families from Nether Buckie (the western side of Buckie).

This was the third new village the Duke had established, but unlike Fochabers and Tomintoul before, this was a smaller venture and despite the settlement being loosely a 'planned' layout, little planning was done with regards to street layout.

The layout is more organic and follows a 'strip' plan following in the first phases of development the coastal plain tight under the Moray Coastal Slope. The land immediately to the west of Portgordon was privately owned by Patrick Stewart of Tannachy and Auchlunkart, who built there the Seatown of Tannachy, now more commonly Porttannachy, during the 19th century.

At this time trade was expanding, not just in fishing and boat building, but in the export of grain, and import of salt, coal and lumber, and the building of granaries. This placed Portgordon at a great advantage over Buckie which was still limited by its natural harbour to fishing alone. By the 1850s a Post Office had opened and there were many coopers, fish processors and net makers. By 1861 the population had grown to around 630. The opening of a fertiliser factory in Keith lead to traffic in bones through the harbour too.

The harbour was also used for the export, from further inland, for timber and stone.

*Craigian Roan*  
*Beacon*

John Gordon of Cluny played a key role in shaping Portgordon's modern development, building the Gollachy area at the east end of the village.

After his death in 1878, most of the village's properties were passed on to his son, John, and his wife. The eastern part of Gordon Street was developed later, just before the railway was constructed, as shown in 1870s railway plans.

The coastal railway line, established by an Act of Parliament in 1881, ran through the village, skirting most existing homes and marking the southern boundary of the original planned area, which was built before 1870.

The railway, proposed around 1845 and completed by 1886, coincided with architectural changes in the village.

Early homes followed the Moray 'Fisher Cottage' style—simple, single-story structures. From the 1850s onward, properties adopted more Victorian detailing and construction methods.

The village saw a building boom between 1860 and 1900, with homes featuring more refined stonework, carpentry, and machine-sawn timbers. As fishing declined, upper floors, once used for storage, were converted into living spaces, reflecting the village's evolving commercial activities.

In the early 1900s, Portgordon developed a boat-building industry, with local yards constructing Zulu boats and, from 1903, steam drifters.

By 1907, one yard employed 50 men and launched a drifter roughly every month, though the drifter trade faded by 1915, leaving only salmon coble production. From the 1960s onward, fishing and coastal industries steadily declined.

Today, the village is mainly home to owner-occupiers, with fewer holiday rentals or tourist businesses. In the 21st century, families from outside the region have moved in, broadening the village's population base.

Portgordon, despite being a historic fishing village, has only one listed building, even though many of its cottages and structures have significant heritage value. These buildings collectively contribute to the village's unique coastal character.

The listed building is an early 19th-century, single-story, 4-bay cottage with a return elevation facing Gordon Square. It features rendered rubble walls with later decorative details, a panelled door, and windows with mixed glazing. The roof is piended and slate-covered, with renewed brick chimneys at each end.

Just outside the Local Place Plan (LPP) zone is the Portgordon Gollachy Ice House, a Category B listed early 19th-century rubble building with a turfed, piended roof. Unlike most, it is built into the shoreline rather than a hillside. The Moray District restored it in the 1970s.



LISTED historic buildings locally  
PORTGORDON 2 EAST HIGH STREET LB15522 Category C.



Portgordon's village character is shaped by a mix of historic architectural styles, particularly in the village core.

Throughout the main streets, many properties reflect their past uses, mainly tied to the boat-building and fishing industries up until the early 1900s.

The village once had a variety of outhouses, workshops, and informal dwellings, mostly on the flat land before the coastal slope. This created a dense and varied built form beneath the slope, with a formal street frontage and a mix of vernacular and historic structures behind, giving the village its distinctive Moray Coastal style.

Many of the original outbuildings and workshops still remain, while newer garden and workshop structures have been added as extensions to the historic properties. These are often single-storey with flat or pitched roofs, though some are two-storey.

This blend of street-facing formality and the varied back-plot buildings creates a visually interesting mix of scales and forms within the compact village plots.

This pattern is particularly noticeable south of the A990 and in the loose grid of dwellings near the harbour, where there were once more sheds, workshops, and storage buildings.

The village's distinct form comes from the close-knit, ad-hoc arrangement of backland structures, sheds, and workshops, contrasting with the linear, formal frontages of streets like Stewart Street, Lennox Place, and West High Street.

Despite some planned, formal development, the village maintains its authentic Moray character through the variety of cottage scales, vernacular roofscapes, and loosely arranged ancillary buildings, which define its historic charm.

*Craigian Roan*  
*Beacon*

The area around Portgordon Harbour has lost many of its older commercial and harbour-related buildings, particularly along Hope Street and Harbour Head, which once displayed structures linked to the harbour economy. The garage structure at Harbour Head has recently been bought by a local business entrepreneur and has been made commercial.

The village's growth, constrained by its topography, has been mostly organic, with a mix of buildings of varying sizes and styles, often one to three stories with steep gables and high-pitched roofs. These dwellings are tightly packed between the harbour shore, roadways, and alleys, creating an intense building footprint.

To the east, the village footprint suddenly opens up near the foreshore, where the land is owned by the Crown, and the village is also constrained to the south by the railway.

Historically, the foreshore supported boat building, but most of these structures were transient and not well documented on historic maps.

In more recent times, the drying frames once used for fishing equipment have been replaced by communal washing lines, and the foreshore has now become a space for parking.

South of the railway, Portgordon's development began around 1850, with the school being established before the railway.

By the early 1900s, a grid of streets, including Richmond Terrace, was formed. This area grew with cottages and terraces and was further developed with bungalows, semi-detached, and detached houses during the 1950s and 60s, and more recently, from the 1980s onwards.

# Architectural style

Portgordon's architectural style is mainly defined by two-storey dwellings, with many originally single-storey cottages having upper floors converted for living space, often with dormer windows in the roof slope.

Building materials primarily include stone or harl-faced walling, with 1960s cement pebble-dash appearing on more modern houses. Newer constructions are often finished with smooth, cement-based renders, while roofing has shifted from small-format slate to flat concrete tiles.

Windows were originally timber but have been replaced by UPVC in newer builds and renovations since the 1980s.

The village features a range of adjunct buildings and structures, such as corrugated sheet iron, stained wood cladding, and simple masonry, adding to its unique character.

The layout of the village is tight-knit, with buildings placed close together along street frontages. Private spaces are mainly located behind the dwellings, and over time, spaces between houses have been filled with extensions, outbuildings, and adjuncts, creating a distinctive village scale and identity.

Portgordon's open spaces are a key part of its charm, with green areas, trees, and public amenity space enhancing the village environment.

The harbour and foreshore are important features, and the former railway line has been repurposed as a green space stretching east to west. The surrounding open farmland keeps the village separate from other settlements, contributing to its sense of isolation and self-contained character.

# Preservation of Historic form

Even though Portgordon is not officially designated as a Conservation Area, it holds significant character and forms similar to other protected Moray Coastal settlements.

The village's identity can be preserved by acknowledging the heritage value of its many assets that have developed over time. Portgordon's unique character lies in its scale and form, with one and two-storey domestic dwellings, a limited number of commercial buildings, and a variety of outbuildings. This creates a human-scale environment with tight-knit, sheltered spaces, reducing overlooking and providing a balance of private and public amenity spaces.

New development in Portgordon should enhance the village's existing character and scale, ensuring that large, bulky forms are avoided. Buildings that are poorly designed, lack human scale, or fail to blend with the village's form will not be supported.

Development should also respect the local materials, textures, and colors that define the village's aesthetic. Contemporary designs that offer a modern take on traditional vernacular will be welcomed, but over-scaled modern structures that overpower the surrounding buildings will be discouraged.

The goal is for new development to reflect the historic evolution of the village without mimicking the past.

Proposals for the demolition of heritage assets will not be supported, as preserving existing structures is a priority. Instead, the reuse and repurposing of heritage buildings will be encouraged.

New development should not only fit within the historic context but also contribute to the ongoing evolution of the village, maintaining a balance between respecting tradition and embracing appropriate modern changes.





Development proposals in or affecting historic areas will only be supported where the character and appearance of the village and its setting are preserved or enhanced. This includes maintaining the architectural and historic character of Portgordon, particularly its existing density, built form, and layout, as well as the context, siting, design quality, and use of suitable materials.

Proposals within the village must ensure that natural and built features contributing to the area's character, such as structures, boundary walls, railings, trees, and hedges, are retained. These elements help to maintain the integrity of the village's historic environment and its setting.

[See NPF4 Policy 7]

# Policy 8 Green Belts - Policy 8 is not applied Moray due to no green belt, but we do have CAT which prevents coalescence and urban sprawl.

Our Local Place Plan aims to integrate seamlessly with Moray Council's Countryside Around Town Plan, focusing on enhancing connectivity and preserving green spaces. This plan recognizes the importance of maintaining the rural character and natural beauty that surrounds our town while promoting sustainable development and community well-being in the following ways

## 1.Preservation of Green Corridors:

Prioritising the preservation and expansion of green corridors that link urban areas with surrounding countryside, ensuring wildlife habitats are protected and enhancing biodiversity.

## 2. Promotion of Active Travel Routes:

Encouraging walking and cycling through well-designed paths and trails that connect residential areas with local amenities and natural landscapes, in line with Moray Council's commitment to sustainable transport solutions.

## 3.Accessible Recreational Spaces:

Developing accessible recreational spaces within walking distance of residential areas, providing opportunities for outdoor activities such as picnicking, wildlife observation, and community events.

## 4.Heritage and Landscape Conservation:

Protecting and celebrating the unique heritage and scenic landscapes that define our town's character, collaborating with local stakeholders to ensure sustainable management practices.



# Policy 9 Brownfield

Brownfield, vacant, and derelict land, as well as empty buildings within the LPP zone, will be prioritised for development over greenfield or open amenity spaces.

This approach aims to promote the reuse of existing sites and reduce the pressure for developing undeveloped land, ensuring that green spaces are preserved and minimised.

The goal is to encourage and facilitate the reuse of brownfield, vacant, and derelict properties while focusing development in the right locations.

[See NPF4 Policy 9].

This strategy seeks to maximise the use of existing assets and reduce the demand for additional land. Development will be directed toward these underused sites, avoiding unnecessary expansion into open spaces.

The regeneration of derelict buildings and vacant spaces will be encouraged to improve the wellbeing of the settlement and transform the village.

Productive green spaces will only be considered for development when appropriate, and after a district-wide analysis shows that brownfield or derelict land cannot be utilised.



# Policy 10 Coastal Development



The Portgordon LPP supports inward development in alignment with NPF4 and Moray Planning Policy, with the expectation that development will enhance the coastal setting and benefit the settlement and community. Any proposed development should respect the ecology and unique biodiversity of the area within the confines of the LPP. The Spey Bay SSSI is a significant area within the LPP, covering the Spey Bay SSSI EU site (code: 135891) and the NatureScot site (code: 1461).

This site is one of the most important physiographic locations in Britain, particularly known for its active shingle ridge complex, which is recognized as the finest in Scotland. The Spey mouth delta, along with shingle spits, bars, and lagoons, offers a remarkable example of fluvial coastal interactions where the river meets the high-energy coastal environment at the mouth of the Spey.



In addition, the active coastal margin is backed by the magnificent strand plain of shingle ridges mentioned above. No development should disturb, encroach, or impact the designated area.

Any proposed work or ingress into the area within the Portgordon LPP area—specifically west of the built Portgordon settlement where the A990 proceeds south, from Porttannachy to the course of the Tynet Burn—will require careful consideration.

This area contains various drainage outfalls and cable routes, and any work or new development here will necessitate an Environmental Impact Assessment (EIA). Consultation with the Portgordon Community Trust (PCT) and the Moray Council Planning/Ecology Officer will be essential, with the appointment of qualified consultants to prepare the EIA.

The Moray Coastal Protection Zone (CPZ) and Special Protection Area (SPA) are vital designations that protect the coastline of the Moray district. This coastal strip is designated for its landscape, nature conservation, recreation, and tourism benefits.

The Coastal Protection Zone (CPZ) ensures the undeveloped coastline is safeguarded, restricting certain types of development to maintain the natural environment. The zone is essential for preserving Marine and Coastal ecosystems, which provide critical services such as food production, climate regulation, and coastal protection.

Within the Portgordon LPP, the entire Moray Coastal strip is protected, and the LPP will not support any development that alters, changes, or damages this area.

All development in this zone should aim to improve the CPZ and SPA.

Of particular concern is the colony of Grey and **Harbour Seals**, found along the eastern foreshore from the Portgordon Harbour area to the Gollachy Ice House, which must be protected.

Any requirement for work or access to these infrastructures and/or new development or alteration of land use will require an Environmental Impact Assessment [EIA] study and consultation with appointed members of the Portgordon Community as directed by the Portgordon Community Trust [PCT]. Moray Council Planning/Ecology Officer will in agreement with the PCT approve external 3rd party appropriately qualified consultants to present an EIA.

**Environmental Impact Assessment [EIA]**

Requirement for an EIA will apply to any development within or around the Portgordon Settlement that impacts upon the SSSI or the CPZ by way of increased surface run-offs, underground infrastructure or encroachment into any part of these zones.

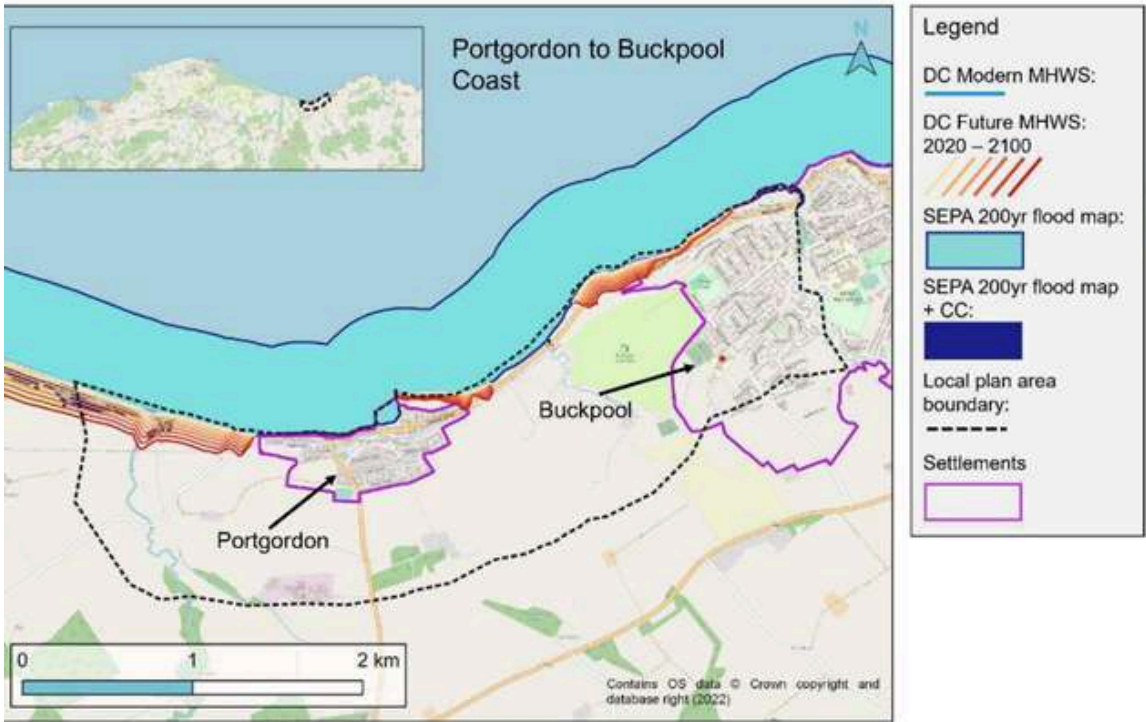
**Flood Defences & Sea Level coastal management**

Any development of Flood defences & sea level management in relation to the Portgordon LPP zone and the immediate boundaries will require Community consultation and preparation of an EIA.

**Coastal Development**

Should contribute to the resilience and status quo of the existing settlement, it should recognise the impact of rising sea levels and the impact of irregular weather patterns and extremes of climate, the development and any change should mitigate against harm and actively contribute to calming extremes of change and protect against coastal erosion and sea level change.

[See NPF4 Policy 10]



**Figure 2-8: Portgordon to Buckpool Coast local plan area showing settlement areas, EPA flood maps and Dynamic coast present-day and forecast shorelines.**

# Policy 11 Renewable Energy

The LPP encourages, promotes, and facilitates all forms of renewable energy development both onshore and offshore. This includes energy generation, storage, as well as new and replacement transmission and distribution infrastructure.

The policy also supports emerging low-carbon and zero-emission technologies, such as hydrogen and carbon capture utilisation and storage (CCUS).

However, to protect and enhance the Portgordon settlement, all inward development must involve consultation with the community.

Any proposals should consider the potential impact on the local area and ensure the community's involvement in the decision-making process.

The impact and disturbance caused by renewable energy projects—whether through proximity, scale, visual, acoustic, light pollution, or changes in land use or management—will not be supported if it negatively affects existing land uses. The expansion of renewable, low-carbon, and zero-emission technologies must be balanced against the preservation of current land use, occupation, and the environmental impact on the settlement.

# Policy 12 Zero Waste

The LLP will encourage, promote, and facilitate development that is consistent with the waste hierarchy.

The reduction and reuse of materials in development, new change, and new construction is to be prioritised.

Any development must promote and contribute towards an infrastructure for zero waste and align with Scotland's circular economy, ensuring a mandate for zero waste is delivered in the Portgordon LPP zone.

Reuse of the built environment and structures as part of development in Portgordon will be a priority to reduce the release of carbon via demolition or waste disposal.





# Policy 13 Sustainable transport

The development and protection of the LPP will encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.

**Policy Outcomes:** Investment in transport infrastructure supports connectivity and reflects place-based approaches and local living. More, better, safer and more inclusive active and sustainable travel opportunities. Developments are in locations which support sustainable travel.

The LPP will support locations for future development that can be accessed by sustainable modes.

The spatial strategy should reflect the sustainable travel hierarchy and sustainable investment hierarchy by making best use of existing infrastructure and services.

LDPs should promote a place-based approach to consider how to reduce car-dominance. This could include low traffic schemes, shared transport options, designing-in speed controls, bus/cycle priority, pedestrianisation and minimising space dedicated to car parking.

Consideration should be given to the type, mix and use of development; local living and 20-minute neighbourhoods; car ownership levels; the accessibility of proposals and allocations by sustainable modes; and the accessibility for users of all abilities.

LDPs should be informed by an appropriate and effective transport appraisal undertaken in line with relevant transport appraisal guidance.

Plans should be informed by evidence of the area's transport infrastructure capacity, and an appraisal of the spatial strategy on the transport network.

This should identify any potential cumulative transport impacts and deliverable mitigation proposed to inform the plan's infrastructure first approach. Where there is likely to be an impact on the trunk road or rail network, early engagement with Transport Scotland is required.

# Policy 14 Design, quality and place



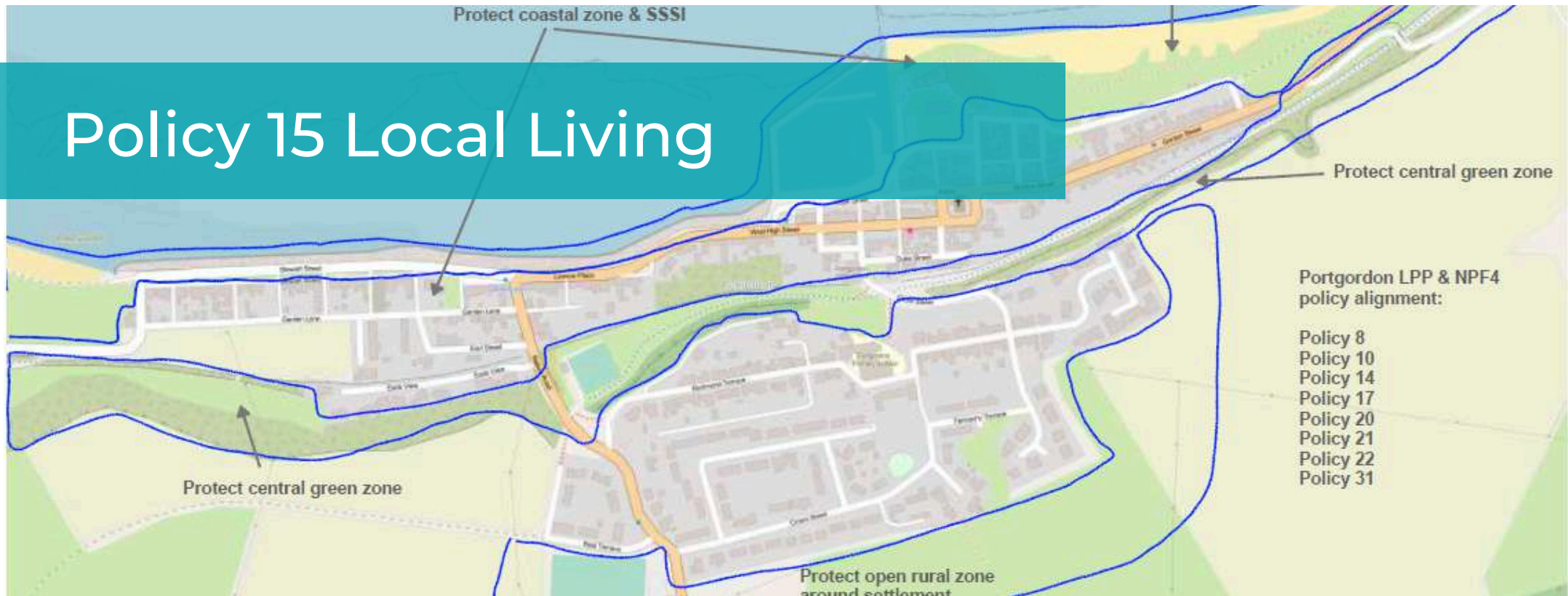
The Portgordon LPP will encourage, promote and facilitate well-designed development that makes successful places by taking a design-led approach and applying the Place Principle. Quality places, spaces, and environments. Places that consistently deliver healthy, pleasant, distinctive, connected, sustainable and adaptable qualities for living.

To enhance the existing form of the village, protect the identity, ecological and biodiverse environment around the village, the LPP aims to improve and preserve the 'sense of place.'

The LPP will also work to ensure that these developments provide nearness to need, fostering sustainable and well-connected spaces for the community.

[See NPF4 Policy 14]

# Policy 15 Local Living



The Community through the LPP will encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling, or using sustainable transport options

Portgordon LPP will promote places that are planned to improve local living in a way that reflects local circumstances. The LPP supports a network of high-quality, accessible, mixed-use neighbourhoods which support health and wellbeing, reduce inequalities, and are resilient to the effects of climate change.

Portgordon LPP supports new and existing communities that are planned together with homes and the key local infrastructure including schools, community centres, local shops, greenspaces, health and social care, digital and sustainable transport links.

[See NPF4 Policy 15]



# Policy 16 Quality Homes



The LPP encourages, promotes, and facilitates the delivery of more high quality, affordable, and sustainable homes, in the right locations, providing choice across tenures that meet the diverse housing needs of people and communities across Scotland.

The settlement requires that good quality homes are at the heart of the community.

These homes should contribute to strengthening the health and wellbeing of the village.



The Community will support the provision of land in the right locations to accommodate future need and demand for new homes, supported by the appropriate infrastructure.

At the core of new development, the LPP requires that development is energy efficient, working towards providing net-zero emissions homes, supporting a greener, fairer and more inclusive wellbeing economy and community wealth building, tackling both fuel and child poverty.

Inward development that supports low cost or shared ownership provisions, low energy or Passive House type development and development which provides for a percentage of self-build within plot developments, will be actively encouraged over standard development sites/provision.

[See NPF4 Policy 16]



# Policy 17 Rural homes

The LPP encourages, promotes and facilitates the delivery of more high quality, affordable and sustainable rural homes in the right locations.

Seeking positive outcomes for improved choice of homes across tenures so that identified local needs of people and communities in rural and island areas are met.

Recognising that homes are provided that support sustainable rural communities and are linked with service provision.

Preserving and enhancing the distinctive character, sense of place and natural and cultural assets of rural areas are safeguarded and enhanced.

Development proposals for new homes in rural areas will be supported where the development is suitably scaled, sited and designed to be in keeping with the character of the area and the development

[See NPF4 Policy 17]



# Policy 18 Infrastructure

The LPP requires that development based on an integrated infrastructure first approach. Plans should:

- be informed by evidence on infrastructure capacity, condition, needs and deliverability within the plan area, including cross boundary infrastructure;
- set out the infrastructure requirements to deliver the spatial strategy, informed by the evidence base, identifying the infrastructure priorities, and where, how, when and by whom they will be delivered;
- 

[See NPF4 Policy 18]

- and indicate the type, level (or method of calculation) and location of the financial or in-kind contributions, and the types of development from which they will be required.

All new development will have to assess the impacts of development proposals on infrastructure and how it should be mitigated. Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure.

Where planning conditions, planning obligations, or other legal agreements are to be used, the relevant tests will apply.





# Policy 20 Blue & Green environmental

Blue - Water environment features within the natural and built environments that provide a range of ecosystem services.

Blue features include rivers, lochs, wetlands, canals, other water courses, ponds, coastal and marine areas, including beaches, porous paving, sustainable urban drainage systems and rain gardens

Green infrastructure - Features or spaces within the natural and built environments that provide a range of ecosystem services.

Inward and regenerative development in the Portgordon LPP will be required to protect and enhance existing environment infrastructure, the identified Blue & Green buffers to the village will not be encouraged for development.

Any detrimental development will not be encouraged in Blue or Green zones.

[See NPF4 Policy 20]





# Policy 21 Play, Recreation & Sport

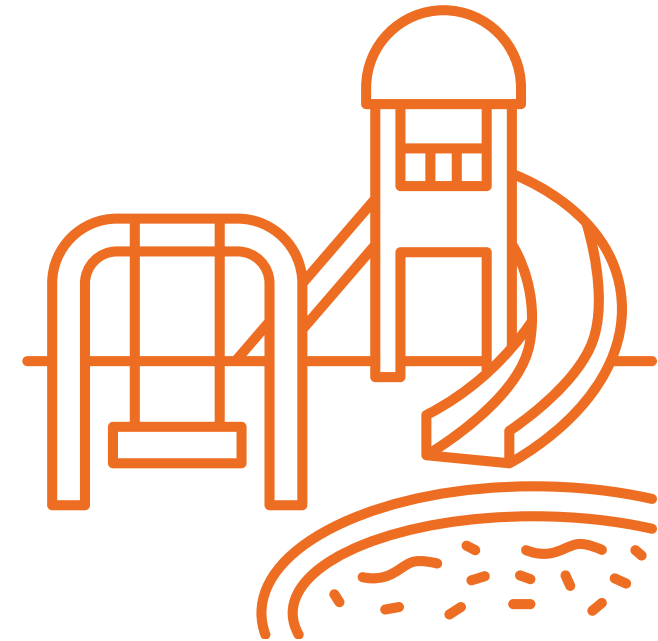
The Portgordon LPP encourages, promotes, and facilitates spaces and opportunities for play, recreation, and sport.

Natural and built environments are to be improved, with more equitable access to opportunities for play and recreation within all development.

Physical and mental health are improved through the provision of, and access to, outdoor recreation, play, and facilities within all development.

These places and spaces can be incorporated as part of enhancing and expanding blue and green infrastructure, taking account of relevant agencies' plans or policy frameworks, such as flood risk and/or water management plans.

New provisions should be well-designed, high quality, accessible, and inclusive. Development which encourages the use of or enhancement of existing facilities or blue and green assets is to be encouraged, while development that damages these facilities will not be supported.



# Policy 22 Flood Risk

The Portgordon LPP will promote development of places that are resilient to current and future flood risk, water resources are to be used efficiently and sustainably.

Development will be encouraged to promote a wider use of natural flood risk management benefits people and nature.

Flood risk will be encouraged to be managed on the site of development and not promote off-site mitigation measures.

[See NPF4 Policy 22]



**Figure 2-8: Portgordon to Buckpool Coast local plan area showing SEPA flood maps and Dynamic coast present-day and forecast shore**

# Policy 24 Digital Infrastructure

All new development and regeneration of existing assets should support and enhance the delivery of digital infrastructure, including fixed line and mobile connectivity, particularly in areas with gaps in connectivity and barriers to digital access.

[See NPF4 Policy 24]



# Policy 25 Community Wealth Building

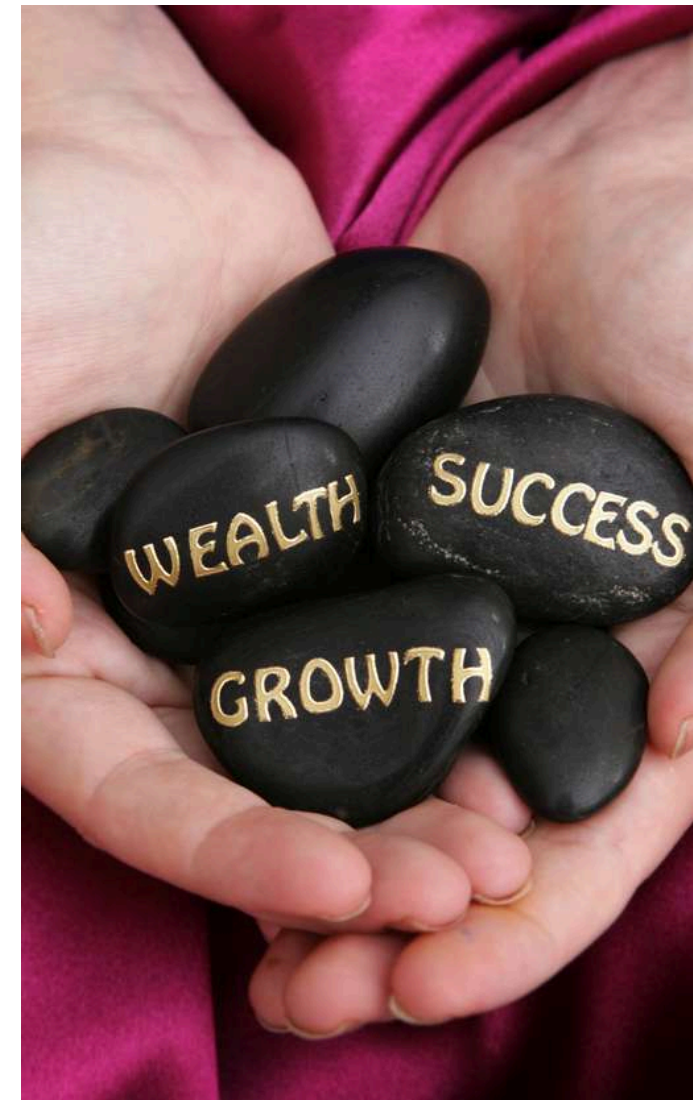
The Portgordon LPP supports development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities.

This could include for example improving community resilience and reducing inequalities; increasing spending within communities; ensuring the use of local supply chains and services; local job creation; supporting community led proposals, including creation of new local firms and enabling community led ownership of buildings and assets.

Any development proposals linked to community ownership and management of land will be supported.

Development not offering long term direct local jobs or community wealth benefit to the settlement will not be supported.

[See NPF4 Policy 25]





# Policy 26 Business & Industry

The Portgordon LPP identifies space land for business and industry, in particular trying to offer a suitable range of sites that meet current market demand, location, size and quality in terms of accessibility and services.

This allocation take account of local economic strategies and support broader objectives of delivering a low carbon and net zero economic recovery, and a fairer and more inclusive wellbeing economy.

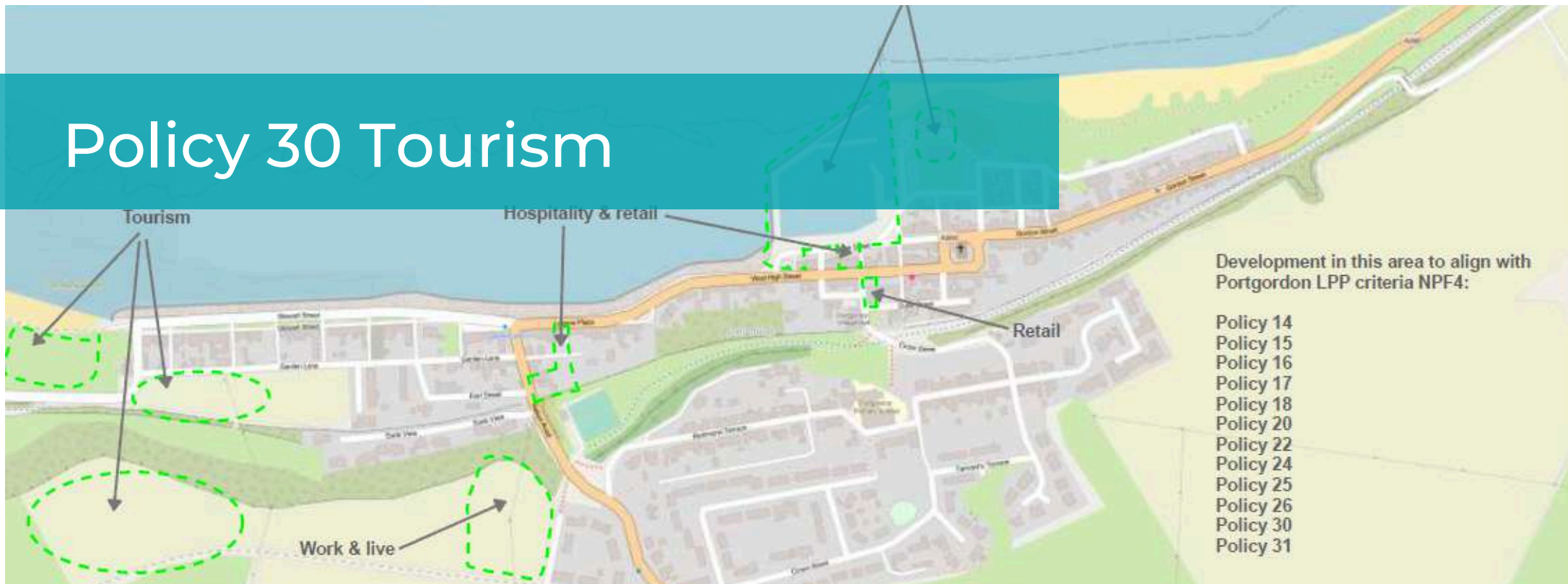


As part of our Local Place Plan, we strongly advocate that Moray Council considers any commercial development on the outskirts of Portgordon within the framework of a **comprehensive Master Plan for Commercial Development**. A strategic, well-planned approach is essential to ensure that future growth is sustainable, cohesive, and aligned with both local community aspirations and regional economic objectives, which will:

- Prevent ad-hoc development that could lead to fragmented, inefficient land use.
- Ensure infrastructure and services are appropriately planned to support commercial growth.
- Protect the character of Portgordon by integrating development harmoniously with the surrounding environment.
- Promote economic opportunities that align with the needs of local businesses and residents.
- Support sustainable transport and accessibility for workers, customers, and logistics.

By adopting a Master Plan approach, Moray Council can facilitate a well-balanced commercial expansion that maximises economic benefits while preserving the unique identity of Portgordon and its surrounding landscape.

# Policy 30 Tourism



The LPP seeks to encourage, promote and facilitate sustainable tourism development which benefits local people, is consistent with our net zero and nature commitments, and inspires people to visit Scotland and the Portgordon local region and place. The LPP promotes opportunity for the Community to directly benefit from and enjoy economic, social and cultural benefits from tourism, supporting resilience

and stimulating job creation. Development of Tourism opportunities that integrate with the ethos of the Portgordon LPP will be supported.

Development proposals for new or extended tourist facilities or accommodation, including caravan and camping sites, in locations identified in the LDP, will be supported.

Development proposals that involve the change of use of a tourism-related facility will only be supported where it is demonstrated that the existing use is no longer viable and that there is no requirement for alternative tourism-related facilities in the area.

[See NPF4 Policy 30]



# Policy 31 Culture & Creativity

To encourage, promote and facilitate development which reflects our diverse culture and creativity, and to support our culture and creative industries.

The Community will support opportunities that recognise and support development for jobs and investment in the creative sector, culture, heritage and the arts.

[See NPF4 Policy 31]



## **ADDENDUM to NPF4 - Portgordon LPP 001**

### **INFRASTRUCTURE LEVY - Circular 3/2012:**

#### Planning Obligations and Good Neighbour Agreements

The Portgordon Community within the auspices of this LPP expects that Moray Council enact within the Planning Application Process the scope of Planning Circular 3/2012 - the requirement for a developer to make appropriate developer contributions that will be treated as a material planning consideration in the assessment and determination of planning applications.

Developer contributions have a limited, but useful, role to play in the development management process where they can be used to overcome obstacles to the grant of planning permission. The Council will ensure that all developer contributions have a planning purpose and are proportionate in scale and kind to the development proposed and, accordingly, many projects identified for implementation may not require to be fully funded by the developer; additional funding being obtained or generated from either the Council or other funding sources.

To enable accurate contribution estimates to be provided, the following information is required:

- Residential - Number dwellings
- Residential - Number of bedrooms per dwelling
- Residential - Affordable and open market housing
- Residential - Any accommodation which is not likely to result in permanent residential occupancy or accommodate resident school aged children (see paragraph 3.19)
- Business/Industrial/Retail/Other - Approximate gross floor space and number of parking spaces proposed and information on additional vehicle movements/transport assessment/ transport statement.
- Phasing - The projected build out rate/year of first completions on-site and intended phasing thereafter
- Infrastructure - Any infrastructure proposed to be provided on-site.

**NPF4 states** - That local developments should indicate the type, level and location of contributions (financial or in kind) that development will be required to make. NPF4 recognises that planning obligations have a key role to play in mitigating the impacts of development and ensuring proposals are acceptable in planning terms. Where the relevant tests are met, this can include contributions to, or provision of, infrastructure.



**The LPP and Moray Council expect:** Where a development will have additional impacts on infrastructure, services, facilities and amenities that would necessitate new facilities or exacerbate deficiencies in existing provision, the Council will require the developer to meet or contribute to the cost of providing or improving such infrastructure, facilities or services.

This could include off-site environmental or other enhancements where issues cannot be addressed within the development site. Contributions will relate to the development concerned, including in nature, scale and kind. Where contributions cannot be secured by planning conditions or other appropriate means, the Council will expect developers to complete a Section 75 obligation or other legal agreement.

Policy Tests - Planning obligations made under section 75 of the Town and Country Planning (Scotland) Act 1997 (as amended) should only be sought where they meet all of the following tests:

- necessary to make the proposed development acceptable in planning terms (paragraph 15)
- serve a planning purpose (paragraph 16) and, where it is possible to identify infrastructure provision requirements in advance, should relate to development plans
- relate to the proposed development either as a direct consequence of the development or arising from the cumulative impact of development in the area (paragraphs 17-19)
- fairly and reasonably relate in scale and kind to the proposed development (paragraphs 20-23)
- be reasonable in all other respects (paragraphs 24-25)

**The Portgordon LPP & Moray Council expect:** Developer obligations will be sought for the following infrastructure and facilities:

- Education
- Transportation
- Healthcare
- Open Space, Sports & Recreational Facilities

<http://www.moray.gov.uk/downloads/file138643.pdf>

[e:DeveloperObligations@moray.gov.uk](mailto:e:DeveloperObligations@moray.gov.uk)

## **Good Neighbour Agreements (GNAs) - general principles**

The provisions in the primary legislation and regulations in respect of GNAs broadly follow a similar approach to those set out for Planning Obligations, although there are a number of significant differences.

Within the LPP Portgordon are conscious of the need to develop GNAs in regard to large scale commercial development within the LPP zone and in proximity to the settlement.

Equally future large scale development or change of land use will require GNAs with the landowner or developer within the LPP zone.

**Parties to a GNA** - A GNA is entered into between a person, for example a landowner or developer, and a community body (as opposed to a planning authority). A community body is defined (section 75D of the 1997 Act as amended) as being either:

- the community council for the area in which the land in question (or any part of that land) is situated; or,
- a body or trust whose members or trustees have a substantial connection to the land in question and whose object or function is to preserve or enhance the amenity of the local area where the land is situated.

In the case of a body or trust, other than a community council, the body must be recognised (and notified) by the planning authority as meeting the criteria set out in the second bullet point above.

There is no provision in the legislation for any person to propose or enter into a unilateral GNA.

**Scope of a GNA** - As with a planning obligation, a GNA (to which an owner of the land is a party) may be registered in the Land Register of Scotland or the General Register of Sasines, making it enforceable against future owners or occupiers of the land.

A GNA should not be viewed as an alternative to a planning obligation. A planning authority should not seek to make it a requirement for the grant of planning permission that a GNA be put in place.

# Key Themes & Actions

\*\* theme does not relate to land or buildings, but necessary/needed to deliver the wider vision and themes of the LPP



# LPP Key Themes:

## 1. Housing

### Objective

1. Increase access to community services and facilities
2. Address housing shortages and affordability
3. Support local businesses and entrepreneurship
4. Increase job opportunities
5. Support cultural and recreational activities

Housing



Sites for **housing**,  
**employment** and/or  
new **tourism/**  
**community facilities**



# LPP Core Theme: 1.1 - Increase access to community services and facilities



**Stakeholders Involved:** PCT, Local Council, Community Groups, Charities, Residents Businesses



**Action:** Create community hub offering diverse activities and services for all age groups



**Time Frame:** 12-18 months



**Outcomes:** Increase use of community services by 30%



**NPF4 Policies:** 15,25  
See: LPP Alignment with:  
NPF4, LOIP and LDP

# LPP Core Theme: 1.2 - Address housing shortages and affordability



## Stakeholders Involved:

Local Council, Housing Associations, Developers, PCT, Community



**Action:** Identify land appropriate for development if required



**Time Frame:** When need is identified within the next 10 years inline with market area



**Outcomes:** create affordable housing units with energy efficient measures within scale.



## NPF4 Policies: 7,9,14,16,17

See: LPP Alignment with: NPF4, LOIP and LDP





# LPP Core Theme: 1.3 - Increase job opportunities

## Job Opportunity

### EMPLOYMENT



#### Stakeholders Involved:

Local Employers, Education Providers, Job Centres, PCT, MC



**Action:** Partner with local industries to support and promote employment opportunities



**Time Frame:** Ongoing



**Outcomes:** employment opportunities and apprenticeships are identified through development



#### NPF4 Policies:

**15,25,27,28,30**

See: LPP Alignment with: NPF4, LOIP and LDP

# LPP Core Theme: 1.5 - Support cultural and recreational activities - \*\*



**Stakeholders Involved:**  
Community, PCT, external groups



**Action:** Protect greenspace areas for recreational activity



**Time Frame:** Reconfirm with Community Action Plan



**Outcomes:** Spaces protected through LDP



**NPF4 Policies:**  
4,6,8,20,21,25,30,31  
See: LPP Alignment with:  
NPF4, LOIP and LDP





# LPP Key Themes:

## 2. Climate

### Objective

1. Increase green spaces and biodiversity
2. Encourage renewable energy use

Climate



Sites that support  
**climate change  
adaptation** e.g.  
renewable energy or  
flood mitigation

# LPP Core Theme: 2.1 - Increase green spaces and biodiversity



## Stakeholders Involved:

Environmental Groups,  
Community, PCT, Local  
Groups



**Action:** Create new green spaces and community gardens; promote tree planting initiatives



**Time Frame:** 3 years



**Outcomes:** Green spaces are protected for future development in LDP



## NPF4 & LDP Policies:

**2,3,45,6,20,21,25,29**

See: LPP Alignment with:  
NPF4, LOIP and LDP





# LPP Core Theme: 2.2- Encourage renewable energy use



## Stakeholders Involved:

Local Council, Energy Providers, Business Community



**Action:** Support and movement towards net zero emissions and commitment to using greener measures



**Time Frame:** 3-5 years



**Outcomes:** Commitment to using renewable energy



**NPF4 Policies:** 1,2,11,12

See: LPP Alignment with: NPF4, LOIP and LDP



# LPP Key Themes:

## 3. Travel

### Objective

1. Enhance public transport links and accessibility
2. Improve pedestrian and cycling pathways

Travel



Local initiatives for the promotion of **active travel and community food** growing



# LPP Core Theme: 3.1 - Enhance public transport links and accessibility



**Stakeholders Involved:** PCT, MC, CES, Community



**Action:** Improve accessibility and connectivity between Spey bay and Buckie, using Speyside Way



**Time Frame:** Ongoing



**Outcomes:** Clear and accessible routes (RTIF 5)



**NPF4 Policies:** 8,13,15,21,30  
See: LPP Alignment with: NPF4, LOIP and LDP





# LPP Core Theme: 3.2 - Improve pedestrian area's and maintenance and management



**Stakeholders Involved:**  
Economic Growth and Development, CES, MC, PCT



**Action:** Upgrade existing pathways and maintain current ones to encourage active travel



**Time Frame:** 12-24 months



**Outcomes:** Areas are identified and planned maintenance where required. Added to community action plan for the remainder.



**NPF4 Policies:**  
**3,4,6,8,15,20,21**  
See: LPP Alignment with:  
NPF4, LOIP and LDP



# LPP Key Themes:

## 4. Space

### Objective

- 1.Improve existing infrastructure
- 2.Create more accessible recreational spaces

Space



Retaining/ improving/  
expanding **open  
space, play provision  
and green/blue  
infrastructure**



## LPP Core Theme: 4.2 - Improve existing infrastructure \*\*



### Stakeholders Involved:

Local Authority, Community, PCT, Local Groups



**Action:** Repairs and maintenance to be addressed through planning applications.



**Time Frame:** Ongoing



**Outcomes:** Repairs to be planned and completed to 100%. Improved road infrastructure related to development.



**NPF4 Policies:** 3,18,26

See: LPP Alignment with: NPF4, LOIP and LDP





# LPP Core Theme: 4.4 - Create more accessible recreational spaces



## Stakeholders Involved:

Local Council, Parks Department, Disability Groups, PCT, Community



**Action:** Redevelop parks and playgrounds with accessible equipment



**Time Frame:** 12-18 months



**Outcomes:** All parks meet accessibility standards



**NPF4 Policies:** 9,15,20,21

See: LPP Alignment with: NPF4, LOIP and LDP



# LPP Key Themes:

## 6. Improvements

### Objective

Portgordon Harbour has been identified as a vital community and environmental asset that requires redevelopment to unlock its potential for both local use and tourism.

#### Improvements



**Improvements to  
village/town centre or  
neighbourhood centre**



# LPP Core Theme: 6.1 - Services & Facilities



## Stakeholders Involved:

Community, PCT, CES, HIE, MC and local businesses



**Action:** The Strategic Outline Case (SOC) for the harbour recommends a Hybrid Approach that balances heritage preservation, community needs, and environmental sustainability.



**Time Frame:** up to 10 years



**Outcomes:** A sustainable and manageable space



## NPF4 Policies:

1,2,3,4,7,9,10,14,18,20,21,25,27,29,30

See: LPP Alignment with: NPF4, LOIP and LDP, SOC and Impact report





# Conclusion



The Portgordon Local Place Plan [LPP] will give our community the best opportunity to improve and **influence any future development** in Portgordon.

The Portgordon Local Place Plan (LPP) represents a shared vision for the future, shaped by the voices of our community. Through extensive engagement and strategic alignment with national and regional policies, this plan provides a framework to guide sustainable growth while preserving the unique character of Portgordon

By prioritising economic development, infrastructure improvements, environmental protection, and social inclusion, the LPP ensures that our village remains a vibrant, resilient, and thriving place for generations to come. The successful implementation of this plan will depend on continued collaboration between residents, businesses, local authorities, and stakeholders.

As we move forward, ongoing monitoring and flexibility will be key to adapting to emerging challenges and opportunities. With a collective commitment, Portgordon can achieve its vision of a sustainable, well-connected, and prosperous community, making it a model for thoughtful local development.

## Portgordons LPP in Conclusion



**Sustainability**



**Collaboration**



**Resilience**

# Appendices





## APPENDICES - Links to relevant documents

National planning Framework 4	<a href="https://www.gov.scot/publications/national-planning-framework-4/">https://www.gov.scot/publications/national-planning-framework-4/</a>
Local Development Plan 2020	<a href="http://www.moray.gov.uk/moray_standard/page_133431.html">http://www.moray.gov.uk/moray_standard/page_133431.html</a>
Local Outcome Improvement Plan	<a href="#"><u>Local Outcome Improvement Plan</u></a>
Planning for Real 2017	Planning for Real output sml.pdf
Market Harbour review	Market Harbour review
Four Pillars of Sustainability	Summary_PortG_Community Priorities Mapping_March 2022.pdf
Community Enterprise	Community Enterprise
Delfinity - Business Plan (updated March 2024)	<a href="#"><u>Delfinity - Business Plan</u></a>
Strategic Outline Case	<a href="#"><u>Strategic Outline Case</u></a>
PCT Articles of Association	<a href="https://drive.google.com/drive/folders/1T0PIg2a5DSTG0banOtmUbh9cPy4naZkY?ths=true">https://drive.google.com/drive/folders/1T0PIg2a5DSTG0banOtmUbh9cPy4naZkY?ths=true</a>

