

# **KINROSS WESTERN EDGE**

## **DEVELOPMENT BRIEF**

**June 2005**

**Finalised  
Version**

**Planning & Transportation  
Perth & Kinross Council**

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## **1.0 INTRODUCTION**

- 1.1 The Kinross Western Edge is a substantial development opportunity in a strategic location beside Junction 6 of the M90. An area of some 12.5 hectares has been identified in the adopted Kinross Area Local Plan 2004 for a mixed use development comprising economic/employment sites and housing opportunities. The Local Plan contains a proposal with regard to investigation of a park and ride facility within the site.
- 1.2 The Western Edge is a key gateway site to Kinross and development will regenerate partially derelict land. A significant feature of the development site will be the delivery of a Southern Relief Road from Station Road to Bridgend which will allow vehicles to by-pass the town centre.
- 1.3 There are three major landowners at the Western Edge - Perth & Kinross Council, GS Brown Construction Limited and a private owner, Mr John Russell. All parties are eager to progress proposals for this area and recognise the need for a co-ordinated approach to site development to ensure delivery of the economic development land, housing opportunities, park and ride facility and relief road.
- 1.4 This Development Brief sets out a land use and development framework for this urban extension to Kinross as a basis for preparation of more detailed proposals. It does not seek to prescribe design standards but to set out development objectives and apply layout principles appropriate to the site. It takes account of the following:-
  - The Development Plan, the Perth & Kinross Structure Plan and the Kinross Area Local Plan 2004
  - The aspirations of developers and landowners who have a stake in the area.
  - Perth & Kinross Council's aspirations for the area, including the need to improve local and long distance transport links and integrate individual development sites within the Western Edge.
  - Information from relevant statutory authorities.
  - Indicative development proposals which have already been prepared.

## **2.0 DEVELOPMENT PLAN CONTEXT**

- 2.1 The Development Plan context for the Western Edge is provided by the Perth & Kinross Structure Plan approved in June 2003 and the Kinross Area Local Plan adopted in July 2004.
- 2.2 The Kinross Local Plan identifies the Western Edge area as a key development site which will contribute towards housing and business land supply. It supports the integrated development of two housing sites - OP1-Station Road (maximum 50 units) and OP2-Clashburn (24 units), together with development of industrial and business land (I2) to provide local employment and increase the self sufficiency of Kinross.

### **Housing Sites**

- 2.3 The Local Plan contains the following statements with regard to the housing sites, OP1 and OP2:

<b>Ref</b>	<b>Location</b>	<b>Size</b>	<b>Uses</b>
Op1.	Kinross Western Edge	3.0ha.*	Housing (Medium density Maximum 50 units) The development of this site will be linked to the implementation of Opportunity 2 Site I2.

**Developer Requirements**

- A development brief shall be prepared for the integrated development of this site together with the adjacent housing sites and business site I2.
- Provision of link road from Station Road to southern boundary of the site (see Policy 79).
- Provision of road link to Op2 site Clashburn.
- Provision of multi-user path from Bowton Road to M90 Junction 6 to southern boundary of site.
- Provision of multi-user path from Station Road to southern boundary of site.
- Noise attenuation measures where required.
- The creation of a Sustainable Urban Drainage Scheme designed to enhance the nature conservation assets of the area.
- High quality internal landscaping plan.
- Contribution to off-site play facilities.

\* Approximate developable area

Ref	Location	Size	Uses
Op2.	Clashburn, Kinross	1.6 ha.	Housing ( Medium density 24 units)
<b>Developer Requirements</b>			
<ul style="list-style-type: none"> <li>• A development brief shall be prepared for the integrated development of this site together with the adjacent housing sites and business site I2.</li> <li>• Detailed ground condition tests.</li> <li>• The development of a sustainable drainage scheme for the site.</li> <li>• The creation of a Sustainable Urban Drainage Scheme designed to enhance the nature conservation assets of the area.</li> <li>• High quality internal landscaping plan.</li> <li>• Contribution to off-site play facilities.</li> <li>• Provision of road link to OP1 site at Western Edge</li> </ul>			

## Industrial and Business Site

2.4 The Plan contains the following statement with regard to Site I2:

Ref	Location	Developer	Use Class	Area
I2	Station Road	Private	1 (restricted), 4, 6, 10 & 11	7.7ha.

### Site Requirements

- A development brief shall be prepared for the integrated development of this site together with the adjacent housing sites.
- Class 1,10 & 11 Uses will be restricted to the northern end of the site.
- Retailing consents will be restricted to non-food and to a floor space that meets an identified local need.
- Class 11 subject to compatibility with adjacent residential areas
- High quality of building and landscape design
- Provision of link road from Station Road to southern boundary of the site (see Policy 79)
- Provision of multi-user path from Station Road to southern boundary of site
- Significant woodland planting along western boundary of site
- Noise attenuation measures where required
- The creation of a Sustainable Urban Drainage Scheme designed to enhance the nature conservation assets of the area.
- High quality internal landscaping plan

## Other Policies and Proposals

2.5 Proposal 8 of the Local Plan states that the Council will investigate the provision of a Park and Ride facility in Kinross to link with improved connections to the rail and express coach network. The Plan identifies two potential locations, either at Bridgend or within OP1 at Station Road.

- 2.6 Policy 78 of the Plan states that “In Kinross, the Council will reserve a line for the construction of the proposed town centre relief road. Applications for planning consent, other than for the purposes of road construction, within the reserved corridor will not be in conformity with the Plan.”
- 2.7 Policy 79 of the Plan states that “The Council will require developments along the western edge of Kinross to implement the proposed town centre relief road within their site and utilise as it as the local distributor road serving their development.”

### **3.0 DEVELOPMENT ISSUES**

#### **3.1 Land Allocations**

- 3.1.1 Following discussions with the landowners regarding provision of a park and ride facility and the construction of the first section of the relief road, it has been agreed that a 1 acre site be reserved for the provision of a park and ride facility in the north west corner of the site, and to compensate for the loss of housing land, an additional 1.5 acres, providing for a maximum of 10 extra housing units is identified to the south of OP1. In addition the developers of the housing site have agreed to construct the link road within and to the boundaries of their land ownership. This will result in the construction of almost half the link road in the initial phases of the development.

#### **3.2 Housing Sites: Affordable Housing**

- 3.2.1 The Council’s recent housing needs survey has pointed to a significant need for affordable houses in the Kinross Local Plan Area. Agreement has been reached between the landowners of the two housing sites and the Registered Social Landlord that 18 units will be provided. The integrated development of sites OP1 and OP2 is the preferred approach and this will provide greater flexibility for the location of affordable units within the overall residential area.

### **3.3 Housing Sites: General**

- 3.3.1 Private housing on the combined residential sites is expected to be detached private dwellings of maximum 2 storey height with off street parking according to Council guidelines. The type of affordable homes will be determined in association with the Registered Social Landlord although semi-detached units are envisaged.
- 3.3.2 Parts of OP1 are on raised ground in comparison to the southern area of the Western Edge and some soil mounding has already occurred on the western and southern boundaries. It is envisaged that in the course of site preparation works, the existing mounding will be reconstructed in appropriate areas in accordance with noise assessments.
- 3.3.3 The Clash Burn runs through OP2 in a north-south direction. The burn is culverted under residential areas to the south. Flooding problems have been experienced in this area due to the lack of capacity in the culvert. In view of the site's undeveloped nature and existing watercourse, an assessment of ground and drainage conditions is required in order to establish its suitability for development. GS Brown has undertaken a preliminary site investigation and the main findings are summarised at Section 4.1 of this Brief.
- 3.3.4 Site OP2 is largely enclosed by semi-mature woodland which extends into the site. It will be valuable to retain the existing tree cover on the boundaries of the site in the interests of visual amenity. A tree survey is to be carried out by the Council at an early stage to inform detailed proposals. Any trees to be retained must be fully protected during works in line with Council guidelines.

### **3.4 Park and Ride Site**

- 3.4.1 An area of approximately 1 acre has been reserved to the south of Somerfield for a park and ride facility. The proximity of the site to the motorway is ideal for inter-city routes and is supported by public transport operators. Provision of the facility will be undertaken by the Council.

### **3.5 Employment Development Land**

- 3.5.1 The economic development land will be split with Class 4 business development located in the northern part of the site adjacent the residential areas, and the Class 5 general industrial provision and Class 6 uses towards the south, adjacent to Bridgend Industrial Estate.

3.5.2 Existing housing on Montgomery Way borders the northern section of the economic development land with varied enclosure in rear gardens. Building heights will be no higher than 2 storey residential equivalent, where adjacent to the existing bungalows on Montgomery Way. However, the scale, layout and design of any Class 4 development between Montgomery Way and the M90, as well as screen planting, will be appropriately considered at the detailed design stage.

### 3.6 Traffic and Transport

3.6.1 Delivery of the Kinross Southern Relief Road is one of the principal road projects within the Kinross area and will require public and private sector co-ordination and investment. This relief road will extend from Station Road south of the Somerfield store and connect through the Western Edge into the new road structure at Bridgend Industrial Estate. The Framework Plan at Appendix 2 illustrates the indicative route alignment. In the northern half of the site it isolates the park and ride site from the housing development and runs along the western edge of the housing site. Within the business and industrial land it runs generally through the centre of the development area.

3.6.2 The relief road will be designed to slow traffic speeds by use of geometry and, in addition, in order to contain traffic speeds and maintain accessibility, roundabouts will be required at each junction. The road will be constructed to a carriageway width of 7.3 metres. No direct frontage access to individual houses will be permitted from the relief road. However, subject to the approval of the Council as Roads Authority, frontage access to individual business premises, car parks or housing courts may be permitted where this provides the only suitable design solution.

3.6.3 In accordance with Policy 78 of the Kinross Area Local Plan, the Council will reserve the line of the proposed relief road and will require individual developers within the Western Edge to implement sections of the relief road within their sites. The Developers will be required to enter into a Section 75 Agreement to ensure construction of the relief road within and to the boundary of the land in their ownership. In the event of site I2 being developed for a use other than that identified in the Local Plan, GS Brown Construction Ltd will be entitled to claw back a reasonable percentage of the value of that land.

3.6.4 The relief road will be designed with bus stops in both directions. Improvements will be required at the Station Road and Bridgend Estate junctions to serve the development area.

3.6.5 The design of the local road network will consider matters such as the design speed of streets, traffic calming and pedestrian safety and the provision of sufficient pedestrian/cycle linkages.

3.6.6 No business premises within the development shall be occupied until a Green Transport Plan (GTP), aimed to encourage more sustainable means of travel, has been submitted and approved in writing by the Council. The GTP will have particular regard to provision for walking, cycling and public transport access to and within the site and will identify the measures to be provided, the system of management, monitoring, review, reporting and the duration of the plan.

### 3.7 Multi User Paths

3.7.1 In keeping with the Council's emerging Perth & Kinross Core Path Plan there will be a requirement for multi user paths within the Western Edge to provide north / south and east / west access, allowing continuous routes through the site from the existing settlement.

3.7.2 A multi user path for pedestrians and cyclists should be provided from Station Road to Bridgend Estate. The path should follow the route of the former rail line through OP1 and OP2 to join Bowton Road. The path should then run between the rear of houses in Montgomery Way and the business land to join the line of the former railway line to the south of Montgomery Way. A link should also be provided to Myre Park.

### 3.8 Public Open Space

#### **Play**

3.8.1 The Western Edge site benefits from its location adjacent to the existing Myre Park and football pitches situated to the south of Montgomery Street. There is therefore a major public open space/parkland provision in the locality. A contribution of £452.00 per dwelling unit at 2004/5 costs will be required for pitch provision. There will, however, be a requirement for play space provision within individual development sites in accordance with the Council's open space guidelines.

#### **Landscaping / Environmental Improvements**

3.8.2 High quality landscaping will form an important aspect of the Western Edge development. Appropriate planting within the site and on development boundaries will be required in order to enhance the setting but also for acoustic and amenity reasons to provide screening / enclosure as appropriate for housing, business and industrial areas. In particular, this will benefit parts of the Western Edge which are currently open and exposed to the M90.

3.8.3 Due to the proximity of the motorway significant woodland planting should be provided along the western boundary. This planting belt should be between 15-25 metres. Where there are areas of existing

earth mounding predominantly at the northern end of the site, where may be opportunities to reduce the depth of the planting whilst still ensuring a satisfactory landscape enclosure for the development.

- 3.8.4 Screen planting will also be required on the eastern boundaries of the site, as appropriate, particularly at Montgomery Way where existing residential properties are adjacent, to business uses. Screen planting will also be required within the southern boundary of OP1 and the northern boundary of I2 to provide an appropriate enclosure for the residential development and to form a screen between the residential and business land uses.
- 3.8.5 Details of new planting proposals and long term management of these areas will be resolved at the detailed design stage.
- 3.8.6 There are currently three options for the maintenance arrangements for public open space. These are:
  1. Perth and Kinross Council take title to the land and maintain the ground in perpetuity for a commuted sum (currently £220 per dwelling).
  2. The Scottish Greenbelt Company (SGC) take title to the land and maintain it in perpetuity for a charge to the developer with the Council getting sight of the agreement.
  3. An approved alternative company maintains the open space in perpetuity for a charge to the developer and a permanent bond is lodged with the Council against default.
- 3.8.7 In all cases a Section 75 Agreement and bond is required at the initial stage to cover the initial implementation and maintenance of landscaping. The Council's policy of not allowing developers to pass the cost or responsibility of maintaining public open space to individual householders remains.
- 3.8.8 A local recycling facility is available at Somerfield and this will be sufficient to serve this development. Provision should be made for storage for up to three wheeled bins per dwelling.

## **4.0 DEVELOPMENT IMPLEMENTATION**

### **4.1 Ground Conditions**

- 4.1.1 Before proceeding to the detailed design stage, the mineral stability of development sites within the Western Edge will require to be confirmed by a recognised firm of chartered engineers. Reports will also be required on soil, drainage and ground conditions prevailing

over the entire site (including details of the nature, concentration and distribution of any contaminants).

- 4.1.2 GS Brown has previously undertaken site investigations for Site OP1 at Station Road and has confirmed its suitability for residential development. A preliminary site investigation has also been carried out by GS Brown in relation to Site OP2 : Clashburn. Investigations remain to be carried out in relation to the economic development land to the south.
- 4.1.3 At Clashburn, the natural fine grained soils at the site are suitable for traditional strip foundations, but areas of made ground will require improvement. Suitable excavation and sub-formation will be required for road foundations. In view of the presence of shallow groundwater, it is recommended that foundations levels are established above the groundwater table as far as possible, combined with other appropriate support measures. Some upfilling may also be required.

## 4.2 Site Drainage

### **Foul Sewage**

- 4.2.1 There is no existing public infrastructure through the site to service new development. The nearest sewer pipes are within adjoining built-up areas. Scottish Water has been asked to confirm the options for foul drainage of the Western Edge.
- 4.2.2 In relation to the proposed residential area at Station Road, Scottish Water has advised that foul sewage cannot gravitate south to the Kinross South pumping station due to lack of capacity in the mains pipe. Therefore, the preferred method is to pump flows to the north to the nearest connection point in Ochil View Road.
- 4.2.3 In terms of foul capacity, the Local Plan drainage capacity policy allocates capacity for 160 units on new residential sites of 5 or more units in the Kinross area. This has been split across those sites in the effective land supply, including OP1 – Station Road, and developments gaining consent post 1<sup>st</sup> January 2000. The indicative capacities for these sites total 103 units leaving capacity for a further 57 units. These units will be distributed across sites which do not contribute towards the effective land supply, which includes OP2 and the displaced housing land to the south of OP1, on a first come first served basis.

### **Water Courses and Surface Water Drainage**

- 4.2.4 There are two existing water courses within/adjacent to the site – Clashburn and the South Queich. Flooding problems have already been experienced in the area due to the lack of capacity in the watercourses. These water courses will require to be protected from

the impacts of surface water drainage from the development site, particularly at times of storm flows. The new development proposals will also require measures to be incorporated to deal with the existing problems.

- 4.2.5 Proposals which affect the existing watercourses in any way will require the agreement of the Council's hydrologist for both the design and management plan.

## SUDS

- 4.2.6 Strategically placed SUDS within the Western Edge will be required in order to treat surface water flows from the site and also to cater for storm water capacity. SEPA has advised that they would seek a treatment train approach to take advantage of the proposed integrated development. This approach could include a regional attenuation and/or detention facility prior to discharge of surface water to the South Queich. However, should phasing of the housing and employment developments dictate that a single facility is impracticable, SEPA has agreed that separate SUDS could be implemented. As such, a split site drainage (north/south) would respond to the topography of the site and mirror Scottish Water's preferred approach to foul drainage.
- 4.2.7 SEPA has also suggested the potential for a SUDS between the business and industrial sites. The SUDS will be subject to more detailed assessment and calculation at the detailed application stage in consultation with SEPA and the local authority. Any proposed SUDS will be designed in accordance with CIRIA's Sustainable Urban Drainage Systems Design Manual for Scotland and Northern Ireland, C521, 2000.

## 4.3 Other Infrastructure/Services

- 4.3.1 Water Supply, electricity and gas services are all expected to be available to serve the Western Edge utilising connection points in the surrounding urban area.

## 4.4 Noise Attenuation

- 4.4.1 In view of the proximity of the Western Edge to the M90, noise assessment of development sites will be necessary to advise on appropriate noise attenuation measures. It is expected that this will include recommendations for acoustic landscaping on the western boundary as well as advise on particular layouts of development in order to mitigate noise impacts.
- 4.4.2 A noise assessment has already been carried out in relation to the housing area at Station Road. The reports by Millards Engineers/Vibrock have advised that there will be reduced noise impacts in this northern part of the site as it is less exposed to the M90

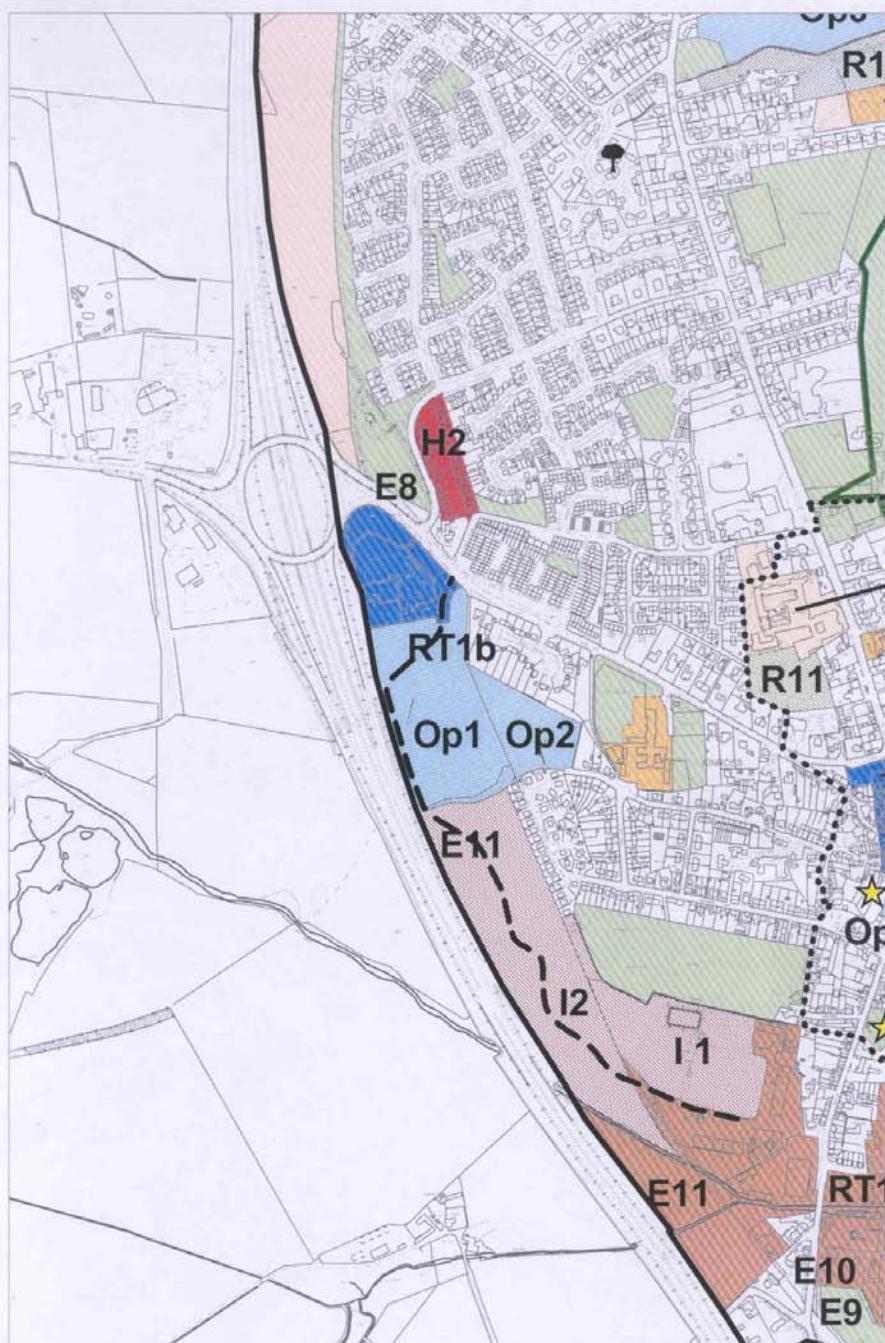
and therefore more suited to housing. The noise assessment concludes that the predicted noise levels within the housing area would be at worst within the mid range of Category B (PAN 56), but would be expected to reduce to Category A given appropriate acoustic landscaping (to complement the existing mounding on site), between the motorway and housing plots closest to the motorway. Additional sound proofing measures for the upper storeys of these houses is also suggested. These are clearly matters for detailed layout and design stage. A further assessment will require to be submitted with any planning application. Consideration also needs to be given at this stage to potential noise from commercial activity at Somerfield.

- 4.4.3 As the engineers' reports suggest that noise emanating from traffic flows on the M90 will be most significant further south where the motorway is close to grade with the site. more substantial woodland planting and earth bunding should therefore be provided along the western boundary for acoustic purposes.

#### **4.5 Statutory Consents**

- 4.5.1 This planning brief, along with the Kinross Area Local Plan 2004, will together form the land use planning and development framework for the Western Edge. Thereafter, it will be the developers' responsibility to procure both detailed planning consent and building warrant for their proposals, together with any other necessary statutory consents.
- 4.5.2 Applications for Roads Construction Consent will also be required in relation to phased development of the relief road and other local roads within the development site

**Map 1**  
Kinross Western Edge Extract



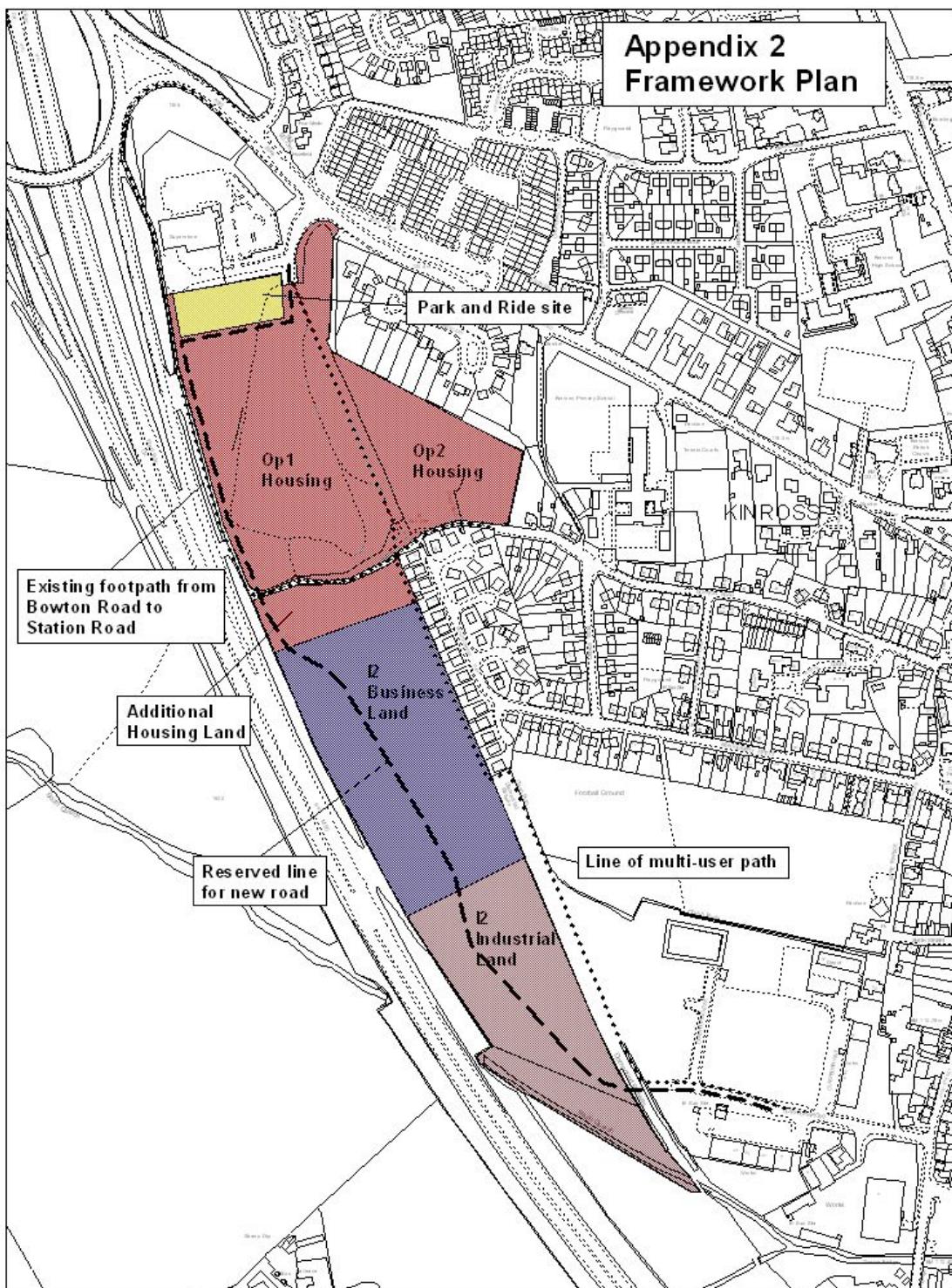
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**Appendix 2  
Framework Plan**



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Title:

Contact:  
Date: 05/05/05

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Scale:  
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