



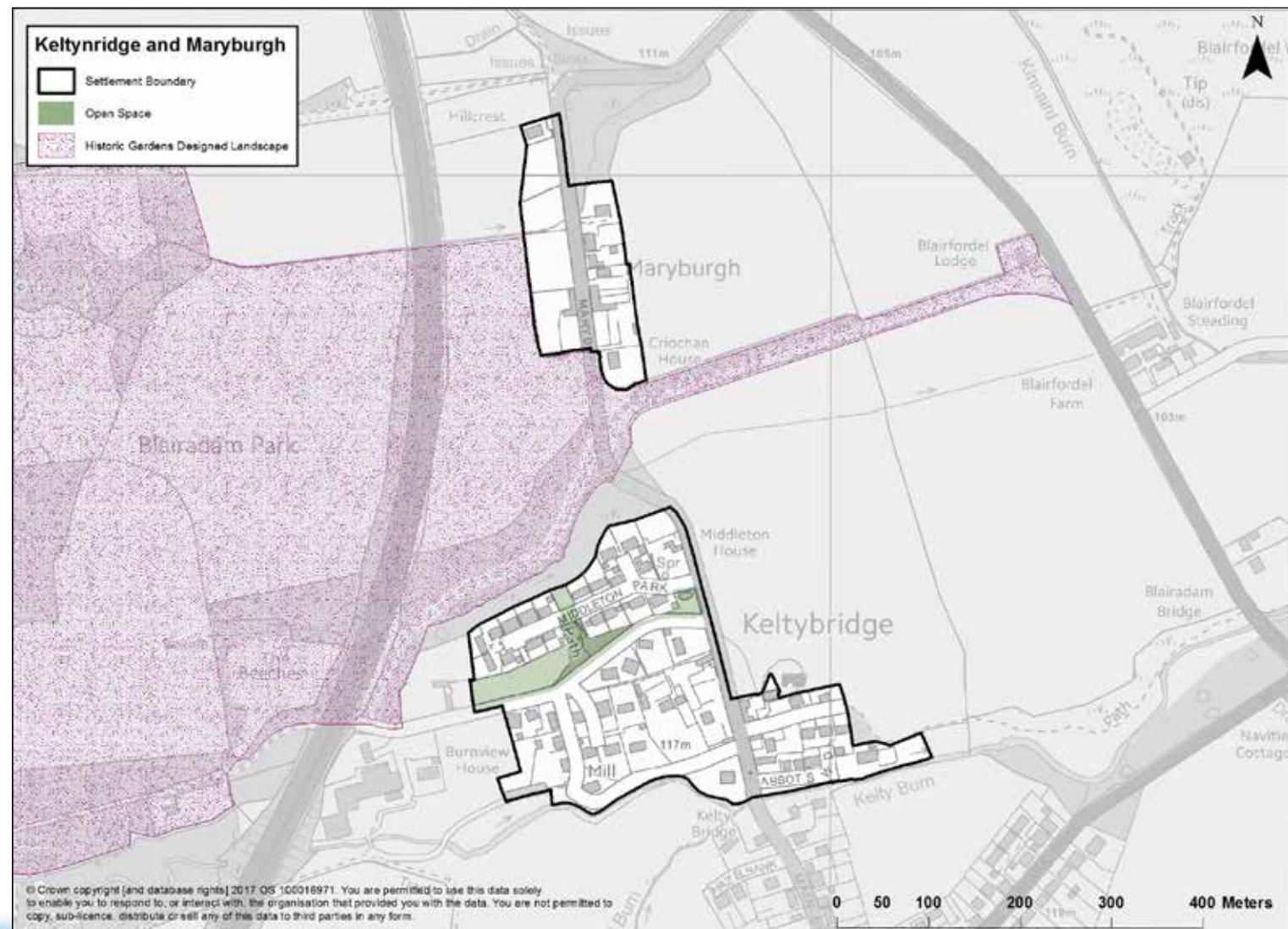
4 Settlement Statements J-Z



Keltybridge and Maryburgh

Settlement Summary

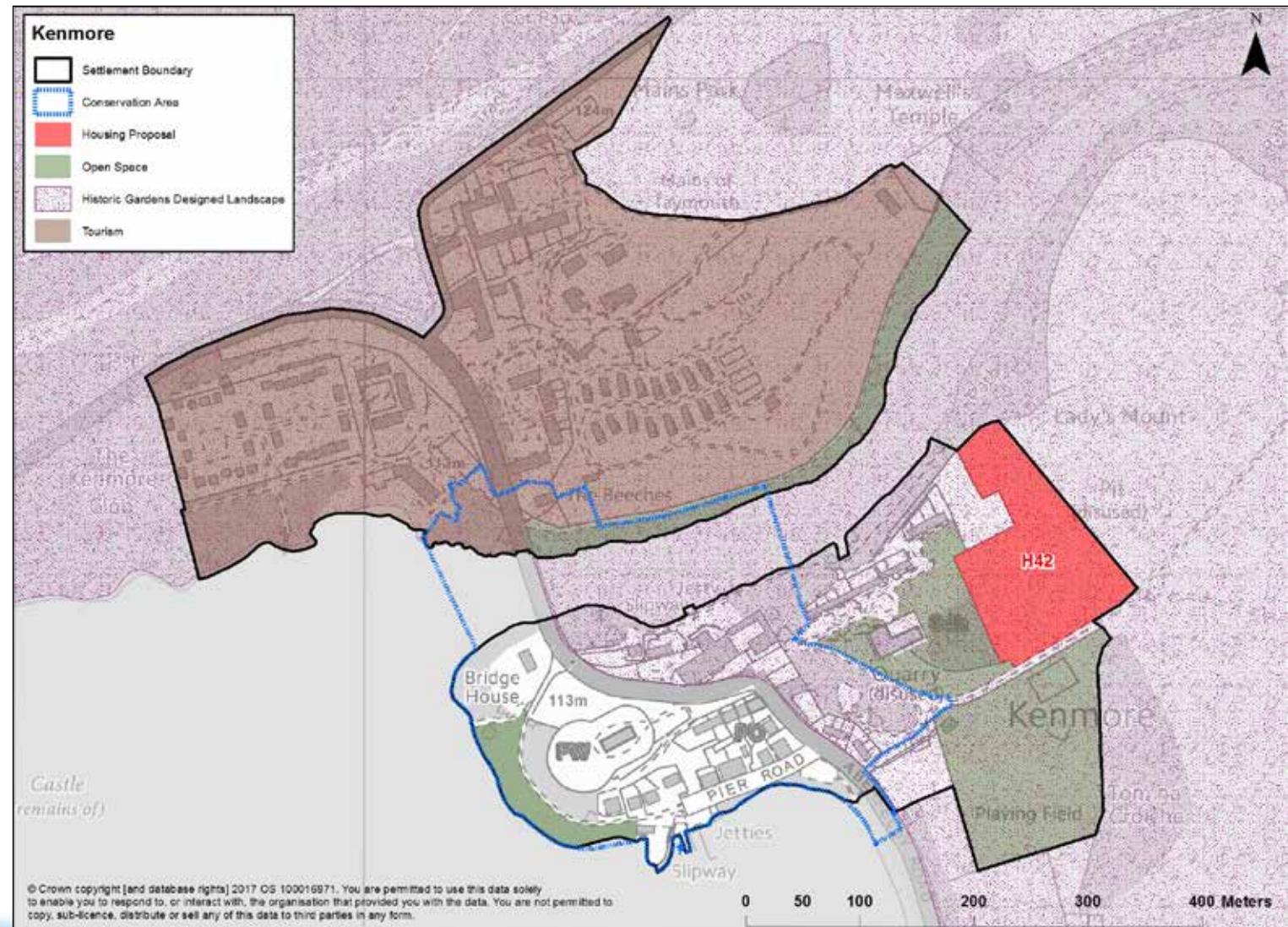
The inventoried Historic Garden for the walled garden, and extensive parkland and woodland associated with the A listed Blair Adam house separates the settlements. The settlements themselves have limited facilities but lie close to much larger Kelty. Due to the growth that has taken place in Keltybridge, a tight settlement boundary has been drawn to limit any significant future growth, whilst the settlement boundary of Maryburgh has been drawn to offer the potential to accommodate some limited further development mirroring the form of the existing settlement pattern.



Kenmore

Settlement Summary

Kenmore is located on the east shore of Loch Tay and is separated into two parts by the River Tay with the northern side largely in tourism use. It is highly constrained due to its proximity to the Loch and River Tay and various natural and built heritage designations in or surrounding the village, in particular the Garden and Designed Landscape for Taymouth Castle. There is, however, pressure for more housing for workers and to help support tourism in the area. A site has therefore been identified in Kenmore because of the specific need for additional housing for local and key workers in this area. The existing public septic tank has very limited capacity and would require to be upgraded with secondary treatment.



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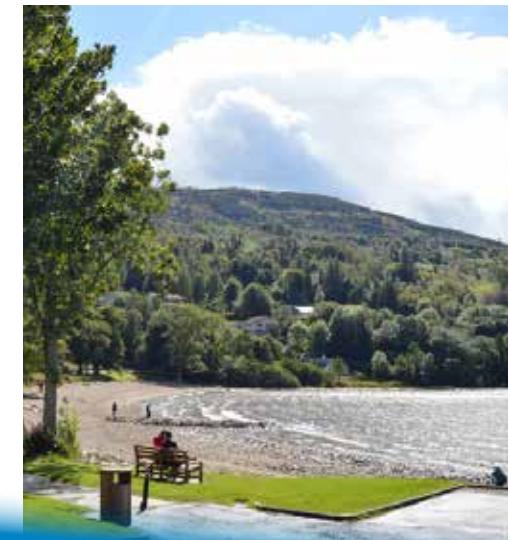


Kenmore (continued)

| Ref | Location | Size | Capacity Range |
|-----|------------------------|--------|---|
| H42 | East of primary school | 1.6 ha | 21-33: 25% affordable and remainder low cost and/or mid-market housing or staff accommodation |

Site Specific Developer Requirements

- Flood Risk Assessment.
- Drainage Impact Assessment to establish local network capacity.
- Green infrastructure on the site to link to the wider network, particularly to the north and south.
- The site sits entirely within the Taymouth Castle Designed Landscape; built form and layout must respond appropriately to this sensitive landscape and strengthen the character of Kenmore as a distinctive place.
- Enhancement of biodiversity and protection of habitats.
- Design to incorporate existing trees,

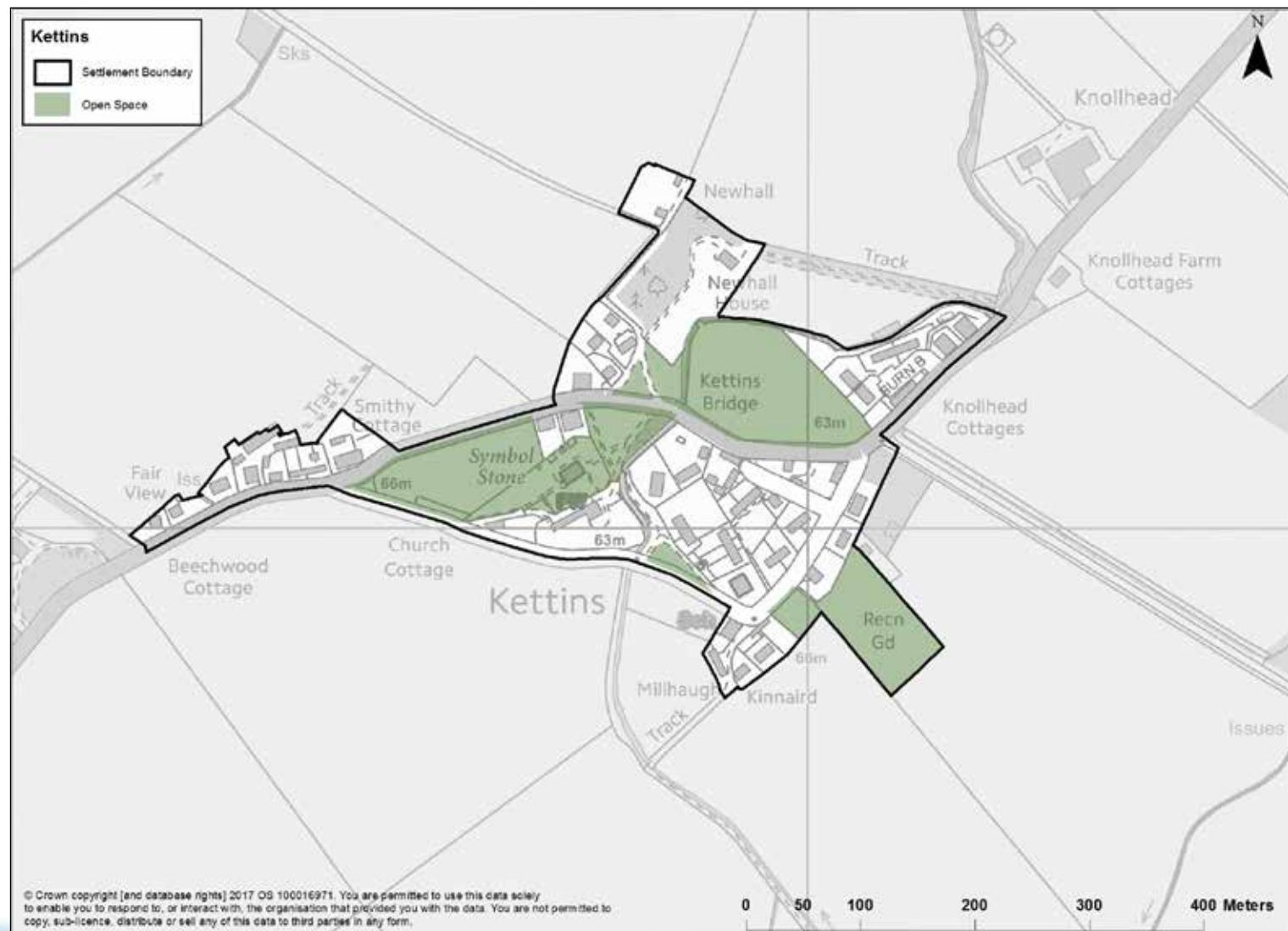


Local Development Plan 2: Proposed Plan

Kettins

Settlement Summary

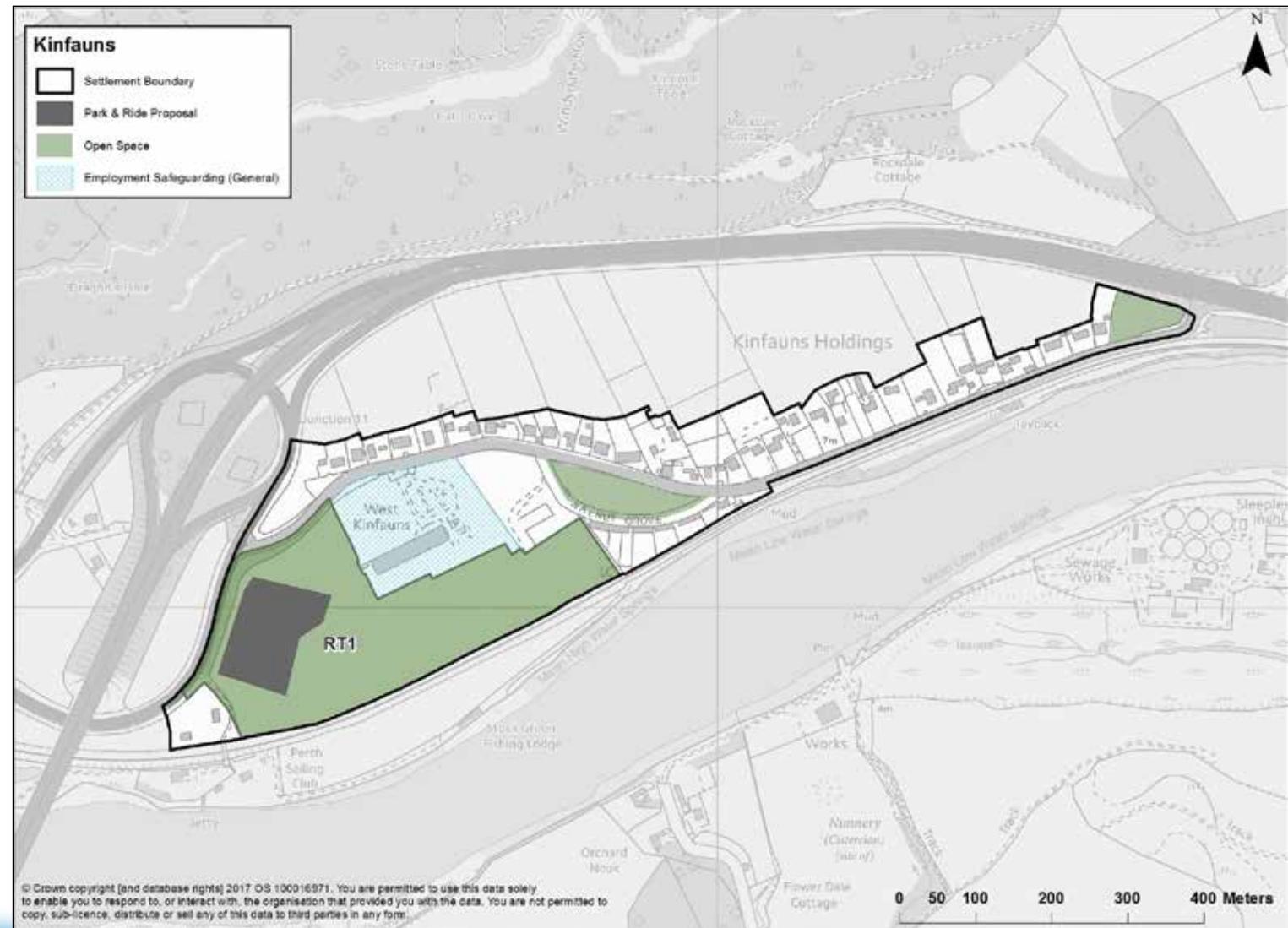
A significant feature of Kettins is its open spaces which link the residential areas and help give the village a distinctive character. These important spaces are protected from development and the settlement boundary has been drawn to limit future growth. The Kettins Burn runs through the village and poses a flood risk.



Kinfauns

Settlement Summary

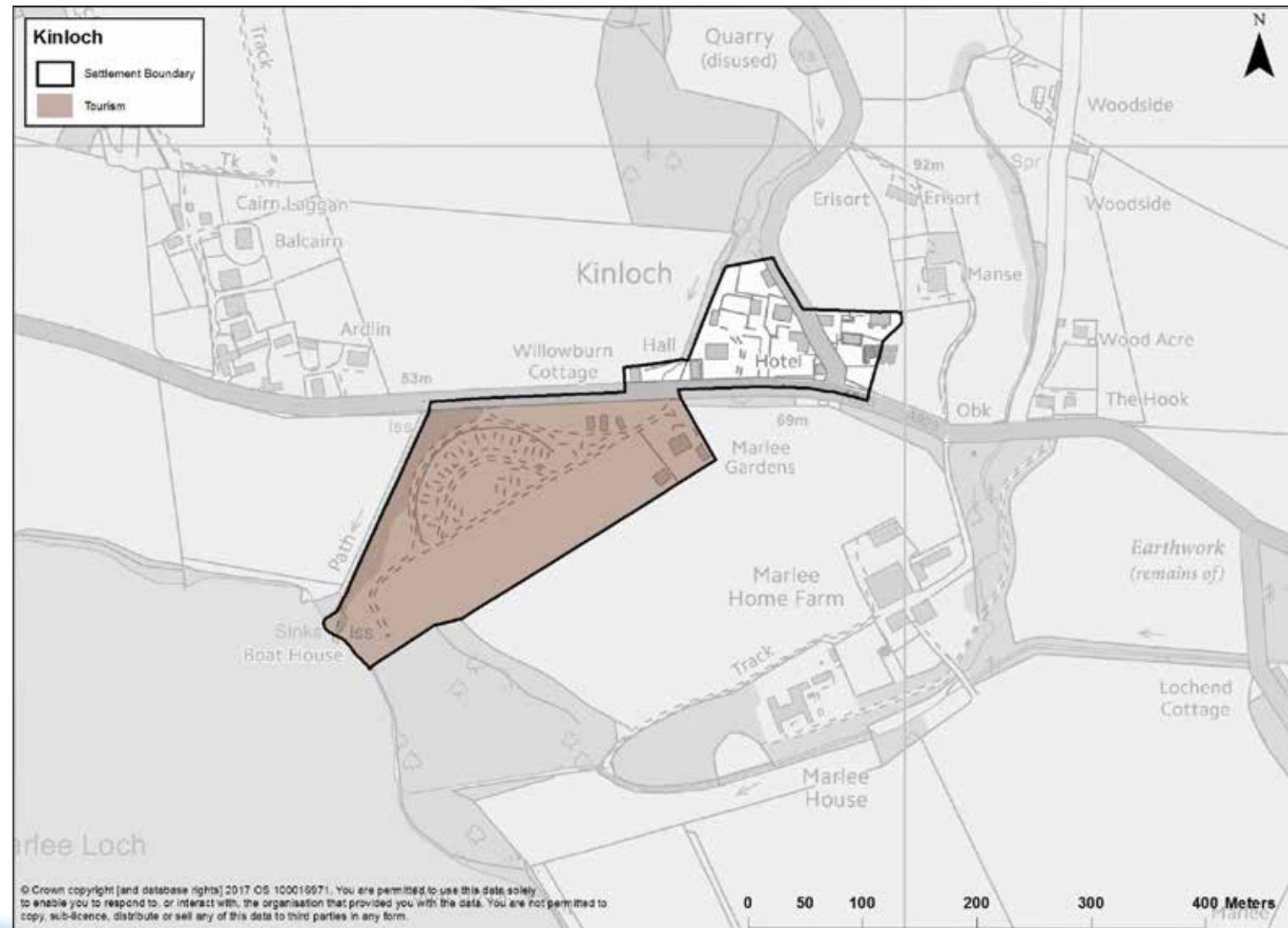
Kinfauns Holdings, West Kinfauns and Walnut Grove form ribbon development along the old Dundee Road. The settlement contains a large headquarter office development. Site RT1 is allocated for a Park & Ride facility within the settlement boundary to support sustainable travel into Perth City Centre. This now has planning consent.



Kinloch

Settlement Summary

The small settlement of Kinloch lies within the Lunan Lochs and River Tay Catchment Areas. Policies 43 and 45 set out the relevant criteria for development in these areas. The settlement boundary of Kinloch includes holiday accommodation at the western end of the village and this area is protected for tourism-related uses. The settlement boundary has been drawn to allow for some small scale infill development to help sustain the existing community.



Kinloch Rannoch

Settlement Summary

Kinloch Rannoch is within a national scenic area and is located at the east end of Loch Rannoch. It is split into two parts by the River Tummel. Included within the settlement boundary is the Loch Rannoch Hotel to the west and the small business area to the south. Further local sustainable economic growth is encouraged and the settlement boundary has been drawn to offer scope for limited infill development.



Kinnaird

Settlement Summary

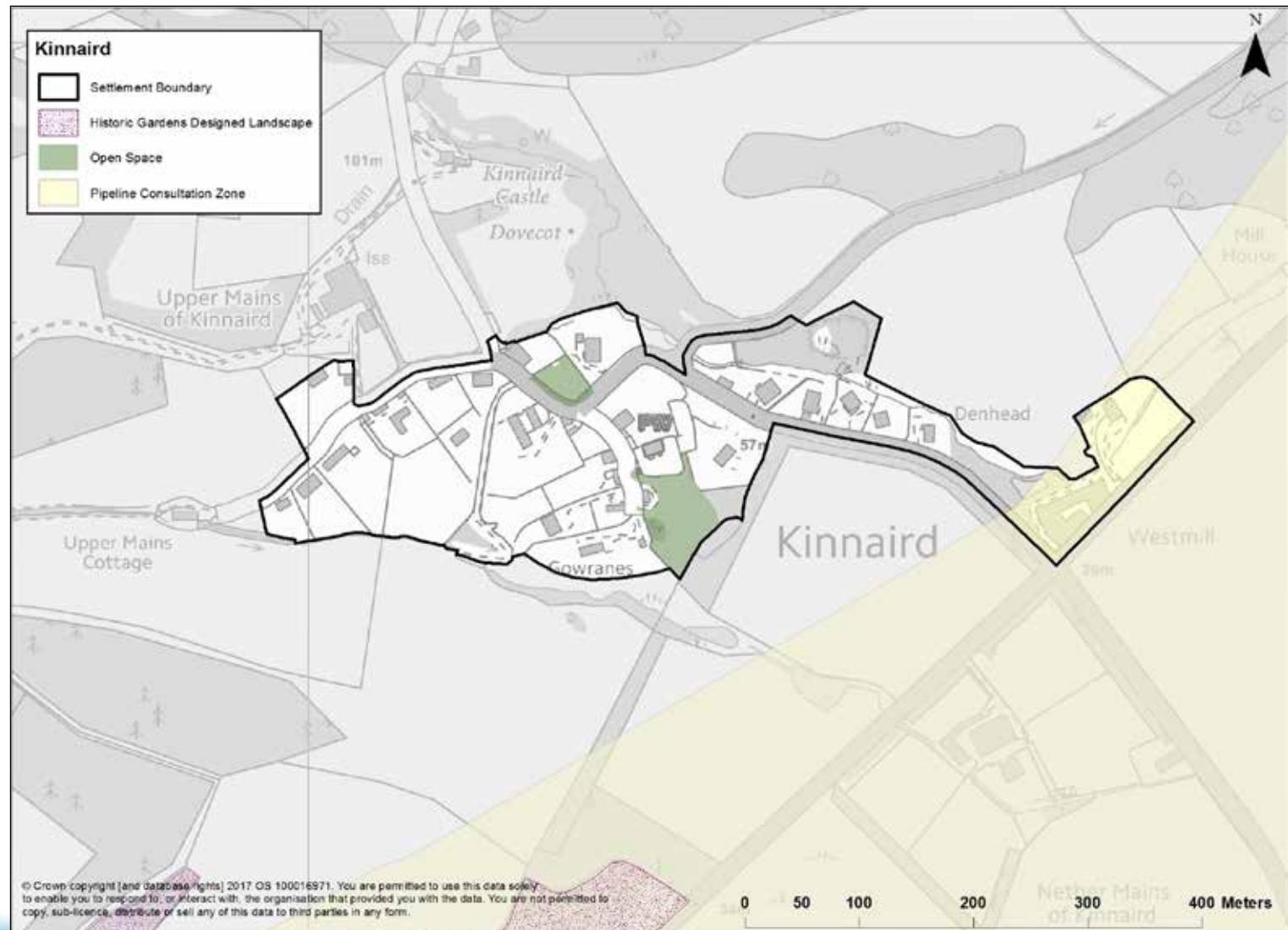
The Highland area village of Kinnaird is located to the north-east of Pitlochry. The settlement boundary has been drawn to allow for limited infill development to help sustain the existing community.



Kinnaird

Settlement Summary

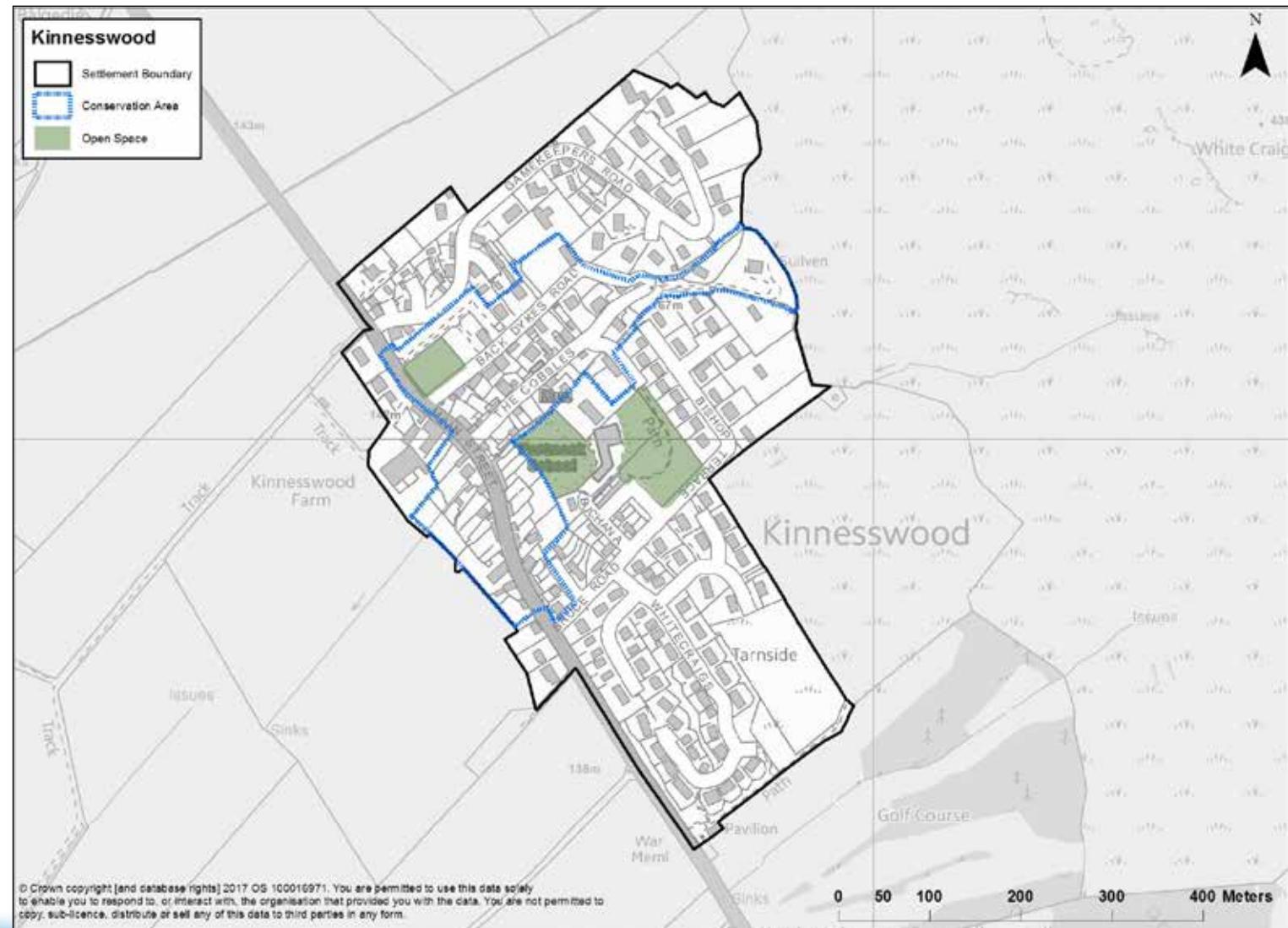
Kinnaird is located on the old High Carse Road near Perth and sits below the 15th century Kinnaird Castle. The settlement boundary has been drawn to protect the settlement's character, reflecting physical features and limited development opportunities.



Kinnesswood

Settlement Summary

Kinnesswood lies on the eastern edge of Loch Leven at the foot of the steeply sloping 'White Craigs' and has a Conservation Area designation to protect the character and historic integrity of the area. A tight settlement boundary has been drawn to limit any significant future growth due to the level or growth that has taken place, and to protect the character and setting of the village. Encouragement will be given to proposals to improve linkages to the Loch Leven Trail.



Kinross and Milnathort

Kinross stands on the shores of Loch Leven with Milnathort lying to the north. Both are historic towns with their own distinct character and Kinross has a Conservation Area designation to protect the character and historic integrity of the area. There is a range of services and infrastructure including a new community campus and health centre, with retail provision which will support future development needs.

Kinross and Milnathort are local and visitor service centres and play a significant role in the Kinross-shire economy. They are identified as principal settlements in TAYplan and as such are the main focus for development in Kinross-shire. To support future employment, a number of areas of business land and opportunity sites have been identified and the retention of existing employment land will be encouraged. To meet the future housing demands within and beyond the lifetime of the Plan and to support the existing amenities and facilities, a range of residential development sites are identified

as allocations, whilst sites carried forward at Lathro Farm and the old High School for 300 and 91 homes are respectively under development.

All development sites adjacent to the M90 will be required to provide appropriate landscaping to improve settlement boundaries. Also improved visual separation between Kinross and Milnathort will be encouraged through the development of a strong landscape framework, with community parkland to be provided alongside development at Lathro Farm. Milnathort and Kinross lie within the Loch Leven Catchment Area and so any development should comply with Policy 44 which aims to reduce the level of phosphorous entering the Loch. Also the north western periphery of the town lies within a HSE Pipeline Consultation Zone and so any development should comply with Policy 55.

(continued)



Kinross and Milnathort *(continued)*

Infrastructure Requirements

An infrastructure study was prepared to ensure that the infrastructure capacity is adequate to support the level of growth envisaged. This study highlights the current infrastructure provisions within Kinross and Milnathort, and what will be provided alongside the allocations and developments underway, it also recognises the following should be addressed:

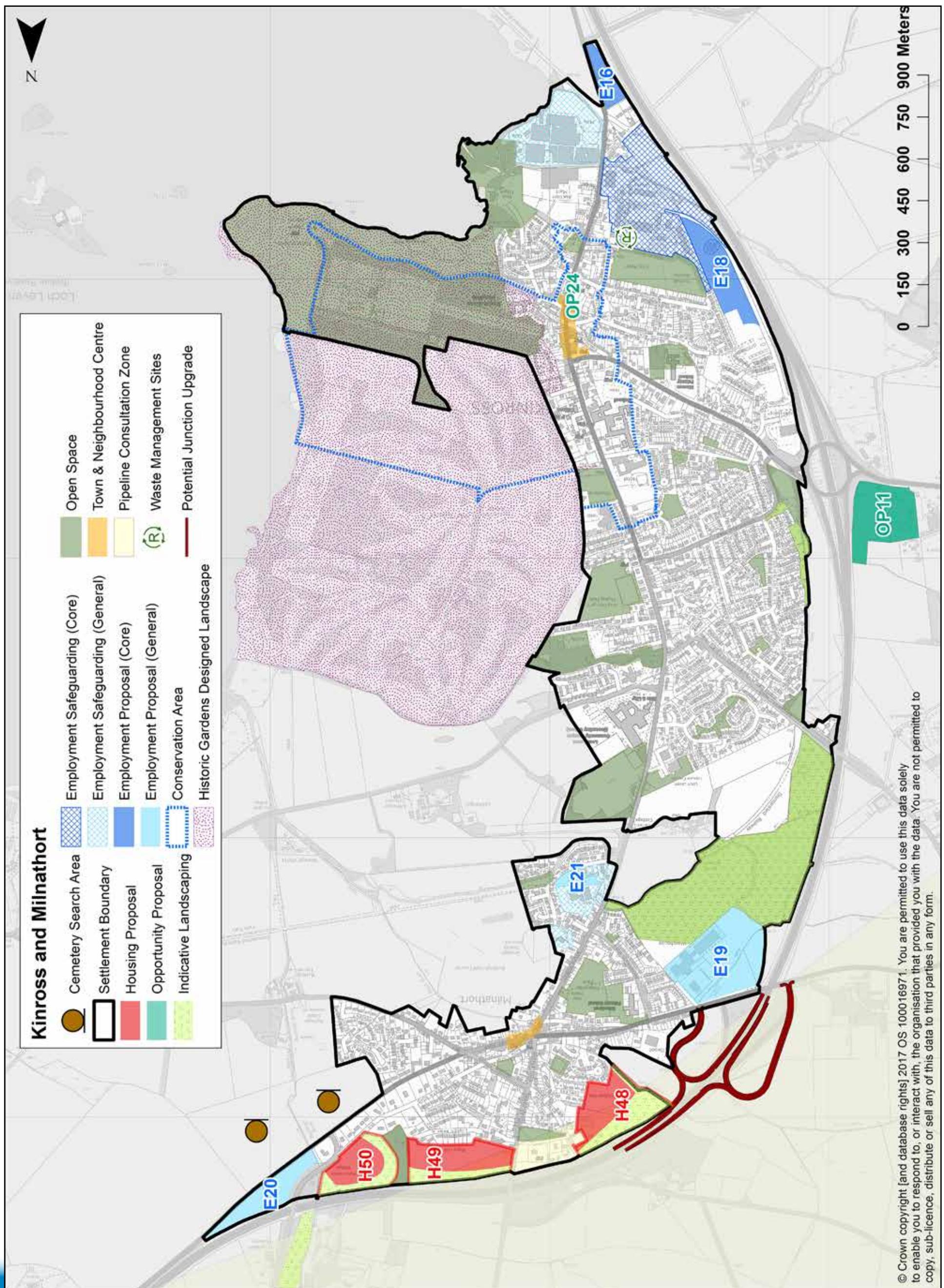
- *protecting the line of the potential upgrade to M90 Milnathort Junction 7 to provide southbound slips;*
- *that the Waste Water Treatment Works will require to be upgraded to allow future development needs; and*
- *that there is a future need for more cemetery space, and so the Council has identified a search area in Milnathort.*

(continued)





Local Development Plan 2: Proposed Plan



(continued)



Kinross and Milnathort (continued)

Housing Sites

| Ref | Location | Size | Number |
|-----|-----------|------|--------|
| H48 | Pitdownie | 3 ha | 38-60 |

Site Specific Developer Requirements

- Flood Risk Assessment and Drainage Impact Assessment.
- Water margin enhancement and minimum 6m buffer strip along Back Burn.
- Road access to be formed from both Manse Road and Curlers' Crescent.
- Noise attenuation measures. Provision of woodland screen planting along the western edge of Milnathort including multi-user core path.



(continued)



Kinross and Milnathort *(continued)*

| Ref | Location | Size | Number |
|-----|----------|--------|--------|
| H49 | Pacehill | 3.5 ha | 56-80 |

Site Specific Developer Requirements

- Road and access improvements to the satisfaction of the Council as Roads Authority.
- Noise attenuation measures.
- Provision of woodland screen planting along the north boundary of site incorporating provision of a multi-user path.

The site plan illustrates the proposed development area (Red Line Boundary) situated between two roads. A large green area represents proposed landscape works or physical landscape works, which includes a multi-user path (dashed purple line) and core routes/pedestrian links (dotted yellow lines). Existing woodland is shown as dark green areas. The plan also indicates main developable areas (light grey shaded areas) and existing buildings (grey rectangles).

Legend:

- Red Line Boundary
- Proposed Landscape Area or Physical Landscape Works
- Main Routes
- Core Routes/Pedestrian Links
- Main Developable Areas
- Existing Woodland



(continued)

Kinross and Milnathort (continued)

| Ref | Location | Size | Number |
|-----|----------------|-------|--------|
| H50 | Old Perth Road | 1.8ha | 20-32 |

Site Specific Developer Requirements

- Flood Risk Assessment and Drainage Impact Assessment.
- Open watercourses retained and minimum 6m buffer strip.
- Road and access improvements to the satisfaction of the Council as Roads Authority and investigate access connection with H49.
- Noise attenuation measures. Woodland planting to the north of the site incorporating provision of multi-user route from Pace Hill to Old Perth Road.

| Ref | Location | Size | Uses |
|------|---------------------------------|------|---|
| Op11 | Turfhills Motorway Service Area | 5 ha | Improvement of existing motorway Service Area |

Site Specific Developer Requirements

- Flood Risk Assessment and Drainage Impact Assessment
- Restoration of the culverted watercourse to its natural state where this is practicable
- New roundabout junction with road and access improvements to the satisfaction of the Council as Roads Authority.
- Retain and enhance the landscaping and planting framework around perimeter of site.
- Archaeological investigation.

Opportunity Site

| Ref | Location | Size | Uses |
|------|-------------------|------|------|
| Op24 | Kinross Town Hall | N/A | |

Site Specific Developer Requirements

- A sympathetic scheme for the restoration and reuse of the listed buildings.

Employment Sites

| Ref | Location | Size | Uses |
|-----|---------------|--------|-------------------------|
| E16 | South Kinross | 1.2 ha | General Employment Uses |

Site Specific Developer Requirements

- Road and access improvements to the satisfaction of the Council as Roads Authority.
- Drainage Impact Assessment.
- Retain and enhance landscaping planting framework around site.
- Noise Impact Assessment. The resultant noise attenuation measures adjacent to motorway should be well designed and should avoid obscuring views of Loch Leven, the castle, the Lomond Hills or the Ochil Hills.

(continued)



Kinross and Milnathort (continued)

| Ref | Location | Size | Uses |
|-----|--------------------|--------|-------------------------|
| E18 | Station Road South | 3.2 ha | General Employment Uses |

Site Specific Developer Requirements (*Check Planning Permission*)

The servicing of the whole site including provision of the Sustainable Urban Drainage System and a multi-user path from Station Road to southern boundary of site has been provided. Within the wider site planning permission for a showroom/workshop, and an office has been consented. Individual proposals for remaining plots within the site will be subject to:

- *Drainage Impact Assessment;*
- *High-quality of building and landscape design and high-quality internal landscaping;*
- *Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on Loch Leven Special Protection Area.*

| Ref | Location | Size | Uses |
|-----|---------------|--------|-------------------------|
| E19 | Stirling Road | 7.8 ha | General Employment Uses |

Site Specific Developer Requirements

A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application.

- *Flood Risk Assessment and Drainage Impact Assessment.*
- *The Sustainable Urban Drainage System for development proposals should include sufficient attenuation to protect those watercourses which flow into Loch Leven from erosion during periods of heavy rainfall.*
- *Restoration of the culverted watercourses to their natural state where this is practicable. Open watercourses retained and minimum 6m buffer strip.*
- *Transport Assessment. Road and access improvements to the satisfaction of the Council as Roads Authority. Provision of new junction to Stirling Road facilitating access to existing industrial areas and the rest of the allocation.*
- *Landscape Framework including significant woodland planting along western and southern boundary of site. Provide enhancement to core path network through site and retain potential for multi-user path connecting to Gallowhill Road and Stirling Road.*
- *Noise Impact Assessment.*
- *Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on Loch Leven Special Protection Area.*



Kinross and Milnathort (continued)

| Ref | Location | Size | Uses |
|-----|----------------|--------|-------------------------|
| E20 | Old Perth Road | 2.9 ha | General Employment Uses |

Site Specific Developer Requirements

- Flood Risk Assessment and Drainage Impact Assessment.
- Open watercourses retained and minimum 6m buffer strip.
- Landscape Assessment.
- Noise Impact Assessment. The resultant noise attenuation measures adjacent to motorway should be well designed and should avoid obscuring views of Loch Leven, the castle, the Lomond Hills or the Ochil Hills.
- Archaeological Investigation.

| Ref | Location | Size | Uses |
|-----|----------------|--------|-------------------------|
| E21 | Auld Mart Road | 0.7 ha | General Employment Uses |

Site Specific Developer Requirements

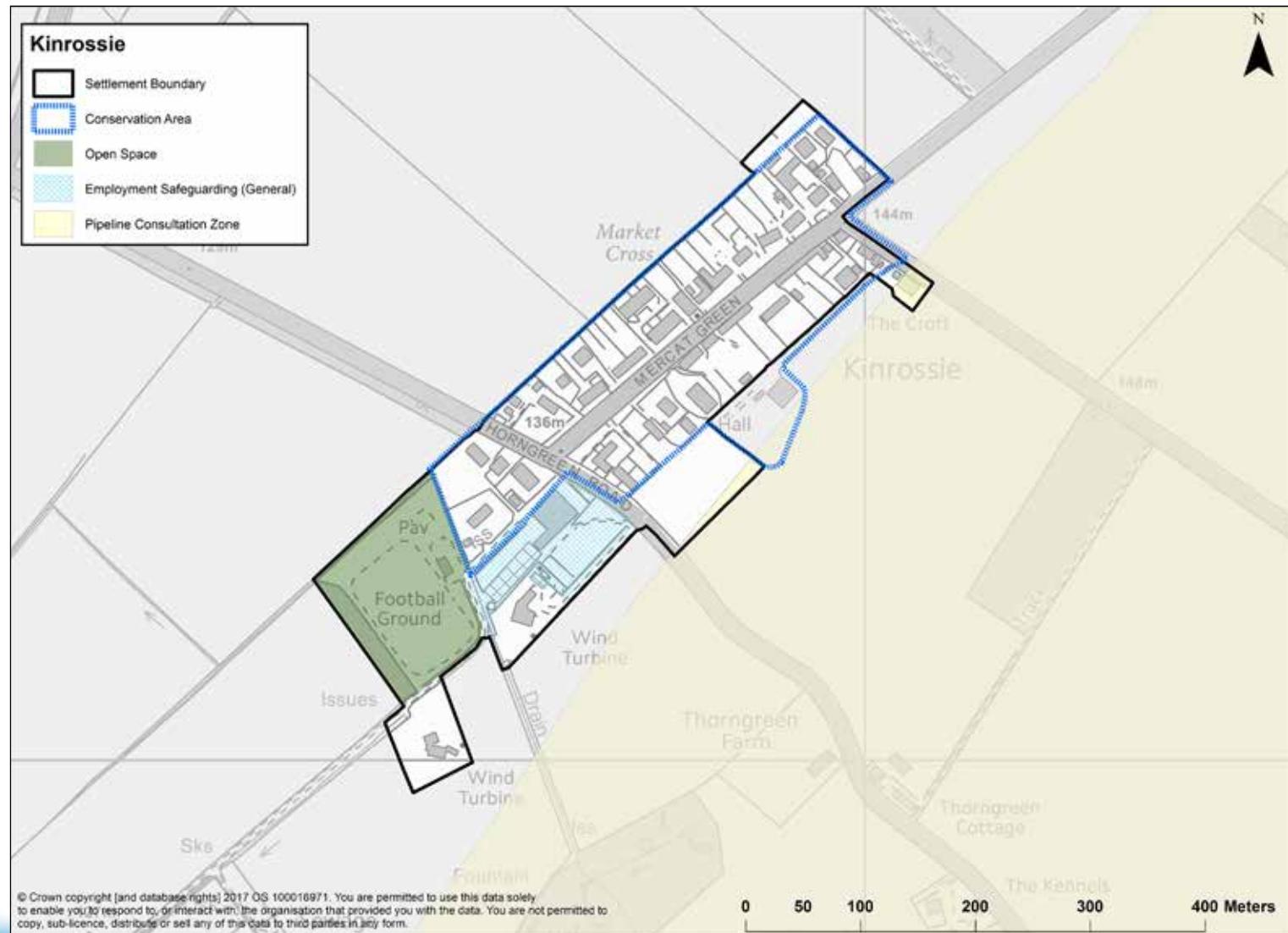
- Flood Risk Assessment and Drainage Impact Assessment.
- Open watercourses retained and minimum 6m buffer strip.
- Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on Loch Leven Special Protection Area.
- The Sustainable Urban Drainage System for development proposals should include sufficient attenuation to protect those watercourses which flow into Loch Leven from erosion during periods of heavy rainfall.



Kinrossie

Settlement Summary

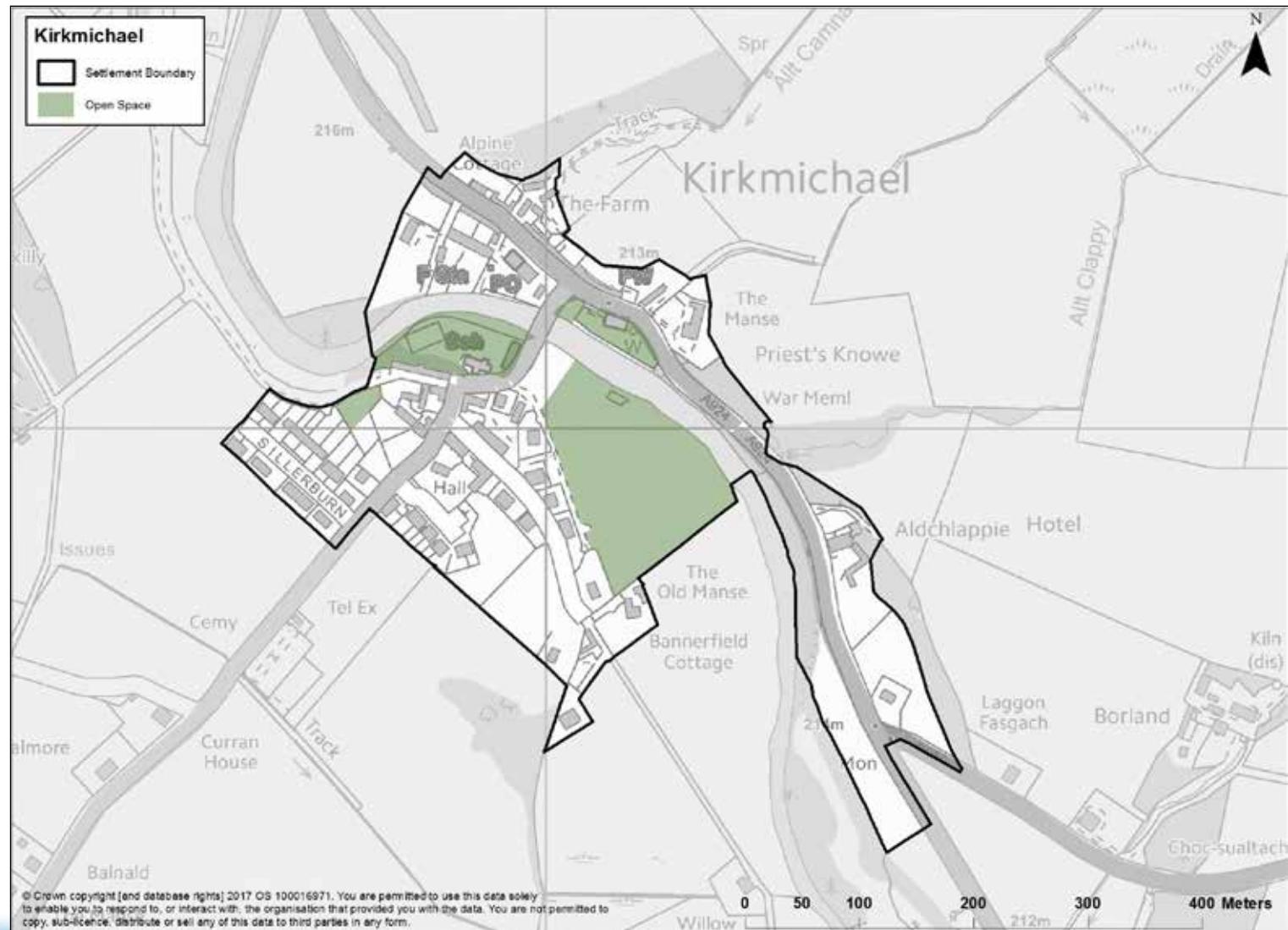
Kinrossie is a planned estate village to the north east of Perth. It has a distinct character with low single storey houses set back in grassed open areas. The majority of the settlement is within a Conservation Area which seeks to protect the historic integrity of the village. The settlement boundary provides limited opportunities for infill on the south east boundary of the village.



Kirkmichael

Settlement Summary

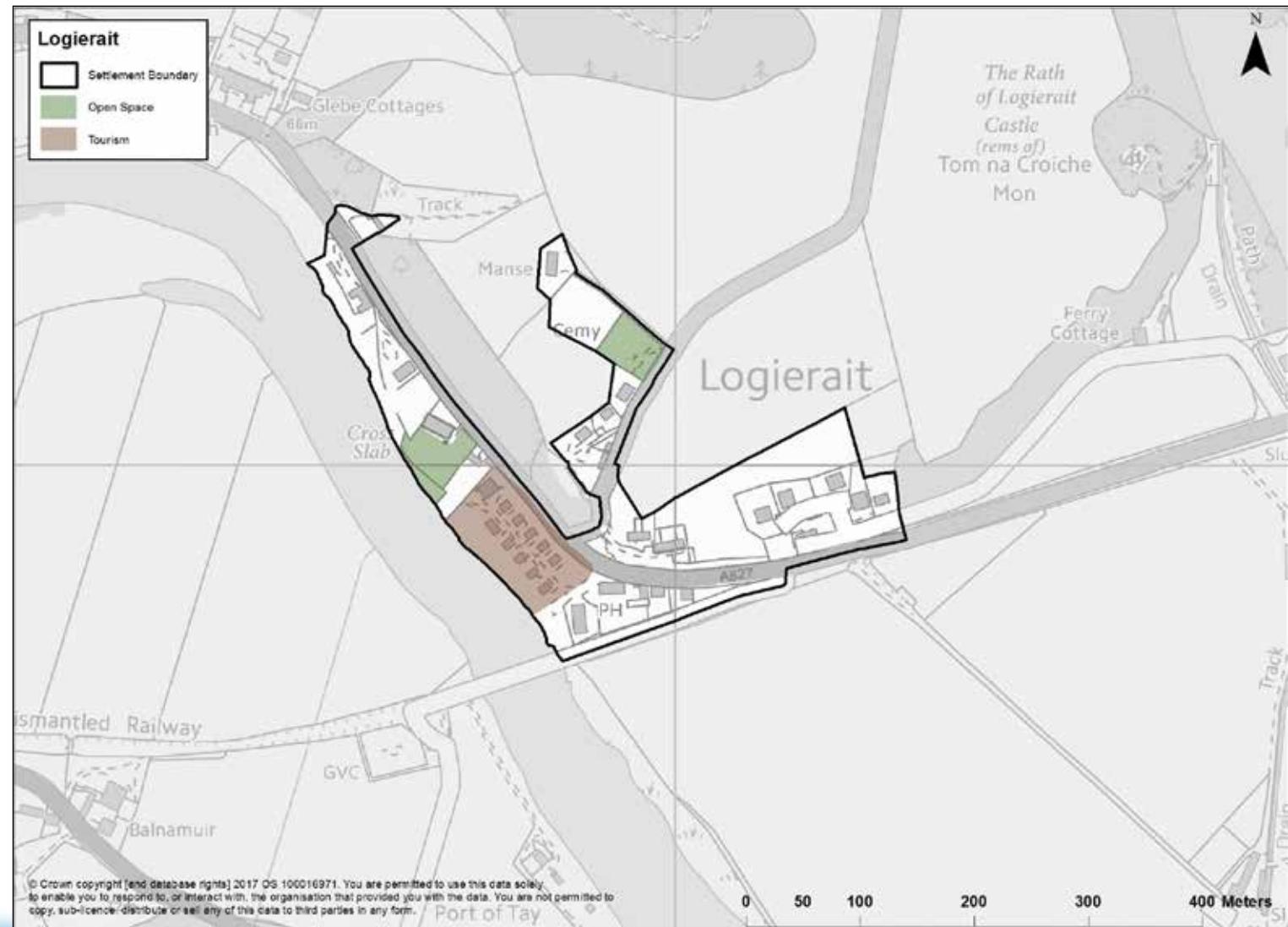
Kirkmichael is within the River Tay Catchment Area. Policy 45 sets out the relevant criteria for development in this area. The village lies within a valley next to the River Ardle and low-lying areas close to the river are at risk of flooding. The settlement boundary has been drawn to allow for some small-scale infill development to help sustain the existing community. Open spaces within the village are protected from development.



Logierait

Settlement Summary

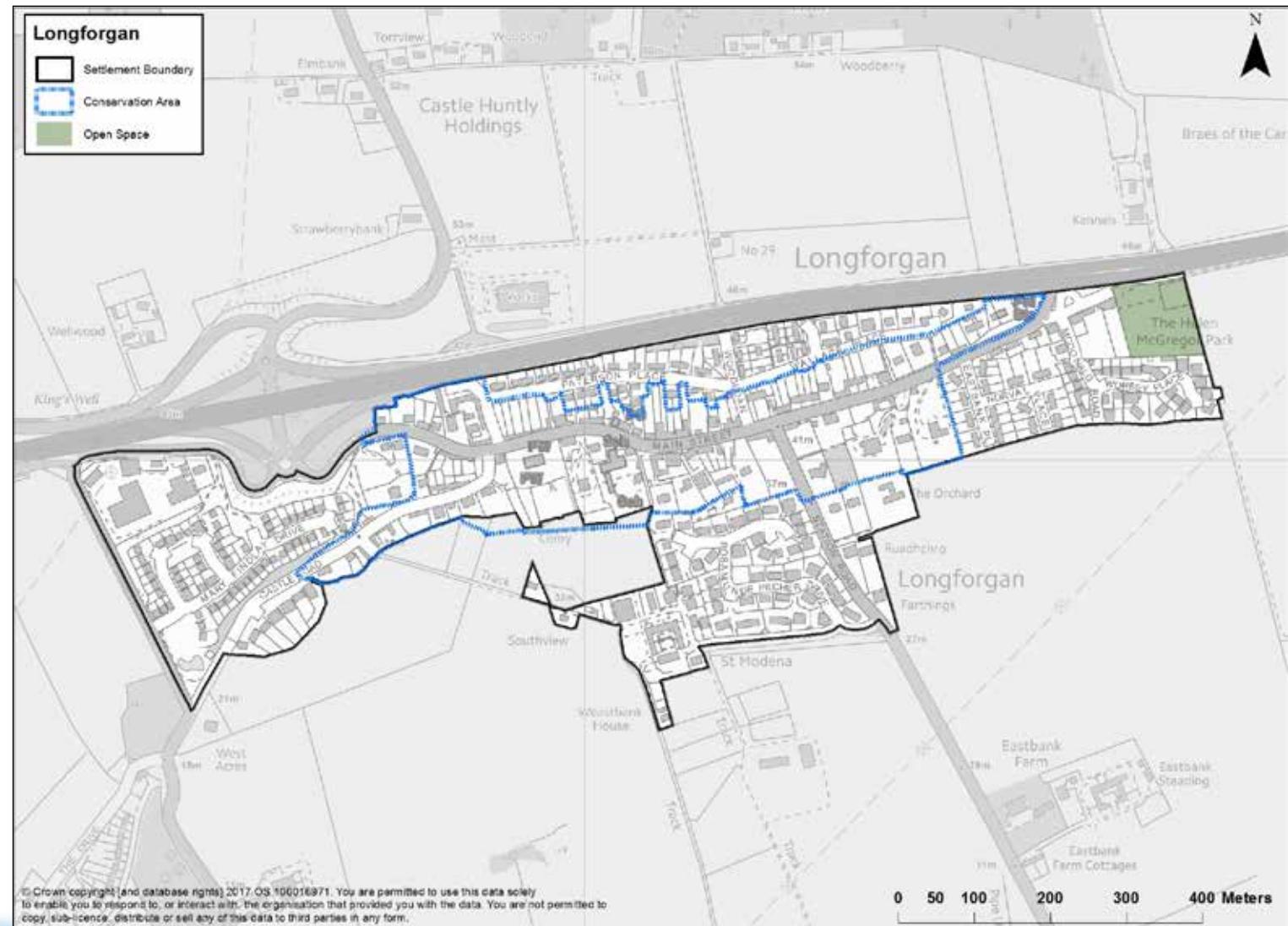
Logierait sits on the banks of the River Tay. Holiday lodges in the west of the settlement make an important contribution towards tourism in the area. The settlement boundary has been drawn to allow for some small scale infill development to help sustain the existing community. Logierait lies within the River Tay Catchment Area; Policy 45 sets out the relevant criteria for development in this area.



Longforgan

Settlement Summary

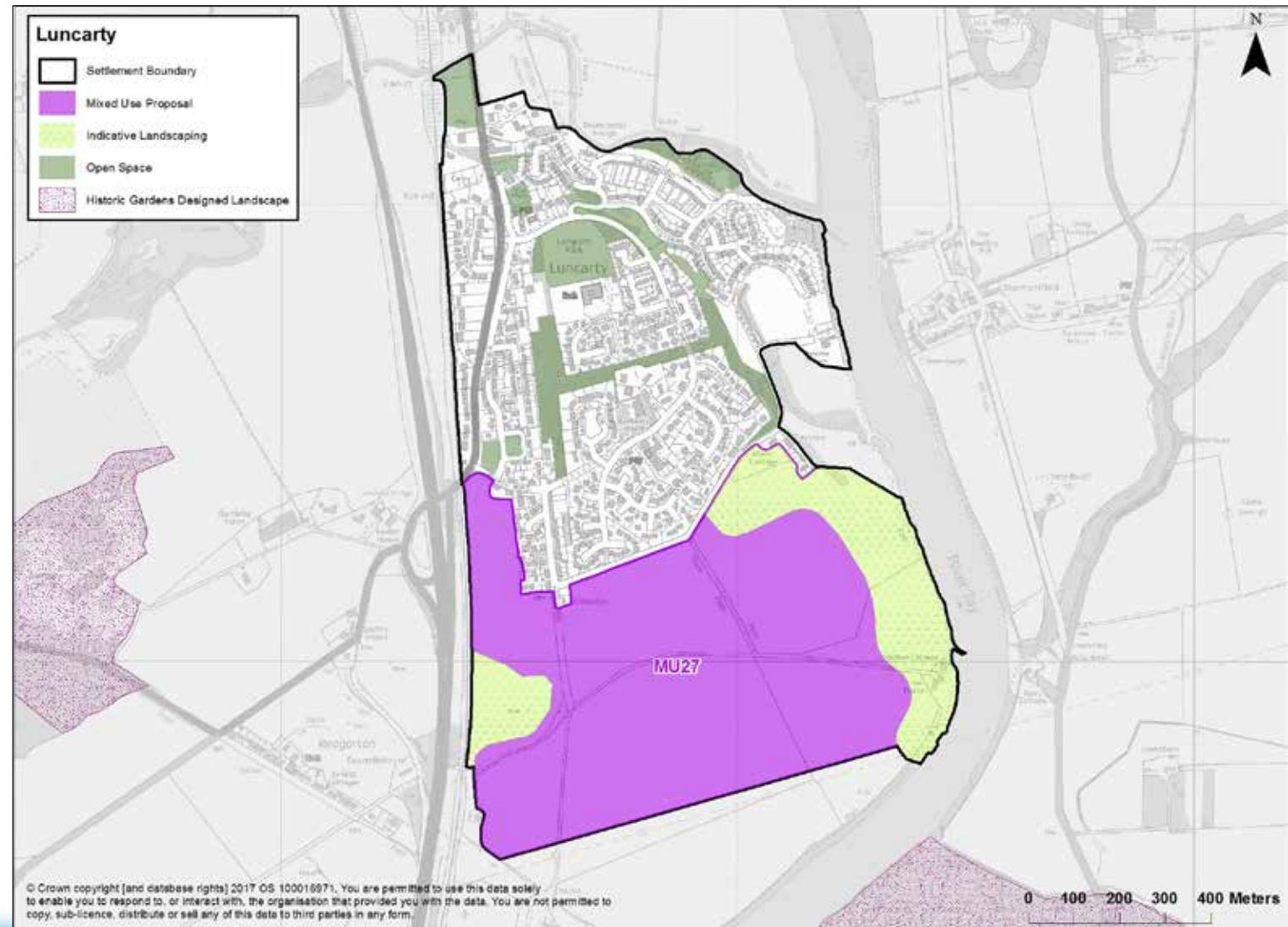
Longforgan is located in the Carse of Gowrie. The village has a long history with evidence of Roman habitation in the locale. The historic core of the settlement is based around the Main Street and it has a Conservation Area designation. It is limited in terms of its open space and community facilities. The school may require an extension in the near future. No allocations are proposed within this Plan period.



Luncarty

Settlement Summary

Luncarty is a principal settlement within the Perth Core Area but out with the Green Belt. It is located adjacent to the River Tay and was originally developed to support the bleach works. In the last century, it expanded considerably with substantial green corridors. There are attractive walks along the riverside and good access to open space. The settlement is directly off the A9 and has good connections to Perth. There is a dedicated cycle and pedestrian route which aims to link Perth to Stanley in the future. It has a limited range of services that could be expanded through the long term expansion of the settlement. A large site has been identified to the south of Luncarty which will expand the settlement significantly beyond the lifetime of the Plan. To accommodate this expansion, a new access into Luncarty will be required to accommodate the increase in traffic.



(continued)



Luncarty (continued)

| Ref | Location | Size | Uses |
|------|----------------|-------|--|
| MU27 | Luncarty South | 64 ha | Residential 589-760 with 5 ha of employment land |

Site Specific Developer Requirements

- A comprehensive Masterplan submitted at the time of any planning application to provide detailed information regarding the phasing the housing and economic development land.
- The open space/landscape buffer which abuts the River Tay must be defined by a Flood Risk Assessment and protected from built development.
- An updated full Transport Assessment that demonstrates the following:
 - The design of the road network will ensure multiple connections into the local road network.
 - No more than 350 units will be permitted to be occupied during this plan period and until the impact on the local and strategic road network has been assessed which considers the southern connection to the A9 and Cross Tay Link Road and or further alternative measures to distribute traffic via the local network.

(continued)



Luncarty (continued)

| Ref | Location | Size | Uses |
|------|----------------|-------|--|
| MU27 | Luncarty South | 64 ha | Residential 589-760 with 5 ha of employment land |

(continued)

- All access proposals are to the satisfaction of the Perth and Kinross Roads Authority.
- Cycle paths, core paths and rights of way incorporated into masterplan and designed to improve active transport links between Luncarty and Perth.
- Enhancement of biodiversity and protection of riverbank habitats enhancing connectivity into the Green Network.
- Developer requirements for the enhancement of core paths and pedestrian connections into Luncarty and the wider network.
- Investigation of provision of a district heating system and combined heat and power infrastructure utilising renewable resources.
- Construction Method Statement to be provided for all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay SAC.
- Where the development of the site is within 30 metres of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required, so as to ensure no adverse effects on the River Tay SAC.
- A desk-based archaeological assessment of the site with a subsequent more detailed investigation if justified.
- An assessment of any commercially available mineral resource together with proposals to remove or protect from sterilisation by built development.



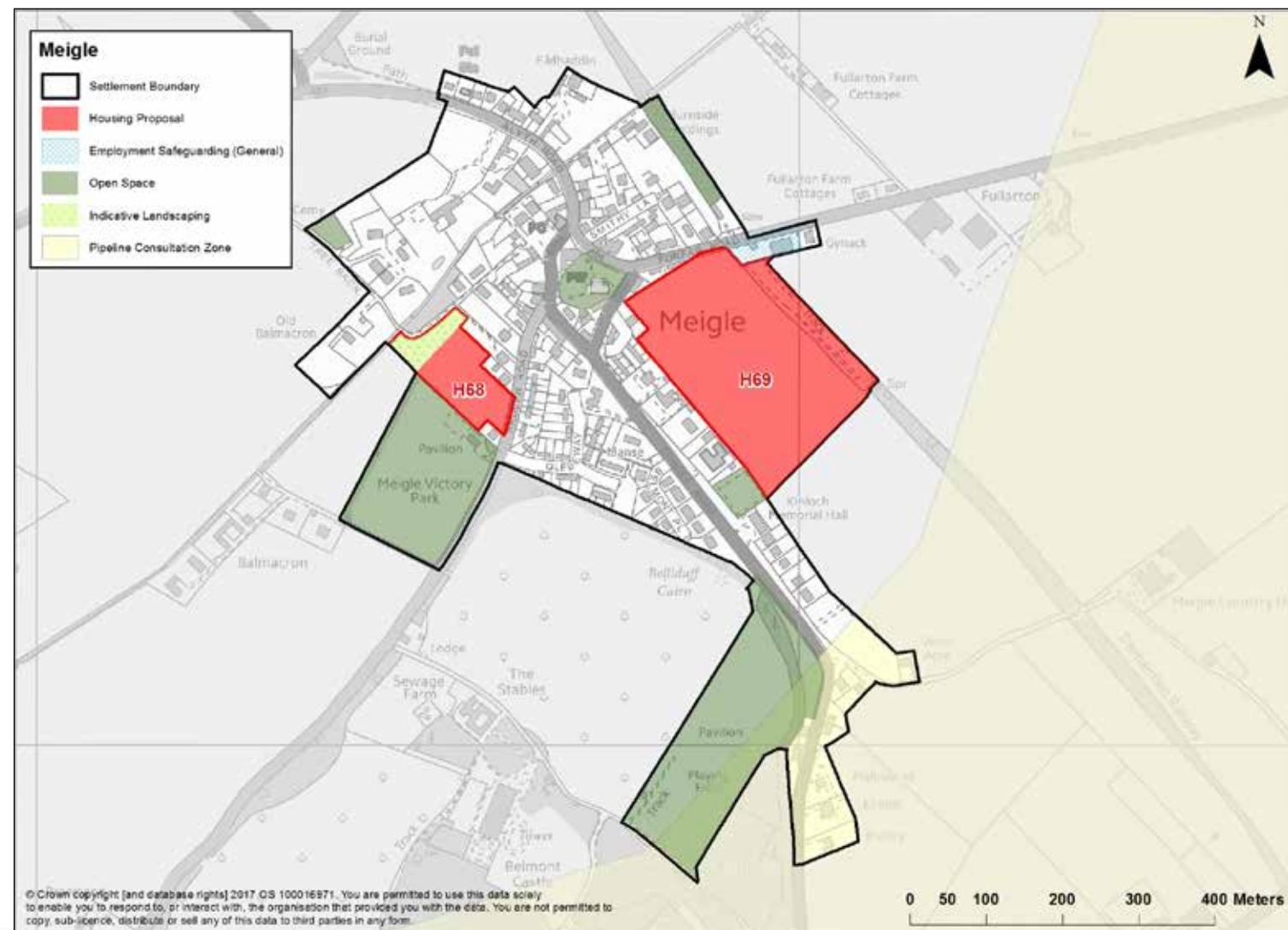
Meigle

Settlement Summary

Meigle is one of the larger villages in the Strathmore and the Glens area. Although it is not identified as a principle settlement in TAYplan, it is considered a sustainable location for additional development as it has a range of services and amenities, and additional development will help maintain the vitality of the village and help support the local primary school.

Two sites are identified for new housing. The larger site at Forfar Road is limited to 50 houses during the Plan period but there is scope for this site to be extended further in the future. Land will be reserved within the Forfar Road site adjacent to the school for educational use and/or playing fields.

The waste water treatment works in Meigle have limited capacity and require upgrading, however, Scottish Water have instigated an investment project for this work.



(continued)



Meigle (continued)

| Ref | Location | Size | Capacity range |
|-----|-------------|--------|----------------|
| H68 | Ardler Road | 1.2 ha | 23-36 |

Site Specific Developer Requirements

- Development on upper slopes of site only; Flood Risk Assessment to determine extent of developable land.
- Provision of path link to Victory Park and improvements to the wider core path network surrounding the village.
- Green infrastructure on the site to link to the wider network to the north and west.
- Provision of woodland screen planting along the west and north boundary of site.
- Enhancement of biodiversity.
- Construction Method Statement to be provided to all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay Special Area of Conservation.
- Where the development of the site is within 30m of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required, so as to ensure no adverse effects on the River Tay Special Area of Conservation.

(continued)



Meigle (continued)

| Ref | Location | Size | Capacity Range |
|-----|-------------|--------|--|
| H69 | Forfar Road | 5.7 ha | 64-100 (limited to 50 during the lifetime of the Plan) |

Site Specific Developer Requirements

- Masterplan setting out the phasing and comprehensive development of the site, including how the site will link to a potential second phase to the south.
- Provision of area for educational use and/or playing fields adjacent to the school.
- Provision of landscape planting along the east and north boundary of site.
- Linkages to the core path network surrounding the village, in particular, the provision of a path along former railway land and further path links to village centre.
- Green infrastructure on the site to link to the wider network along the eastern boundary.
- Enhancement of biodiversity.

The map illustrates the proposed development site, which is a large green area with a red line boundary. Inside the boundary, there is a large circular area and several smaller green sections representing proposed landscape areas or physical works. A dashed purple arrow indicates main routes, while a dashed yellow arrow indicates core routes/pedestrian links. The surrounding area is shown in grey, representing the built-up environment. Existing woodland is indicated by a green hatched area in the top right corner.

Legend:

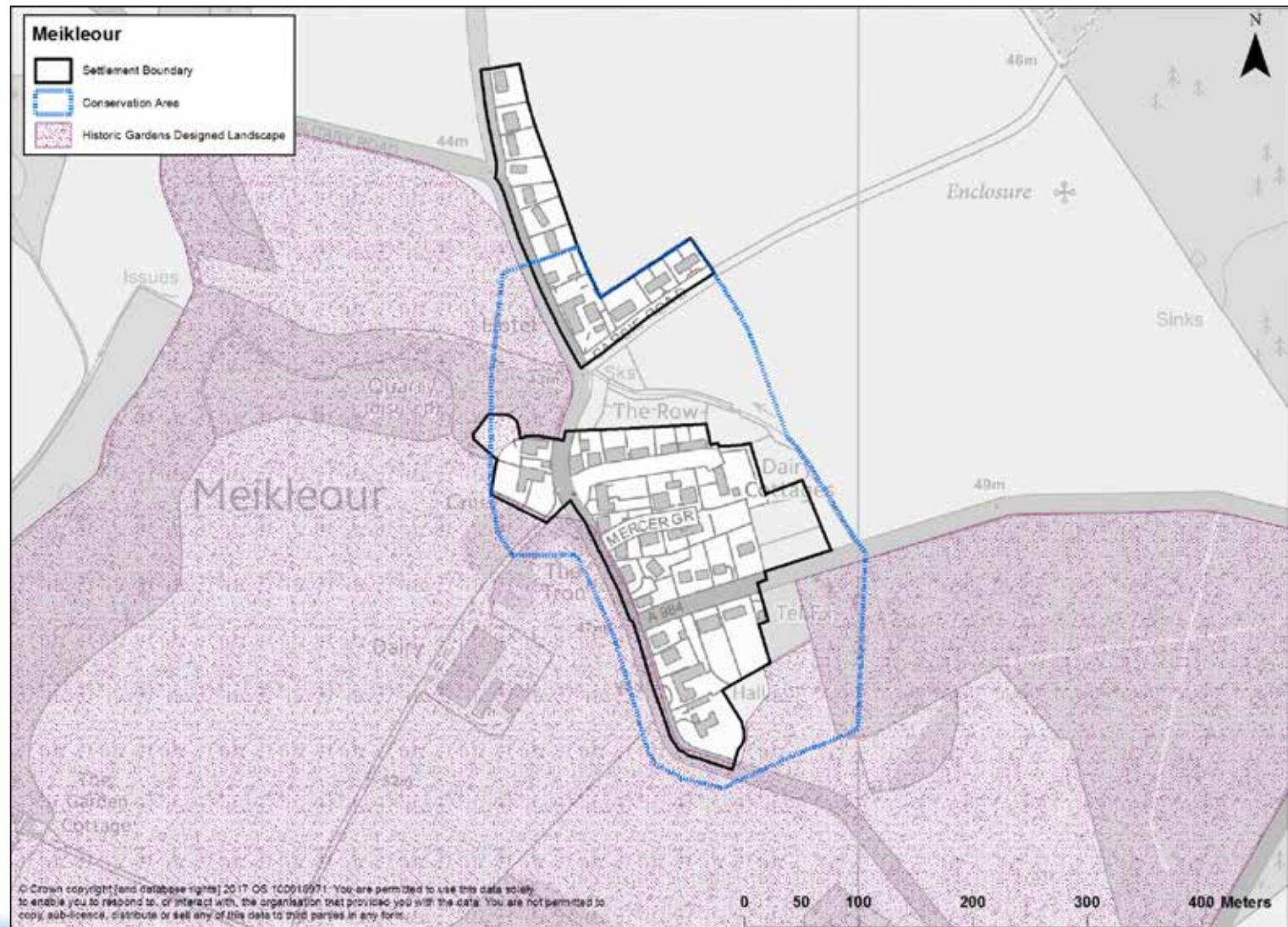
- Red Line Boundary
- Proposed Landscape Area or Physical Landscape Works
- Main Routes
- Core Routes/Pedestrian Links
- Main Developable Areas
- Existing Woodland



Meikleour

Settlement Summary

Meikleour is split into two parts. Most of the village sits within a conservation area which extends beyond the settlement boundary and includes the open area of land between the northern and southern parts of the village. The maintenance of this open wedge is important to maintain the character of the village. An opportunity has been identified for a small extension to the village on the eastern boundary. Elsewhere the settlement boundary is drawn tightly around existing buildings to limit future growth in order to protect the historic character and setting of the village.



Methven

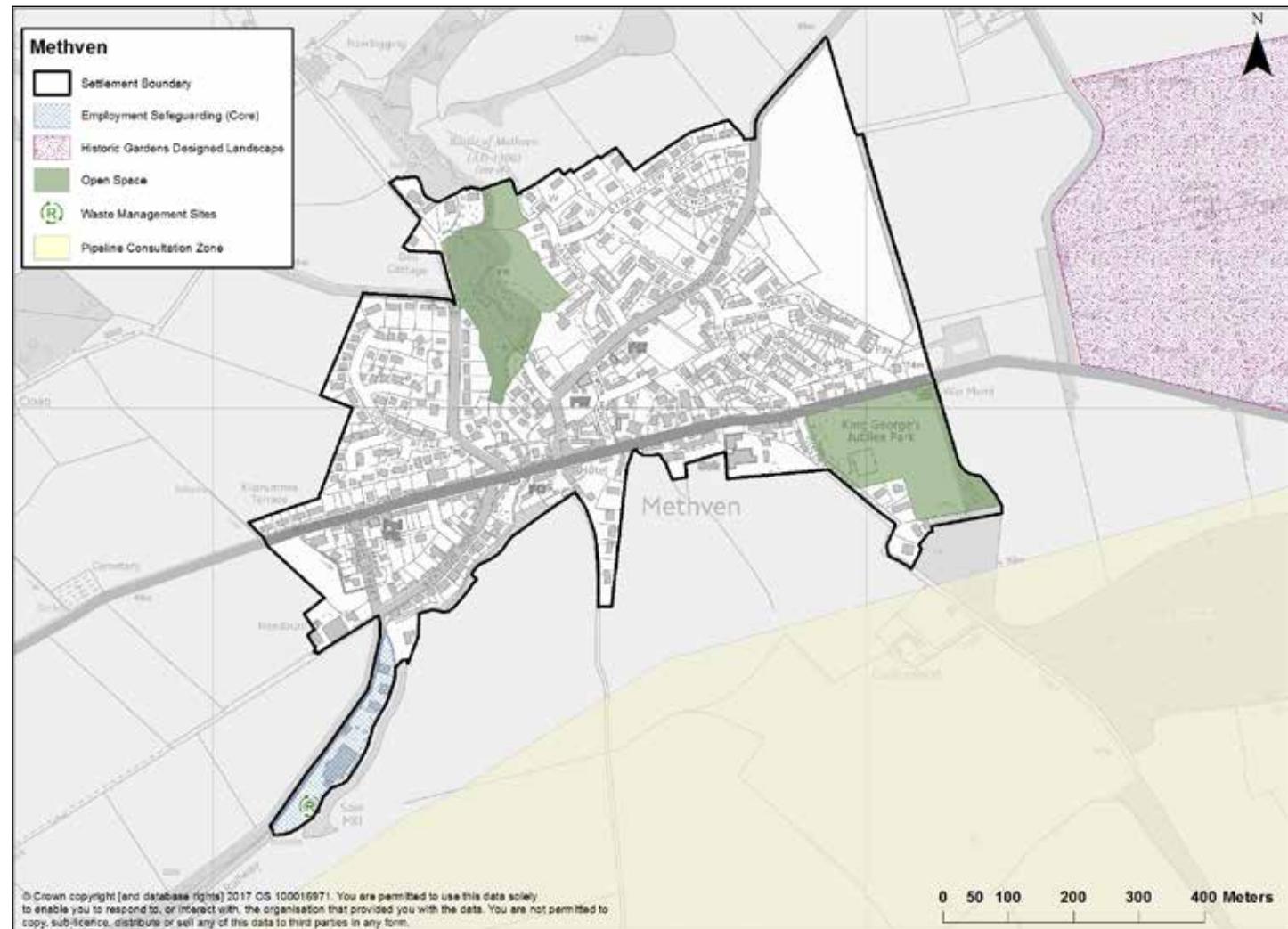
Settlement Summary

Methven is part of the Tier 1 Perth Core Area. It has an industrial past and the historic core of the settlement is focused on the market square.

There has been a significant amount of small-scale infill as well as a larger expansion to the north. There is a good range of community and commercial facilities, including an employment area which is protected for general uses.

There are no new allocations proposed for this plan period.

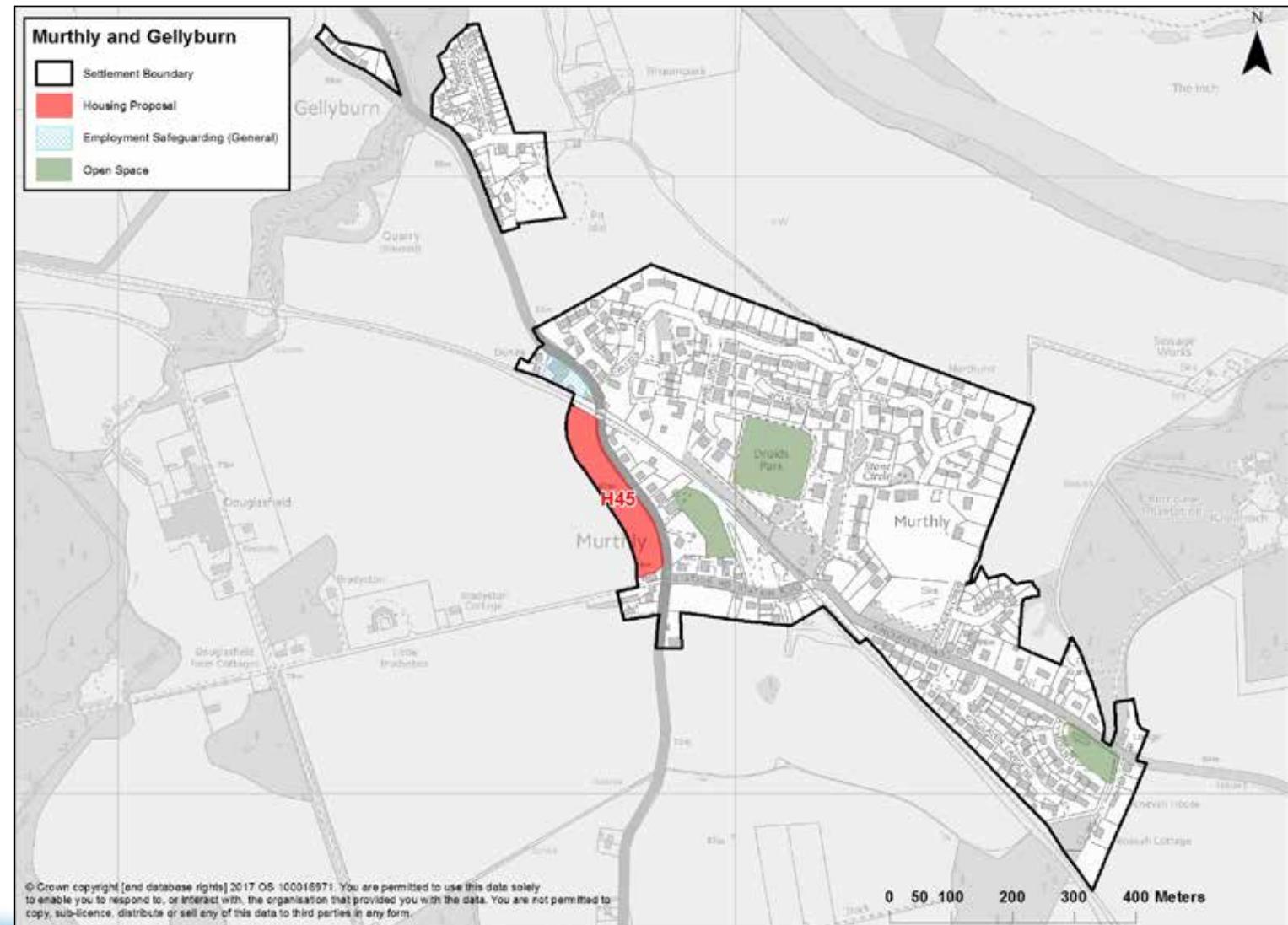
Recognising its existing facilities and that there is opportunity for supporting and growing Methven it is anticipated that design-based workshops will be held to inform the next Local Development Plan involving all the key stakeholders. This would offer a good way to get all key stakeholders together to explore and clarify the future opportunities and issues for the whole community. The workshops, feedback and testing of emerging proposals should help examine and clarify the opportunities and get broad consensus and ownership of the possible solutions during preparation of LDP3.



Murthly and Gellyburn

Settlement Summary

Murthly and Gellyburn is one of the largest villages in the Highland area. It has expanded significantly in recent years with new housing development to the north and east. In light of this, only one small housing site has been identified on the western edge of the village which will continue the existing pattern of roadside development along Bridge Road. Additional development in Murthly and Gellyburn may require investigation of the capacity of the waste water and water networks.



(continued)



Murthly (continued)

| Ref | Location | Size | Capacity Range |
|-----|---------------------|--------|----------------|
| H45 | West of Bridge Road | 1.4 ha | Up to 12 |

Site Specific Developer Requirements

- Flood Risk Assessment.
- Drainage Impact Assessment.
- Road and access improvements to the satisfaction of the Council as Roads Authority.
- Improvements to the core path network around the village; paths within the site to link to the existing network.
- Built form and layout should respond appropriately to the landscape and strengthen the character of Murthy as a distinctive place.
- Enhancement of biodiversity and protection of habitats.



Muthill

Settlement Summary

Muthill lies some three miles south of Crieff and five miles north-west of Auchterarder. The Perthshire Tourist Route passes through the village linking Crieff to the A9 trunk road.

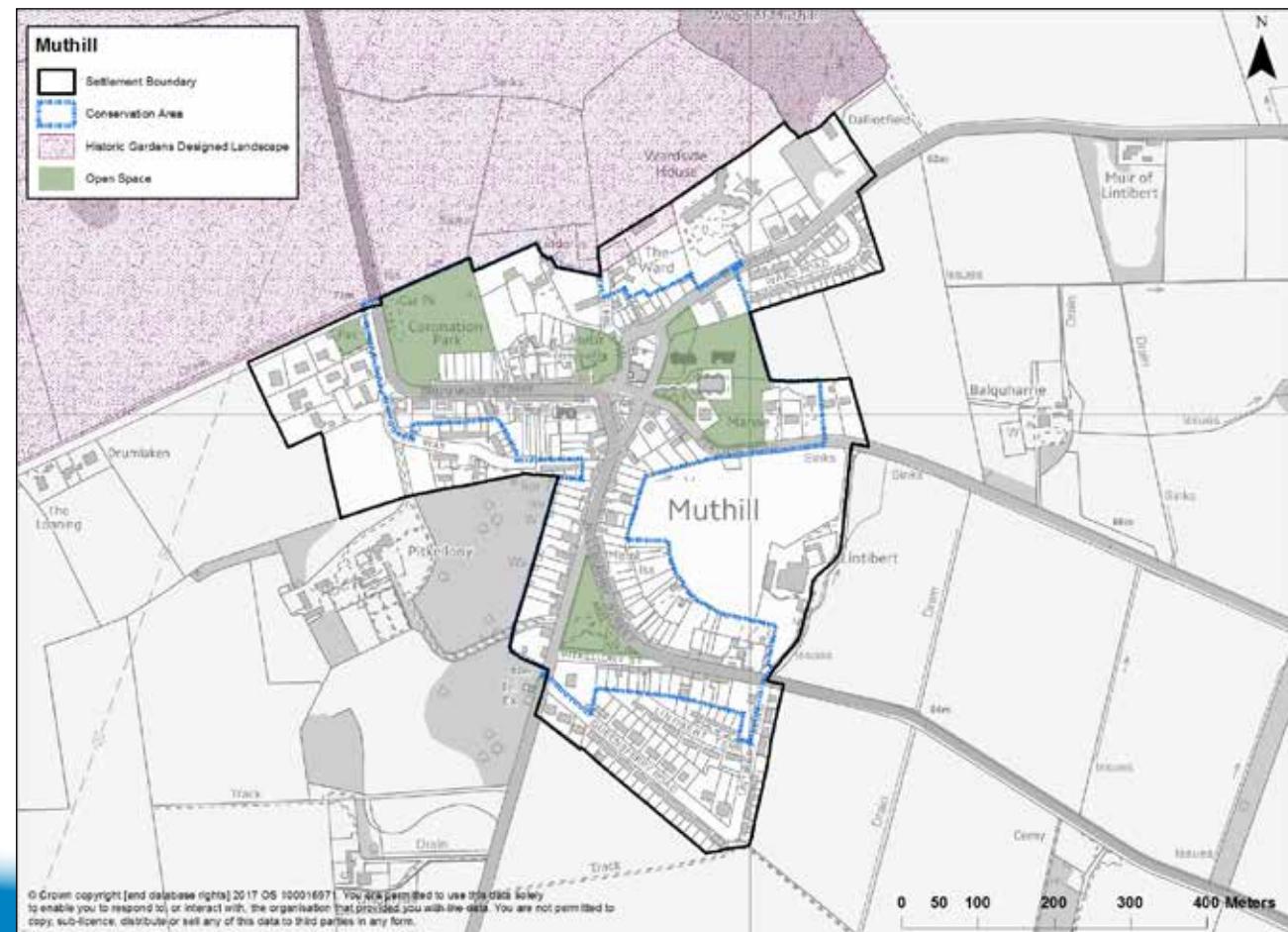
The settlement is mainly residential and has important areas of open space at Coronation Park, Highlandman's Park and the Parish Church. It has some shops and services including a village shop, hotel and petrol filling station. It also has a range of community facilities.

Muthill incorporates a Conservation Area designation which seeks to protect its character and historic Integrity. Particularly important features include the pattern of long rigs (or burgages) along the eastern part of Drummond Street and to the rear of properties on the curving terrace of Willoughby Street; and the village's narrow wynds or pends, some of which incorporate historic paving.

The northern edge of the settlement borders the Drummond Castle Garden and Designed Landscape, making this area sensitive to potential development. In particular, the Conservation Area Appraisal highlights the importance and value of existing tree belts. Also, the setting of the Parish Church is highlighted as sensitive to development that might affect views of the church.

The village is not identified for significant growth but the settlement boundary includes an area of land south and west of Ancaster Way that is not specifically identified as a housing proposal, but could be developed as an infill site.

Land at Lintibert Farm is also included in the settlement boundary where outline planning permission was previously granted for a mixed housing development (ref. 07/02128/OUT, permission now lapsed).

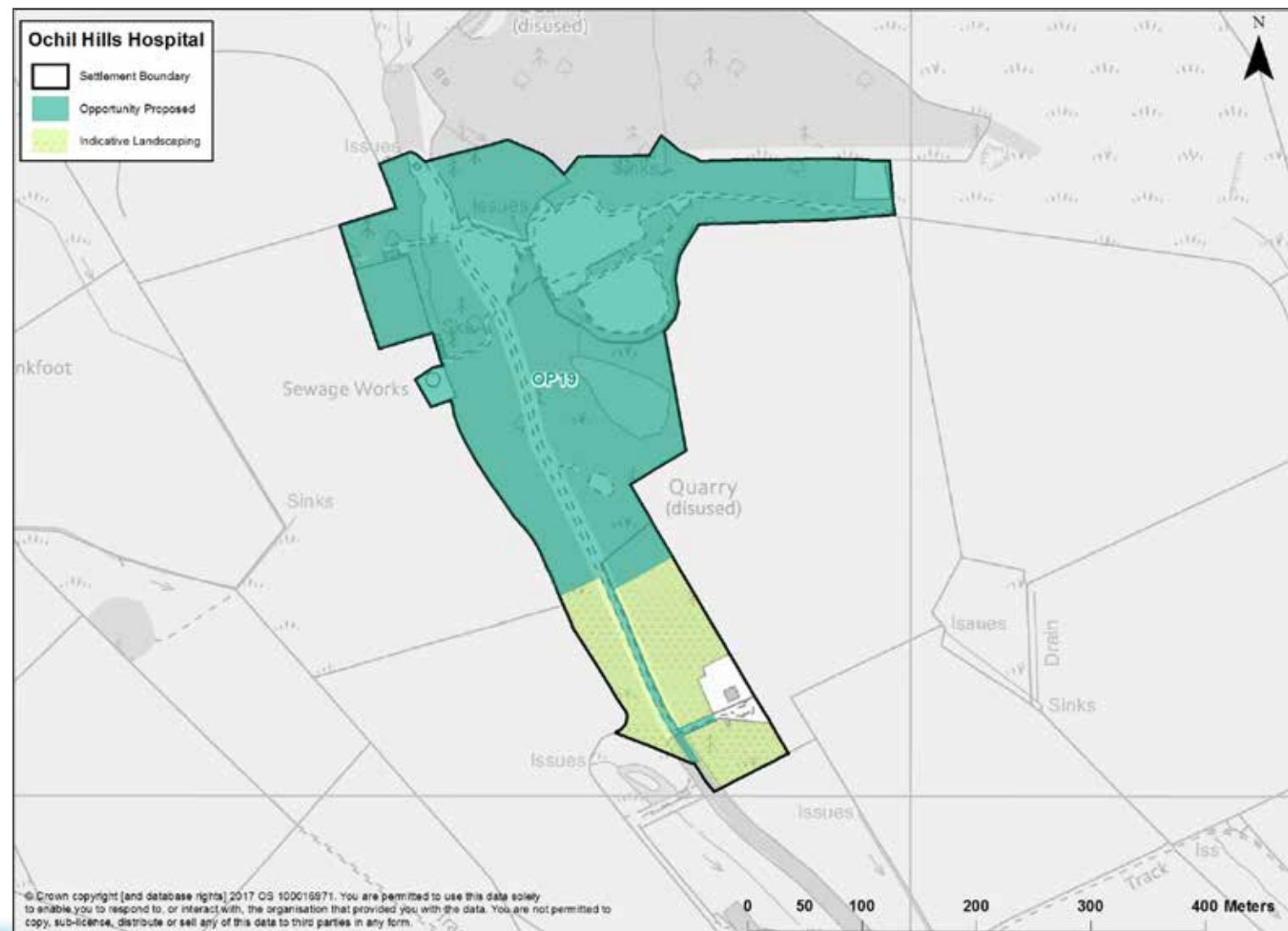


Ochil Hills Hospital

Settlement Summary

The site covers the grounds of the former Ochil Hills Hospital, built in 1902 as a TB sanatorium. Unused since the late 1980s, the main hospital building and associated annex buildings were demolished in 2003. The majority of the grounds are wooded. The site is served by a long, single track access road from the minor public road system at Tillyrie. Ochill Hills Hospital has been identified as being able to accommodate some limited future growth to encourage the redevelopment of brownfield land.

This settlement lies within the Loch Leven Catchment area and so any development should comply with Policy 44.



(continued)



Ochil Hills Hospital (continued)

| Ref | Location | Size | Number/Uses |
|------|----------------------|---------|---|
| Op19 | Ochil Hills Hopsital | 10.6 ha | Residential maximum of 35 houses/hotel or leisure/institutional use |

Site Specific Developer Requirements

- A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application.
- Flood Risk Assessment and Drainage Impact Assessment.
- Open watercourses retained and minimum 6m buffer strip.
- Provision of public drainage system with capacity to accommodate surrounding development.
- Diversion of effluent outwith Loch Leven Catchment or mitigation measures.
- Improved access from A91 and develop roads layout to the satisfaction of the Roads Authority.
- Protect and enhance existing woodland.
- A comprehensive woodland management plan (in consultation with Forestry Commission Scotland) and specific proposals for its implementation.
- Improvements to existing core path and its connection to the wider core path network.



Perth Area Strategy

The Perth Area including the city and the surrounding villages contains the majority of the existing population of Perth and Kinross. TAYplan sets the strategic framework and identifies the Perth Core Area as being the location for the majority of development in Perth and Kinross within the principal settlements of Perth, Scone, Almondbank, Bridge of Earn, Oudenarde, Methven, Stanley, Luncarty, Balbeggie, and Perth Airport. TAYplan also identifies three strategic development areas at North West Perth, Oudenarde and Invergowrie. These sites alone will not meet the full development requirements for the Perth Area and the Plan adopts the TAYplan hierarchical approach of targeting the larger land releases to the largest

settlements. In addition, the strategy firstly seeks to utilise brownfield land within the settlements and secondly, land adjacent to existing settlements.

The Green Belt is the cornerstone for the spatial strategy of the Perth Area, helping to: manage long-term growth, preserve the setting, views and special character of Perth, and sustaining the separate identity of Scone. The Green Belt helps define the extent of long-term expansion of Perth and surrounding villages, as well as protecting its landscape setting.

(continued)



Perth Area Strategy *(continued)*

The biggest single constraint facing the Perth Area is the capacity of the roads infrastructure in and around Perth. Therefore the Council commissioned traffic modelling work for the Perth Area. This work demonstrates that the combination of background traffic growth and committed development would have caused if unchecked, not only unacceptable congestion, but also exacerbated the poor air quality.

To do nothing was not an option and the Council has been working with TACTRAN, (the Regional Transport Authority) in consultation with Transport Scotland to identify and deliver solutions which will remove constraints on the long-term development of the City and ensure that the national Trunk Road network is not compromised.

The package of measures identified are outlined in the Perth Transport Futures document and include:

- (1) improvements to the A9/A85 Crieff Road junction;
- (2) Cross Tay Link Road which connects the A9 to the A93 and A94 requiring the construction of a new bridge across the River Tay north of Perth;
- (3) a package of measures to reduce congestion and improve air quality within Perth City Centre;
- (4) improvements to public transport including new Park & Ride sites surrounding Perth;
- (5) improved pedestrian and cycle facilities.

Whilst some progress has been made and improvements to the A9/A85 junction are underway it is recognised that delivering these key projects will take many years resulting in a number of sites being constrained until the infrastructure is in place or under construction. Delivering the required infrastructure is challenging and will require

a partnership between the public and private sectors. Accordingly, developer contributions are required towards transport infrastructure and details are published as Supplementary Guidance.

It is recognised that delivering these key projects will take many years resulting in a number of sites being constrained until the infrastructure is in place or under construction. The major constraint is:

- *To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on planning consents for further housing sites of 10 or more outwith Perth on the A93 and A94 corridor, until such a time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites. The embargo is anticipated to be lifted in 2019.*

The Perth Area strategy concentrates on the delivery of three key strategic sites to the west/north-west and north of Perth and one at Bridge of Earn. Two of these are under development, one at north west Perth which is the Bertha Park community and the other is Oudenarde at Bridge of Earn. These sites will become the prime source of future employment and housing land during and beyond the Plan period. The concentration of development in this part of the City creates economies of scale around major infrastructure projects and maximises the potential to improve public transport links, and integrate employment and housing land. It also creates the critical mass that may justify key carbon reduction measures such as district heating systems with combined heat and power infrastructure.

(continued)



Perth Area Strategy *(continued)*

Perth City Settlement Summary

With a population of around 50,000 according to census 2011, Perth is the administrative, cultural and commercial centre of the area. In 2010 the City celebrated the 800th anniversary of the granting of its Royal Charter. The city grew up around its port and river crossings and was a significant ecclesiastical centre. More recent history has capitalised on transport connections and the city has become an important centre for the road and railway networks.

Until the 19th century, the area defined by the inner ring road largely represented the entire extent of Perth, but as the City expanded, the role of the central area became more specialised in retailing and employment as housing moved to the suburbs. Recently this trend has reversed with a marked increase in central area residents. The

construction of the concert hall, various streetscape enhancements, and the more flexible use of restaurants cafes and bars with the introduction of al-fresco pavement areas has extended the night-time economy improving the quality of the city centre.

The City Plan first published in 2013 and then reviewed in 2015 sets out agreed ambitions for Perth going forward. It was prepared on behalf of the Perth City Development Board bringing together senior representatives of the private and public sector in Perth and Kinross and the wider region. The City Plan is a holistic non-statutory document which covers issues which extend beyond the scope of this landuse plan.

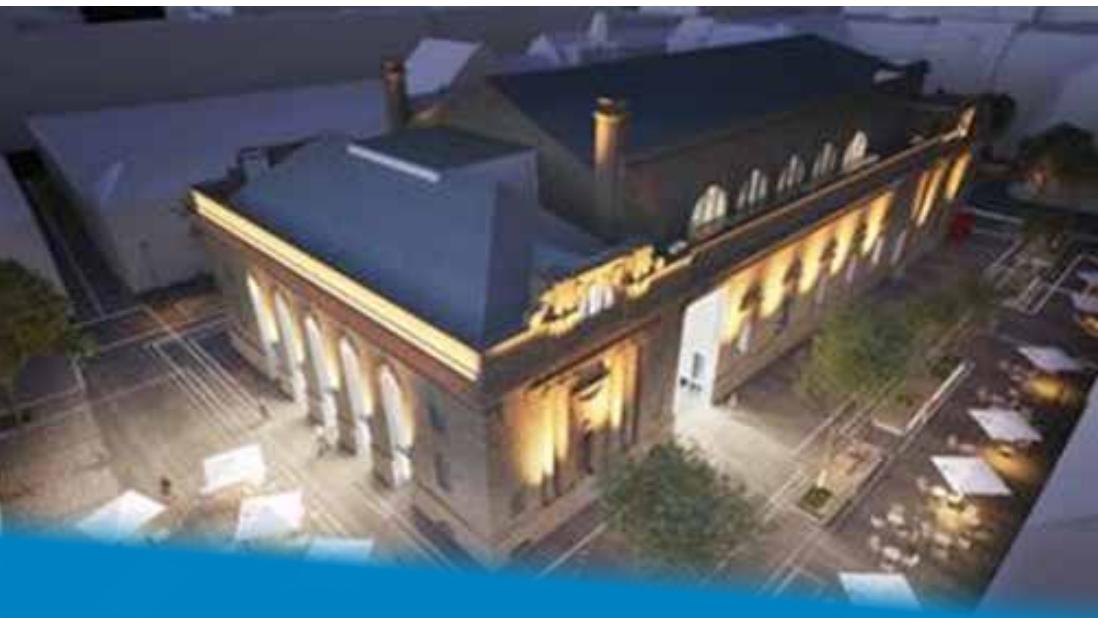
(continued)



Perth Area Strategy *(continued)*

This Plan supports its ambitions. In support, it has policies which provide a flexible framework which will assist landowners and developers to bring forward underutilised sites in the city centre, and which promote improvements of key transport routes and corridors. Also this plan allocates the City Plan's key land use proposals. In particular it identifies a major new visual arts centre within the former City Hall which will further extend the use and attractiveness of the city centre. In addition a new leisure centre and improvements to the railway station are proposed.

However within the City there is limited potential to bring forward brownfield sites for development and, as a consequence, significant green field expansion is also required. Options are however constrained by the hills, rivers and trunk roads and railways around the City.



The Plan identifies a Green Belt around Perth allowing sufficient land for long-term expansion to the north and west of the City. It will also strictly control the spread of built development in sensitive landscapes, particularly in the vicinity of Kinnoull and Corsie Hills.

Retailing

Perth City Centre is an important sub-regional centre for retailing and the Plan seeks to protect and enhance its vitality and viability. The Plan sets out the hierarchy with a geographically tight prime retail core focused around High Street, St John Street, George Street, Mill Street, Scott Street and South Street. Within this area larger retail units are particularly encouraged.

The remainder of the city centre is defined by a policy framework which encourages an appropriate mix of uses with particular encouragement given to small specialist retail units. TAYplan supports the identification of other retail centres in Perth. In line with national guidance, St Catherine's Retail Park, the area around Tesco, B&Q in the Crieff Road, the area around ASDA in Dunkeld Road and the Highland Gateway at Inveralmond are identified as commercial centres. Craigie, Rannoch Road and Bridgend are identified as neighbourhood centres. Small neighbourhood shops are encouraged in residential areas.

The Plan supports improving linkages between the city centre, the retail park and retail development. A mixture of uses at Thimble Row will help meet this aim.

Long-Term Strategic Development Areas

The Plan contains long-term proposals to develop new sustainable communities and provide a long-term supply of development land extending beyond 2040. These areas require the development of detailed proposals leading to the preparation and implementation of masterplans.

(continued)

Perth Area Strategy *(continued)*

Masterplans have been prepared and permitted as part of in principle planning applications for both Bertha Park and Almond Valley Areas, whilst Bertha Park has detailed permission for a 1st phase which is underway. Perth West has not reached this masterplanning stage yet, but these masterplans together with that for employment site E38 Ruthvenfield Road will require to be integrated to provide for economies of scale and linked service provision. To reflect the key principles of the Bertha Park and Almond Valley masterplans and to guide the preparation of a future masterplan for Perth West the Council has prepared draft West/North West Perth Strategic Development Framework Supplementary Guidance.

As part of the above process the developers will be expected to demonstrate economic viability and that the site is capable of being delivered without undue strain on the public purse.

Infrastructure Requirements for Perth

An infrastructure study was prepared to ensure that the infrastructure capacity is adequate to support the level of growth envisaged. This study highlights the current infrastructure provisions within Perth city, and what will be provided alongside the allocations and developments underway, it also recognises the following should be addressed:

- All development will contribute towards the Perth transport infrastructure improvements as set out in Supplementary Guidance.
- Preparation of a comprehensive Transport Strategy including infrastructure, services and funding mechanisms.

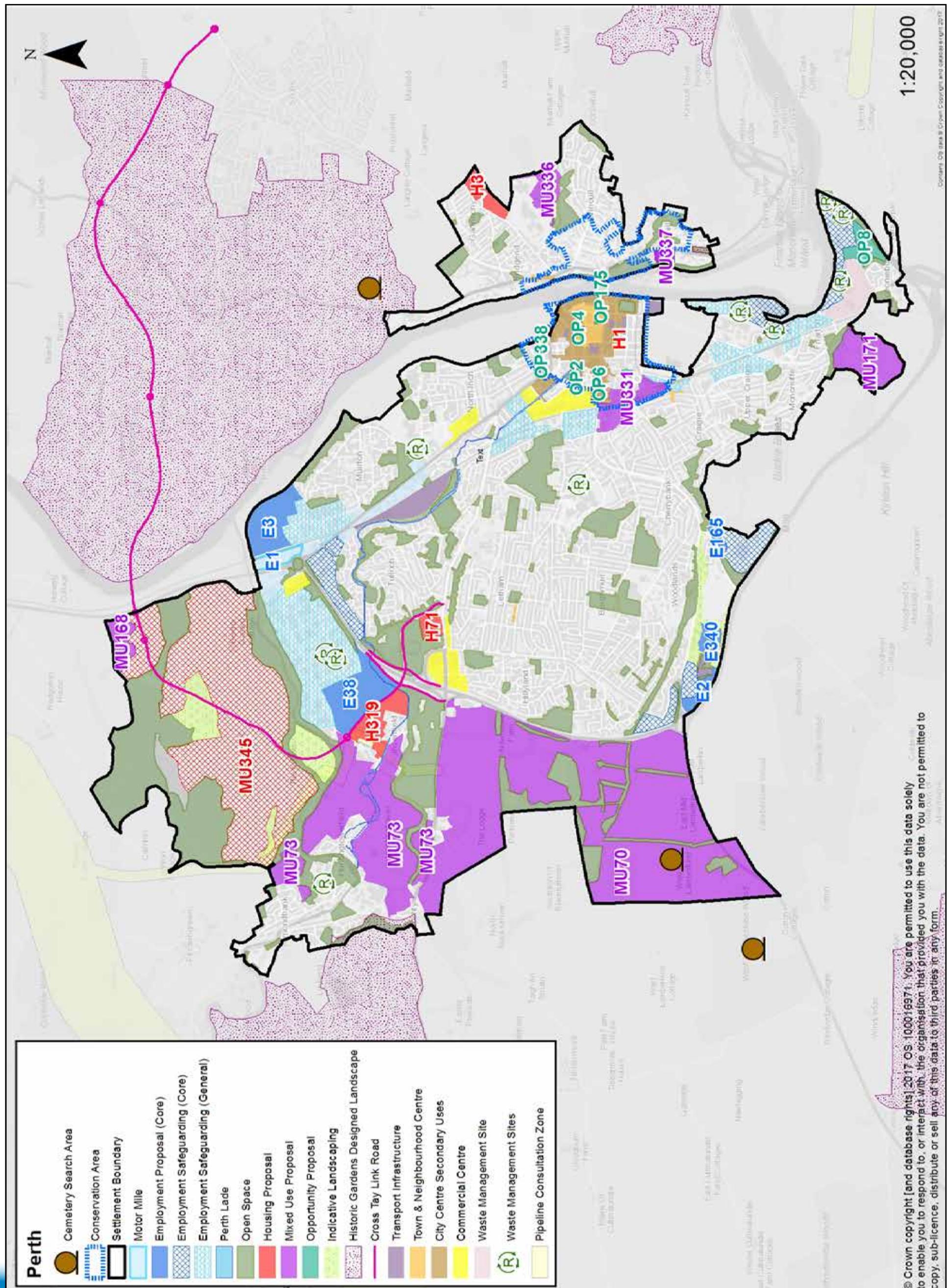
- A new secondary school at Bertha Park is under construction to provide an all-through school campus. Other new primary school provision will also be required but due to the long-term nature the size and location of schools is likely to change over time. Financial contribution to education provision is required in line with the Supplementary Guidance.
- It is anticipated that upgrades to the existing network and treatment works will be required as a result of the proposed development. Network investigations of the sewerage system and water supply capacity are required to accommodate the scale of development proposed by the Plan. All development should connect to Public Waste Water Treatment Works.
- And unless otherwise specified, developers at each site are encouraged to consider the provision of localised heat networks which are capable of connecting into a future larger district-wide network, or alternatively safeguard land for potential connection to a network at a later date.
- That there is a future need for more cemetery space, and so the Council has identified two search areas at Perth West and at Isla Road.

(continued)



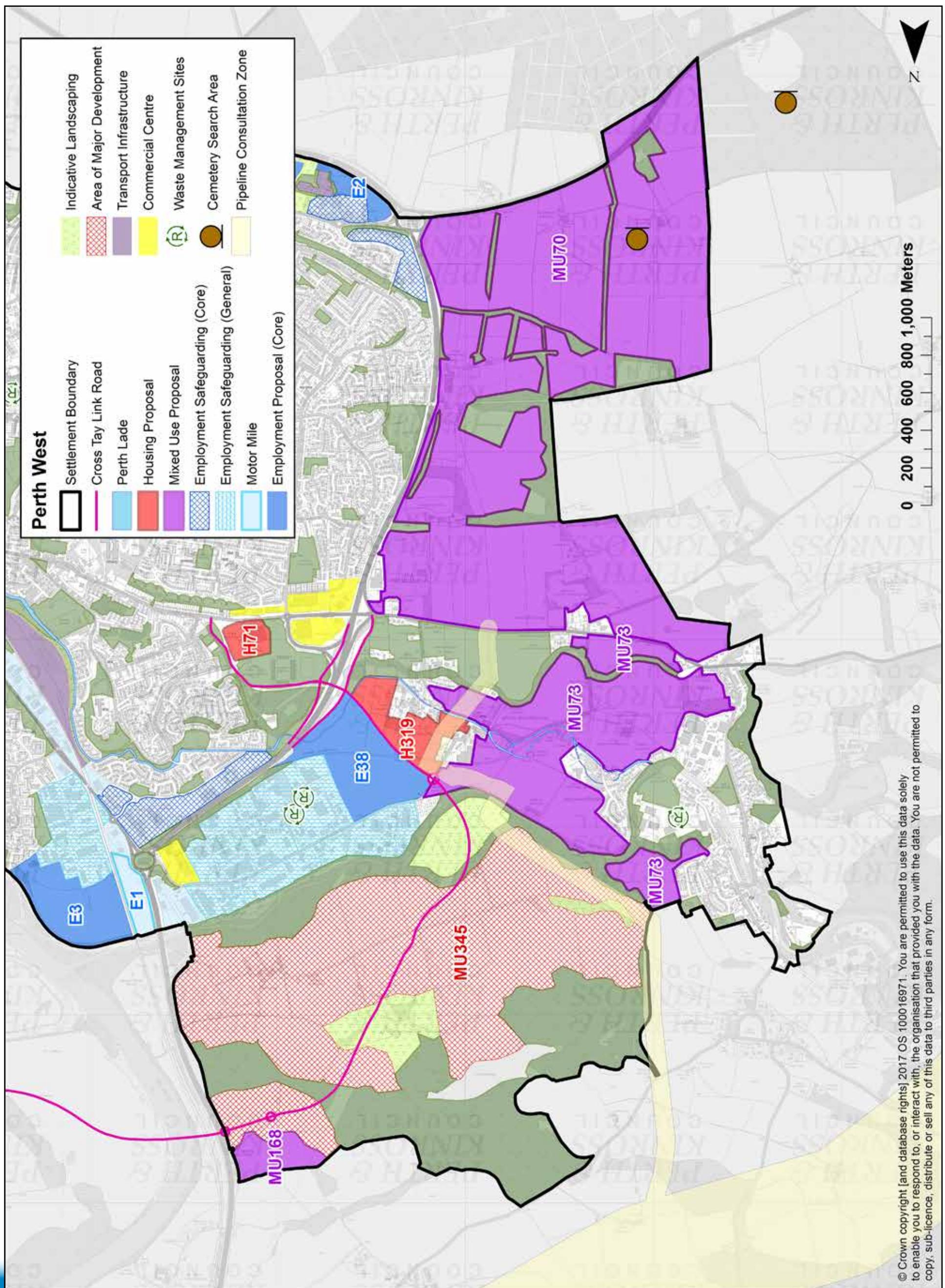


Local Development Plan 2: Proposed Plan



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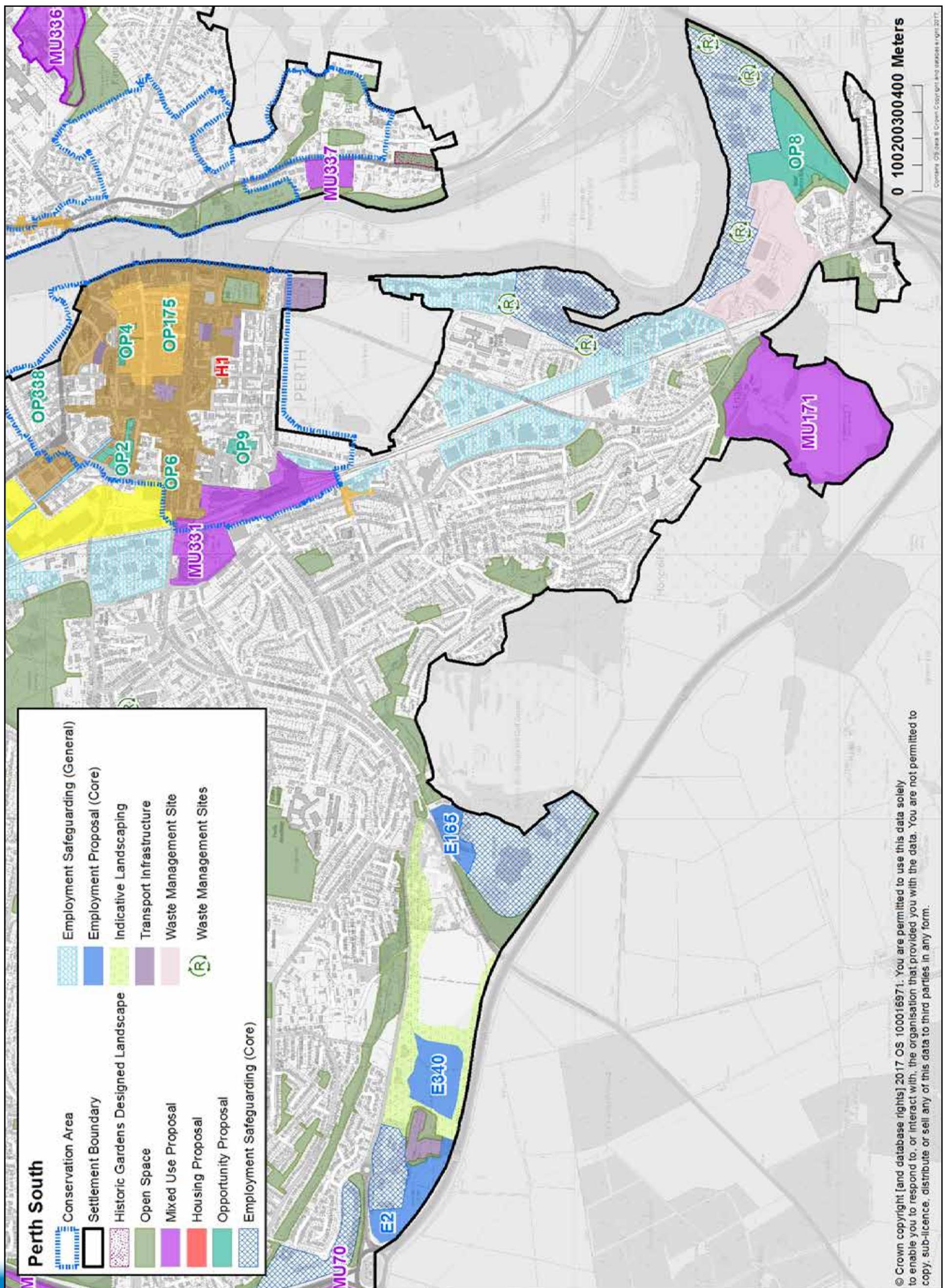




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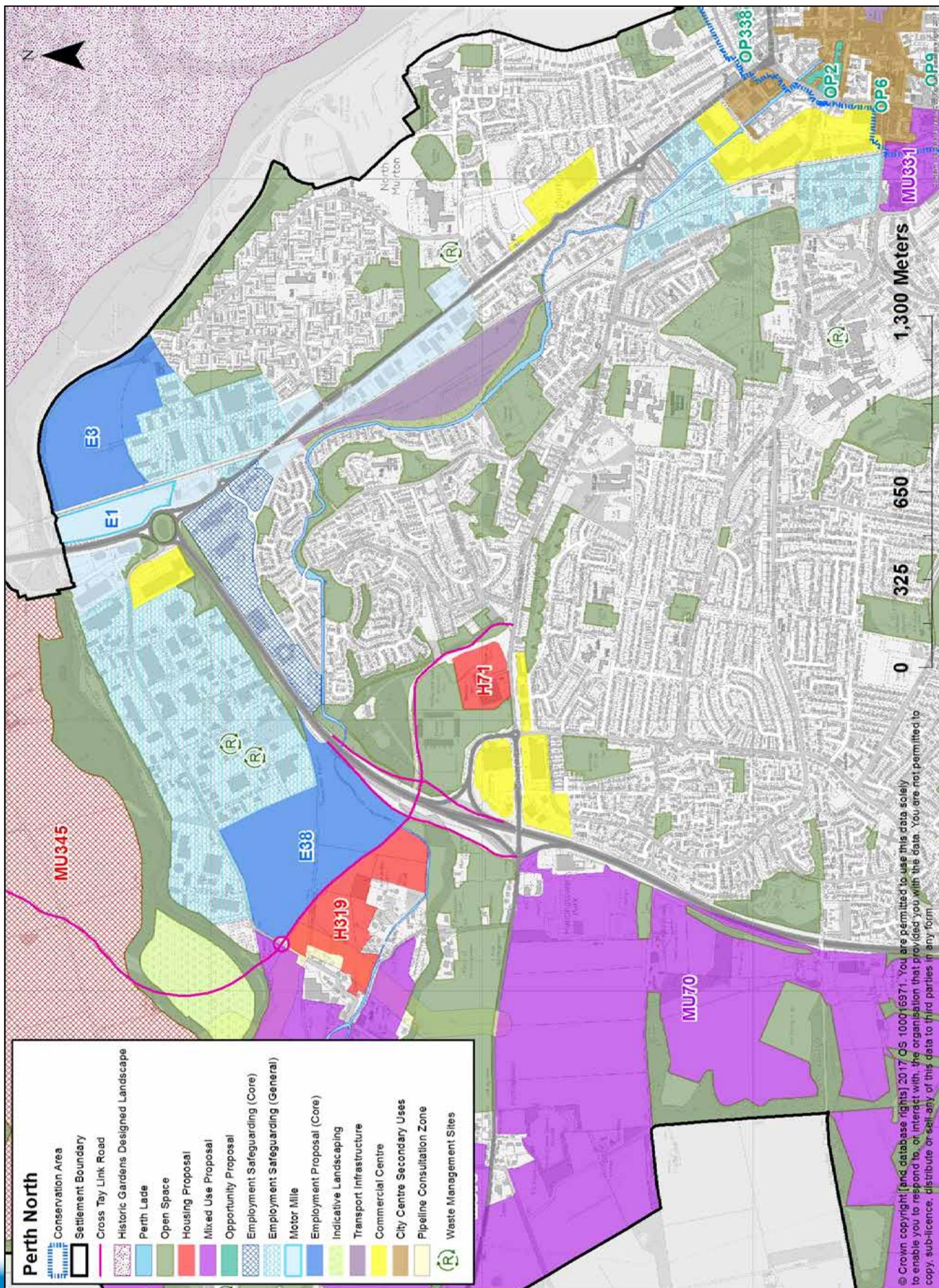
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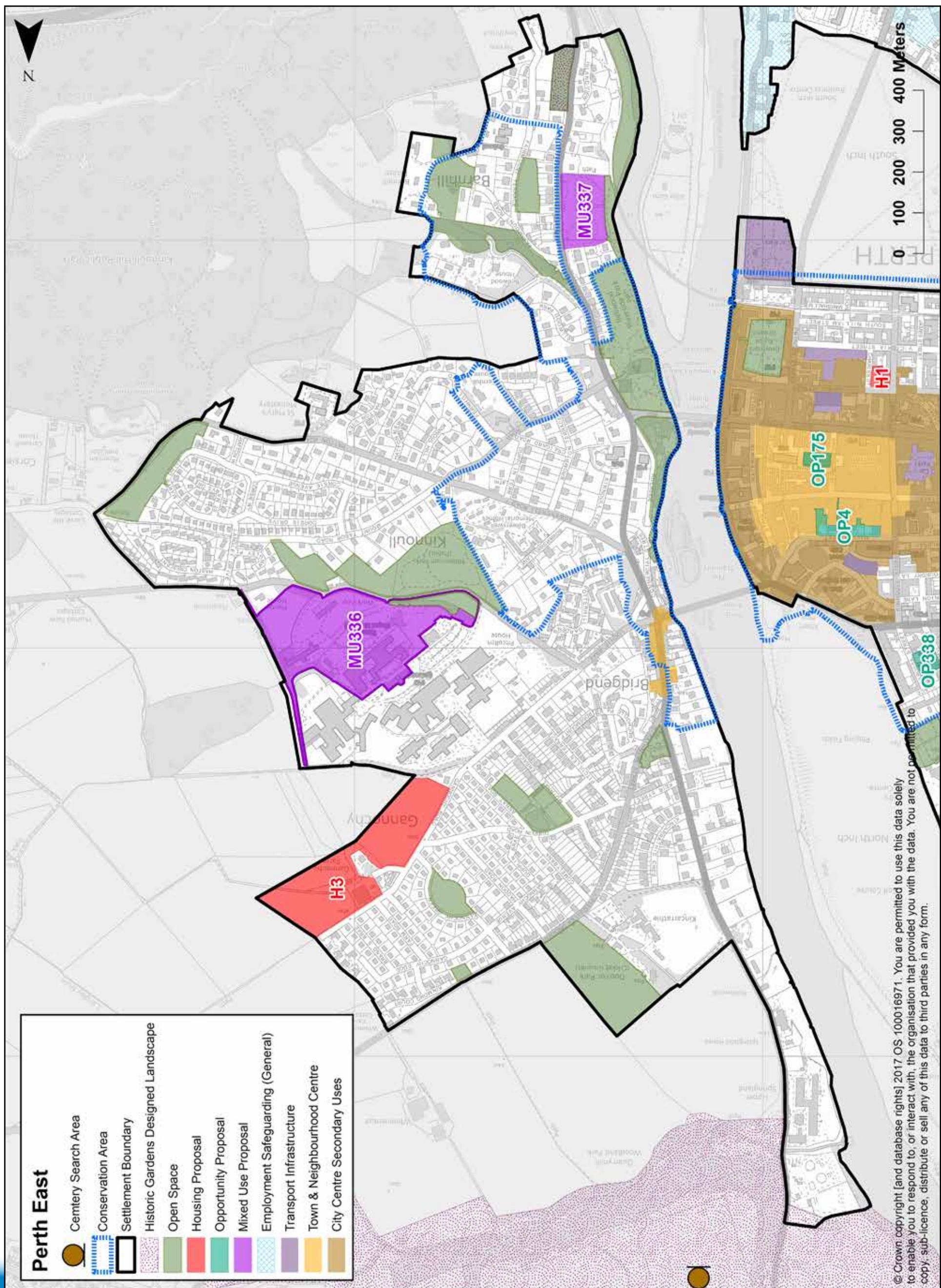


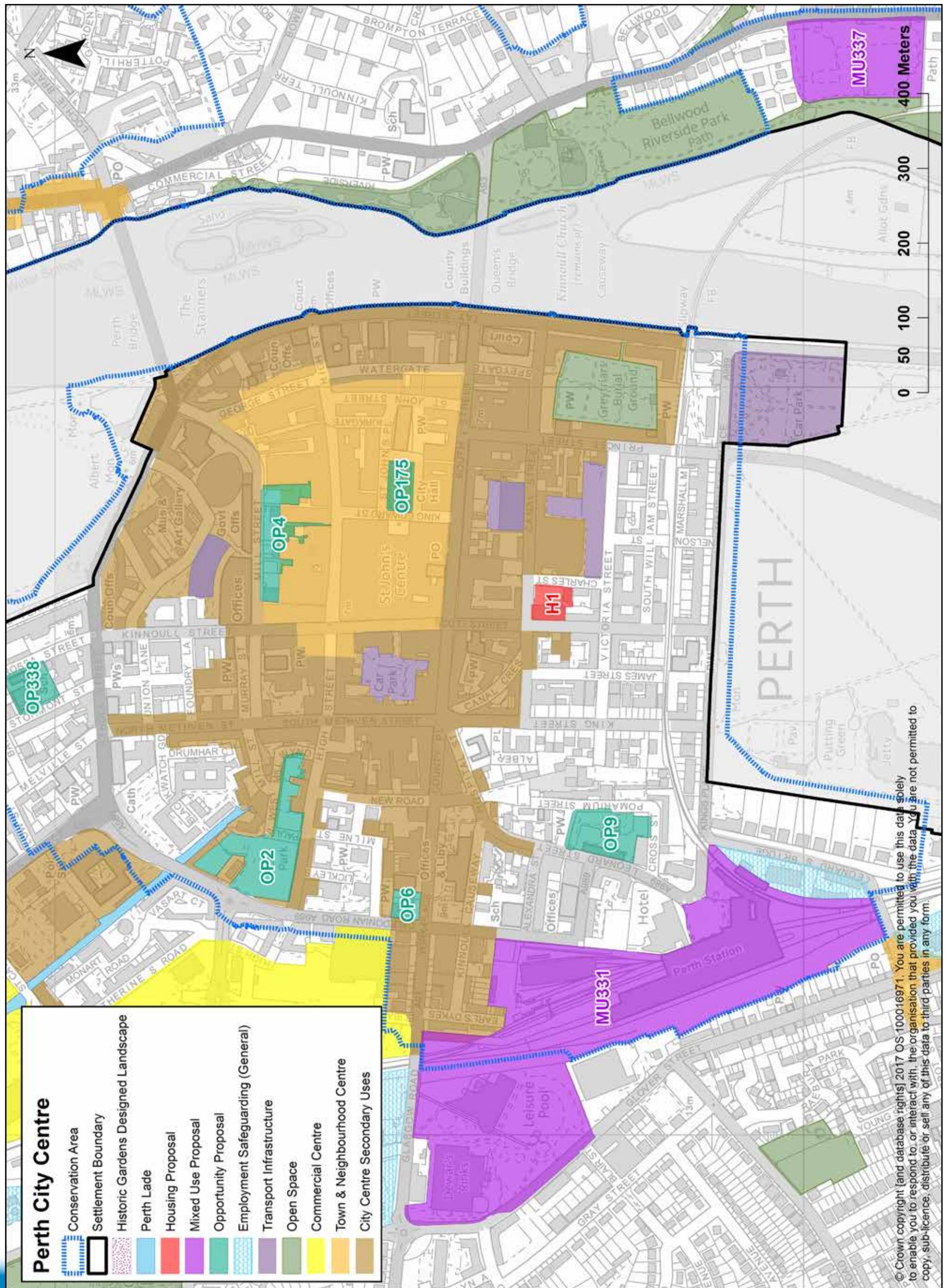


(continued)









(continued)



Perth Area Strategy (continued)

Long-Term Strategic Development Areas

| Ref | Location | Size | Uses |
|-------|-------------|--------------|--|
| MU345 | Bertha Park | 178 ha (est) | 3,000+, in excess of 25 ha employment land, and community facilities |

Site Specific Developer Requirements

- An in-principle planning permission was granted for the whole area, detailed planning permission has been granted for the first phase of the community, and development has started onsite. Future development should implement the approved planning permissions, masterplan, and obligations S75 legal.



(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Number |
|------|---------------|--------|-------------------|
| MU73 | Almond Valley | 150 ha | 704 - 1,100 homes |

Site Specific Developer Requirements

This site gained in principle planning permission for its development. However the part that lies to the south of the A85 relates more closely to Perth West so has been removed from this allocation. Detailed applications should now come forward and:

- *Implement the phasing programme for the housing, affordable housing, community facilities, open spaces, transport infrastructure contributions, road improvements, structure planting, and local centre in line with the planning permission/obligations S75 legal.*
- *Provide a site for potential new primary school.*
- *Provide a detailed delivery plan.*
- *Provide detailed Flood Risk Assessment with each phase of development.*
- *Provide facilities to enable connection to Perth's bus network.*
- *Provide a network of paths and cycle routes providing good active travel links to Perth and Almondbank.*
- *Provide green corridors in particular networks to link the site with Perth and the wider countryside.*
- *Provide biodiversity study updates and enhancement of biodiversity.*
- *Integrate the existing landscape framework into the development.*
- *Provide an Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development. The Energy Statement will be expected to consider possible linkages to sites M70 and H319.*
- *Provide a Construction Method Statement where a development site will affect a watercourse. The methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay Special Area of Conservation.*
- *Provide an updated otter survey and a species protection plan if required, so as to ensure no adverse effects on the River Tay Special Area of Conservation.*

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Number |
|------|---------------|--------|-------------------|
| MU73 | Almond Valley | 150 ha | 704 - 1,100 homes |



The map illustrates the Almond Valley area with various planning and infrastructure elements. Key features include:

- Red Line Boundary:** Represents the Red Line Boundary.
- Proposed Landscape Area or Physical Landscape Works:** Shown as green areas.
- Main Routes:** Indicated by thick grey lines.
- Core Routes/Pedestrian Links:** Shown as dashed purple lines.
- Main Developable Areas:** Shown as grey shaded areas.
- Existing Woodland:** Shown as green areas.
- CTLR:** Shown as pink dashed areas.

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Uses |
|------|------------|----------|---|
| MU70 | Perth West | 273.8 ha | 2,392-3,738 homes, 25+ hectares employment land, 2 local employment and community-focussed centres, land for medical centre, land for 2 double stream primaries and land for cemetery provision (within the allocation or within Lamberkine woodland) |

Site Specific Developer Requirements

A comprehensive masterplan is required at the point of any planning application. This masterplan will include an access strategy, and delivery strategy for comprehensive development of the whole site showing appropriately phased housing, community facilities, open space, woodland planting and employment land; and incorporating design statements that address topographical strengths, local heritage assets, and contribution to public art.

The Access Strategy must include early delivery of: multiple access points, a through route from the A85 to the A9, early active travel connections, and focus on an east to west residential phasing. This strategy should include a comprehensive plan for addressing A9 severance issues. The Delivery strategy must identify how the development will be implemented and any matters to be resolved such as land assembly and preparation, and co-ordinated infrastructure delivery. The Delivery Strategy must demonstrate that all the landowners/developers but also key stakeholders are signed up to it along with a risk analysis recording issues within and outwith their control.

A pause and review is required once either: 1,500 homes, or 20 hectares of employment land is developed, or by 2035, whatever comes first to reassess impact on the road network and the amount of modal shift.

Accessibility

- Transport Assessments, modelling studies, and placemaking principles will determine network, and local junction capacity, when and where the strategic junctions will be required, and when the connection from the A9 to the A85 is required in agreement with Perth and Kinross Council Roads authority and Transport Scotland. This will inform a Comprehensive Transport Strategy including infrastructure, services and funding mechanisms. There should also be reservation of land for a potential Park and Ride in association with the A9 junction.
- Early provision and enhancement of active travel linkages to existing settlements and to neighbouring core paths in particular the Sustrans Route 77 which runs along the River Almond and connects south through the Perth West site; off road links from Perth West to the new secondary school at Bertha Park, and provision of recreational routes through the Lamberkine Woodland also to enable diversion of the existing right of way, provision of a pedestrian/cycleway bridge provision over the A9 near Newhouse Farm.

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Uses |
|------|------------|----------|--|
| MU70 | Perth West | 273.8 ha | 2,392-3,738 homes, 25+ hectares employment land, two local employment and community-focused centres, land for medical centre, land for two double stream primaries and land for cemetery provision (within the allocation or within Lamberkine Woodland) |

Landscape and Openspace

- Urban design framework for A85 corridor.
- Landscape Framework with Greenspace network management plan.
- Range of multi-functional formal and informal green spaces including allotment provision.
- Major public parks complexes in north and south areas which will include between them: leisure facilities including equipped play areas and concrete skate park within landscaped parkland including an appropriate planting scheme which will also link into green networks.
- Sports facilities to be a shared resource for community and school including full sized grass pitches (numbers of pitches to be confirmed through the masterplanning process), floodlit synthetic turf pitch and multi user games areas (MUGA) with changing facilities. Provision of suitable pedestrian and vehicular access to these facilities and cycle and car parking.
- A green corridor along the A9 to control outward views where appropriate; and
- A blue-green active travel network along the watercourse, with riparian features that connect to the Scouring Burn (the access into the site needs to take into account the route of the Blue-Green corridor). This will be a key green link across the site that needs to connect with the wider green network and provide pedestrian and cycling access into the city. The existing corridor, including the Burn, will need to be wide enough to provide attractive and safe cycling and pedestrian access as well as new native planting, and riparian enhancement as a key wildlife corridor.
- Retain, enhance and secure mechanisms for the long term management of existing native woodland. Fragmentation of woodland habitat corridors should be mitigated through new woodland planting.
- A connected framework of woodlands, and tree belts and new native planting areas to link green spaces, and create a new outer western woodland edge with a robust native and more useable and functional woodland structure to help integrate the new development into the landscape.
- Access into the site to limit the loss or fragmentation of the ancient woodland and avoid loss of ancient semi natural woodland at Lamberkine and requirement to compensate for loss by extending native planting to the north and south.

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Uses |
|------|------------|----------|--|
| MU70 | Perth West | 273.8 ha | 2,392-3,738 homes, 25+ hectares employment land, two local employment and community-focused centres, land for medical centre, land for two double stream primaries and land for cemetery provision (within the allocation or within Lamberkine Woodland) |

Landscape and Openspace (continued)

- The structure of the felling programme should tie in with maintaining and strengthening robust boundaries and facilitating wider public amenity use of the woodland (thus ensuring it achieves the significant net public benefit required by Scottish Government's Policy on Control of Woodland Removal).
- Long-term woodland management, focus on native woodland, and extend public access and create a new outer western woodland.
- An integrated surface water and drainage strategy based on surface water flow patterns, aligning SUDS locations with the green network across the site wherever possible.
- Feasibility study to assess the restoration of the existing culvert on the Newton Burn.
- Open watercourses retained and minimum 6m buffer strip.
- Minimise soil sealing and maximise permeability.

Cultural Heritage

- A Battlefield Conservation Plan prior to detailed masterplan.
- Preserve setting of Mains of Huntingtower, Huntingtower Castle and key scheduled monument at Huntingtower Cairn.
- As part of any detailed application for each phase of development, following consultation with Perth & Kinross Heritage Trust and Historic Environment Scotland, a plan detailing the sensitive design of the development to protect and maintain the setting of a key scheduled monument at Huntingtower Cairn shall be required.
- An archaeological programme of works with results feeding into a mitigation strategy for the preservation of heritage assets in situ or by record.

Other

- A geo-environmental audit.
- Good-quality soils should be removed for effective reuse.



(continued)

Perth Area Strategy (continued)

| Ref | Location | Size | Uses |
|------|------------|----------|--|
| MU70 | Perth West | 273.8 ha | 2,392-3,738 homes, 25+ hectares employment land, two local employment and community-focused centres, land for medical centre, land for two double stream primaries and land for cemetery provision (within the allocation or within Lamberkine Woodland) |

Other (continued)

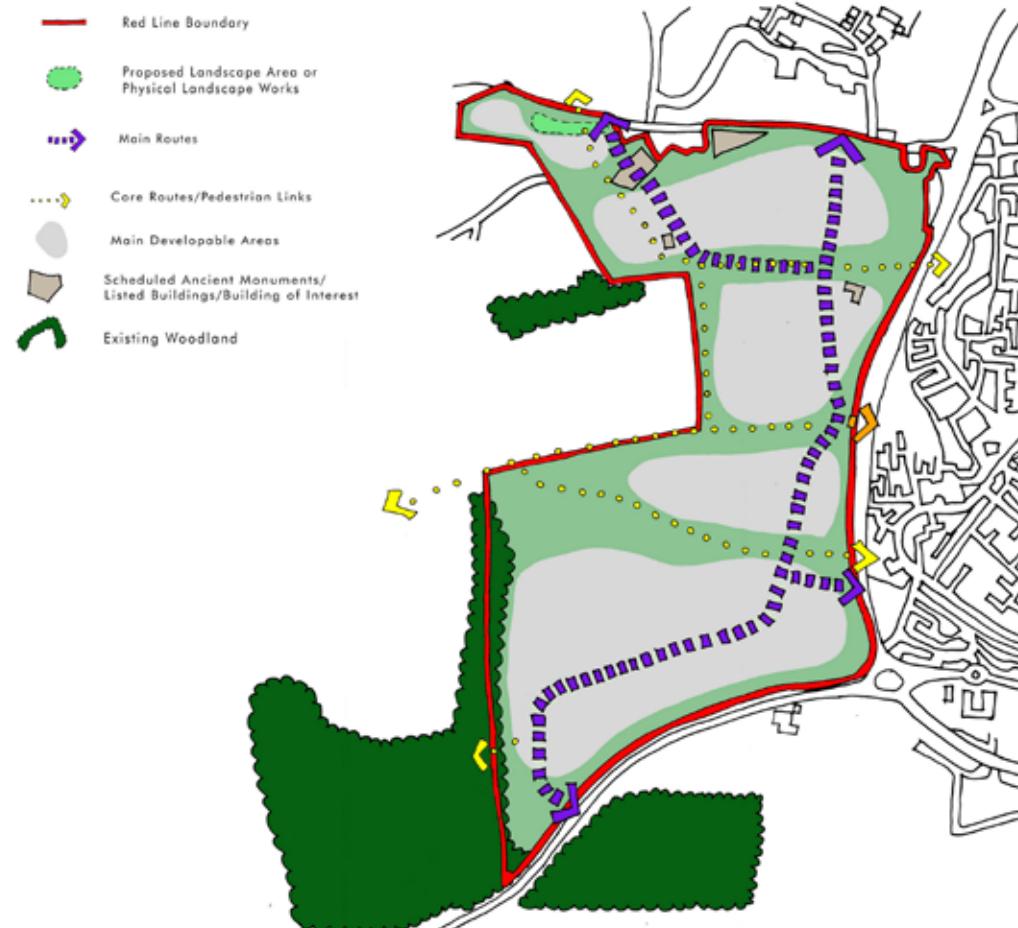
- Incorporate national grid 'Sense of Place' guidelines.
- Requirement for Drainage Impact Assessment and Flood Risk Assessment.
- Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development. The Energy Statement will be expected to consider possible linkages to site MU73.
- Noise Impact Assessment (and possibly noise attenuation measures adjacent to the A9).
- Construction Method Statement is required for all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay SAC.
- Where the development of the site is within 30m of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required, so as to ensure no adverse effects on the River Tay Special Area of Conservation (SAC).
- Assessment of potential amenity impacts from the Agricar and Kings businesses.

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Uses |
|------|------------|----------|--|
| MU70 | Perth West | 273.8 ha | 2,392-3,738 homes, 25+ hectares employment land, two local employment and community-focused centres, land for medical centre, land for two double stream primaries and land for cemetery provision (within the allocation or within Lamberkine Woodland) |



Local Development Plan 2: Proposed Plan

(continued)

Perth Area Strategy (continued)

Housing Sites

| Ref | Location | Size | Number |
|-----|-----------------------------|------|----------|
| H1 | Scott Street/Charles Street | 2.6 | 78+homes |

Site Specific Developer Requirements

- Design to take account of conservation area location.
- Drainage Impact Assessment and Flood Risk Assessment. Areas protected by the Flood Protection Schemes should be subject to appropriate mitigation measures: including water resistance, and water resilience measures and evacuation procedures.

| Ref | Location | Size | Number |
|-----|---------------|------|-------------|
| H3 | Gannochy Road | 2.6 | 68-96 homes |

Site Specific Developer Requirements

Within this allocation the land lying to south of Gannochy farmhouse has gained detailed planning permission for 48 homes. Across the whole allocation proposals require:

- Transport Assessment - there may be capacity issues prior to CTLR completion requiring sensitive phasing.
- Design to reflect the design of the surrounding residential area.
- Planting to augment existing framework.
- Links to core path networks.
- All units to be affordable housing.
- Flood Risk Assessment and Drainage Impact Assessment which will define the developable area of the site.
- Open watercourse to be retained and minimum 6m buffer strip.
- Investigating the potential for providing on-site/improving off site community facilities.

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Number |
|-----|-------------|------|-----------------|
| H71 | Newton Farm | 4.1 | 72 - 110 homes* |

Site Specific Developer Requirements

A masterplan will be required for the comprehensive development of the site setting out the phased release of the housing areas. The masterplan should be informed by a Flood Risk Assessment, which will identify which areas of the site are suitable for development.

- Cycle paths, and connections to core paths incorporated into masterplan and designed to improve active transport links to Perth.
- Enhancement of biodiversity.
- Energy Statement including details of an investigation of the potential for the provision of, and/or extension to, a heat network to serve the development.

* Taking account of its location and the scale of the surrounding built environment there would be a strong preference for flatted development fronting onto the main road frontages. As a result the capacity is difficult to predict and may exceed the numbers identified above.

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Number |
|------|--------------|---------|---------------|
| H319 | Ruthvenfield | 12.3 ha | 115-153 homes |

Site Specific Developer Requirements

A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application.

- Multiple vehicular accesses required to the external road network.
- A Flood Risk Assessment and Drainage Impact Assessment will be required. Areas protected by the Flood Protection Schemes should be subject to appropriate mitigation measures: including water resistance, and water resilience measures and evacuation procedures.
- Open watercourse retained and minimum 6m buffer strip.
- Appropriate setback from and planting along CTLR embankments for residential amenity.
- Tree survey of existing trees and design to protect and incorporate existing trees with enhancement of trees, biodiversity and protection of habitats.
- Green corridors along the Lade to link the site with Perth and wider countryside.
- Network of paths and cycle routes providing good active travel links to the Lade, and MU73.
- Investigation of any contaminated land on the site together with a programme of appropriate remediation works.
- An Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development. The Energy Statement will be expected to consider possible linkages to site E38.

The site plan illustrates the Ruthvenfield development area. It features a red line boundary defining the site's extent. Within the site, there is existing woodland (green areas), main routes (black lines), and areas of investigation for flooding (dotted purple lines) and archaeology (hatched areas). The plan also shows the location of main developable areas (grey shaded regions) and the area of investigation for archaeology (orange hatched area).



(continued)

Perth Area Strategy (continued)

Mixed Use Sites

| Ref | Location | Size | Uses |
|-------|----------------------|--------|---|
| MU168 | North of Bertha Park | 7.9 ha | Park & Ride and general employment uses |

Site Specific Developer Requirements

- Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development.
- Tree survey required, retain existing trees along A9, with new native woodland planting toward the open rural landscape to the north, east and west, and in views from the A9 and CTLR to minimise the landscape the visual impact.
- Flood Risk Assessment and Drainage Impact Assessment.
- Construction Method Statement to be provided for all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay SAC.
- Where the development of the site is within 30m of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required so as to ensure no adverse effects on the River Tay SAC.
- Suitable standoffs from overhead lines and use the National Grid guidance on designing development near high voltage overhead powerlines called 'A Sense of Place'.
- An archaeological survey to be undertaken and impacts on the historic environment will be avoided wherever possible through sensitive layout and design.

| Ref | Location | Size | Uses |
|-------|--------------------------------|---------|--|
| MU331 | Perth Railway Station and PH2O | 11.4 ha | Railway station improvements, leisure, hotel |

Site Specific Developer Requirements

- Prepare a masterplan which considers joint access and parking arrangements at the time of any planning application.
- Improve transport interchange with suitable links to bus, cycle and pedestrian networks.
- The site includes the B listed station, and lies adjacent to the B listed (Gothic) Station Hotel, and opposite the C listed Royal British House on Leonard Street and the B listed former Caledonian Road Primary School. There is a requirement for a well-designed and sympathetic entrance to the B listed Perth railway station, whilst impacts on the historic environment (including setting of) will be avoided and enhanced wherever possible through sensitive layout and design. An archaeological survey is also required for the Glover Street Works/distillery record.
- Drainage Impact Assessment to define any areas at risk and inform appropriate detailed layout and levels and SUDS.
- Energy Statement is required for PH2O including details of an investigation of the potential for the provision of, and/or extension to, a district heating/cooling system to serve the development.

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Number/Uses |
|-------|-----------------------|--------|------------------------------------|
| MU336 | Murray Royal Hospital | 8.8 ha | Residential and/or community uses* |

Site Specific Developer Requirements

A Masterplan setting out the phasing, delivery strategy and the comprehensive development of the whole of this site is required at the time of any planning application. Informing the masterplan will be:

- a Transport Assessment will be required including for the sensitive phasing of the site. To fully address this the assessment should take account of other committed development feeding into the Bridgend area, both within Perth and the wider Perth area;
- only the conversion of the Listed Buildings will be allowed to be occupied prior to the opening of the CTLR;
- Flood Risk Assessment from unnamed watercourse and surface water flooding;
- biodiversity surveys;
- an archaeological survey to be undertaken and impacts on the historic environment will be avoided wherever possible through sensitive layout and design;
- a full condition survey of existing listed buildings.

Suitable numbers for this allocation will be determined by the masterplanning process. This masterplan should:

- include early phasing of reuse of the listed buildings and a programme of repairs;
- consider appropriate use for the chapel investigating potential for community use;
- ensure sufficient pathway permeability throughout the former hospital site, connecting to and protecting the core path along the northern and eastern boundaries and providing connection to Gannochy Road;
- identify key features that need to be retained as far as possible including the topography, woodland belts and avenues (some of which are covered by Tree Preservation Orders) and the attractive stone walls, minimising earthworks by utilising current ground levels;
- retain important parkland setting southeast of the main buildings as open space;
- propose a strong landscape framework of trees throughout the development but especially along the north and east boundaries of the site;

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Number/Uses |
|-------|-----------------------|--------|------------------------------------|
| MU336 | Murray Royal Hospital | 8.8 ha | Residential and/or community uses* |

(continued)

- be sensitive to density as whilst there is likely to be loss of some of the open aspect, an appropriate landscape plan will be important to ensuring any development sympathetically integrates into its parkland setting;
- due to the topography and the significantly visible nature of the site, consideration should be given to use of natural materials and sympathetically coloured materials for external finishes, avoiding large areas of white render so as to reduce visual prominence and settle the buildings into the natural surroundings;
- ensure that where new build or replacement elements are deemed acceptable they are of high design quality so that they make an appropriate contribution to the significance of the site;
- include a Construction and Environment Management Plan which minimises site traffic movements, ensures on-site parking for construction workers during construction phases, routing of construction traffic and consequent wear and tear of local roads, ensuring road cleaning where required.

* Note there is no estimate given on the numbers that will be appropriate as this will be a complicated proposal involving: flattened development; conversion of listed buildings; and retention of large areas of parkland setting.

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Number/Uses |
|-------|-------------------|--------|---------------------------------|
| MU337 | Hillside Hospital | 1.9 ha | Residential (61 + homes), hotel |

Site Specific Developer Requirements

A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application.

- Access difficulties mean a Transport Assessment will be required which may affect capacity/type of uses.
- Construction Method Statement to be provided for all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay SAC.
- Where the development of the site is within 30m of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required so as to ensure no adverse effects on the River Tay SAC.
- A scheme for contamination will be required to include the nature and extent and types of contamination and measures to deal with contamination during construction, and condition of the site on completion of decontamination measures.
- An archaeological survey to be undertaken and impacts on the historic environment will be avoided wherever possible through sensitive layout and design.
- Protect the tree covered by the Tree Preservation Order and retain stone walls.

*Taking account of its location and the scale of the surrounding built environment there would be a strong preference for some flatted development. As a result the capacity is difficult to predict and may exceed the numbers identified above.

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Number/Uses |
|-------|--------------|----------------------------------|--|
| MU171 | Perth Quarry | 21 ha (around a 1/3 developable) | 112-175 homes, plus leisure and recreational uses and/or employment uses |

Site Specific Developer Requirements

A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application. This masterplan should be informed by a feasibility study and business case for any leisure proposal/s to clarify their viability and employment levels and show the cross subsidy from the residential development.

- *The extent of housing and employment/recreational/leisure land will be assessed through the masterplan but housing/employment uses should be contained on lower ground and should not constitute more than roughly a third of the site.*
- *To compensate and replace the previous quarry use with at least commensurate employment levels there needs to be significant public benefit delivered (through recreational paths and serviced employment land and/or commercial leisure proposals and facilities) phased alongside and cross funded by the housing.*
- *Assessment of mineral resource to prove proposal will safeguard remaining mineral workable resources of economic or conservation value.*
- *Assessment to show ground conditions are suitable for residential development/public access with an assessment of quarry wall stability and geometry, and strength of the rock mass.*
- *Suitable restoration of the land with a geo-environmental audit to determine the level of contamination and remediation requirements for areas of potential contamination.*
- *Provision of a Transport Assessment.*
- *Flood Risk Assessment and Drainage Impact Assessment required at the planning application stage to define area at risk and appropriate detailed layout and levels and SUDS.*
- *Assessment of geological interest and preparation of a preservation plan.*
- *Retain and protect the setting of the B listed gunpowder magazine hut to the south west of the site.*
- *Tree survey required.*

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Number/Uses |
|-------|--------------|----------------------------------|--|
| MU171 | Perth Quarry | 21 ha (around a 1/3 developable) | 112-175 homes, plus leisure and recreational uses and/or employment uses |

Provision of a Masterplan including/showing:

- improved access from Gleneagles Road;
- the creation of direct, convenient and safe pedestrian/cycle links to adjoining areas so that the development integrates (including direct link/s to Edinburgh Road and methods of pedestrian/cycle crossing at Edinburgh and Gleneagles Road);
- facilities that encourage and promote healthy lifestyles including creation of a network of cycle and pedestrian links through the informal open space (to integrate and link with existing facilities/core path at St Magdalene's Hill and at Buckie Braes) and additional leisure facilities and associated parking and services;
- a phased restoration programme and landscape management plan;
- a robust landscape framework maximising the potential to enhance biodiversity and protection of habitats;
- an appropriate design and layout of development ensuring appropriate amenity for residential areas addressing design issues in relation to levels, and enclosure within the quarry floor in terms of sunlight/daylight, microclimate, and views.



The map illustrates the proposed development of the Perth Quarry site. It features a red line boundary defining the Red Line Boundary. Inside this boundary, there are several green shaded areas representing Proposed Landscape Areas or Physical Landscape Works. A purple dashed line indicates Main Routes, and a dotted yellow line shows Core Routes/Pedestrian Links. Yellow dots represent Main Developable Areas. A small area of existing woodland is shown in green with a tree icon. The map also shows the surrounding urban area with a grid of streets.



(continued)

Perth Area Strategy (continued)

Employment Sites

| Ref | Location | Size | Uses |
|------|----------|--------|------------------------|
| E340 | Broxden | 4.5 ha | Employment uses (core) |

Site Specific Developer Requirements

In principle planning permission was granted for a wider masterplanned area including residential areas to the east which are under development. The following are requirements for the detailed application/s to follow:

- the servicing of this employment land must be fully serviced before the occupation of 50% of the residential dwellings associated with phase 4 of the in principle planning permission;
- provision of landscape framework: retain and reinforce planting on southern boundary, creation of a linear landscaped park along the western most watercourse incorporating a viewing point and neighbourhood park and landscaping on the north boundary to create a 'green corridor' along the Glasgow Road;
- Green Travel Plan;
- access from new signal controlled junction on the A93 Glasgow Road.

| Ref | Location | Size | Uses |
|------|------------|--------|---|
| E165 | Cherrybank | 2.1 ha | Employment uses (core), hotel, and non-residential institutions |

Site Specific Developer Requirements

- Connect to the core path network to east.
- Tree survey required: enhancement of biodiversity and habitats and retention of existing woodland.

| Ref | Location | Size | Uses |
|-----|--------------|--------|-----------|
| E1 | The Triangle | 6.8 ha | Car sales |

Site Specific Developer Requirements

- Design of any proposals required to be of a sufficiently high standard for this prominent site.
- Drainage Impact Assessment and Flood Risk Assessment. Areas protected by the Flood Protection Schemes should be subject to appropriate mitigation measures: including water resistance, and water resilience measures and evacuation procedures.

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Uses |
|-----|----------|--------|------------------------|
| E2 | Broxden | 4.0 ha | Employment uses (core) |

Site Specific Developer Requirements

- Flood Risk Assessment and Drainage Impact Assessment required which will define the open space which will be protected in perpetuity for Flood Risk reasons.
- Flood Risk Assessment must demonstrate that development does not increase the risk of flooding elsewhere particularly downstream on the Craigie Burn.
- Open space to also provide a green wedge into the city and links to the Green Belt.
- Cycle paths, core paths and rights of way incorporated into masterplan and designed to improve active transport links to Perth.
- Enhancement of biodiversity and habitats.

| Ref | Location | Size | Uses |
|-----|------------|---------|------------------------|
| E3 | Arran Road | 18.3 ha | Employment uses (core) |

Site Specific Developer Requirements

- A Flood Risk Assessment will be required. Areas protected by the Flood Protection Schemes should be subject to appropriate mitigation measures including water resistance, and water resilience measures and evacuation procedures.

| Ref | Location | Size | Uses |
|-----|-------------------|---------|------------------------|
| E38 | Ruthvenfield Road | 23.6 ha | Employment uses (core) |

Site Specific Developer Requirements

A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application.

- A Flood Risk Assessment will be required. Areas protected by the Flood Protection Schemes should be subject to appropriate mitigation measures: including water resistance, and water resilience measures and evacuation procedures.
- Perth Area contribution to road infrastructure (A9/A85 junction improvements required at commencement of development) (phasing details to be agreed).
- Facilities to enable expansion area to be connected to Perth's bus network.
- Tree survey required: integration of existing landscape framework into the development to the site and in particular the protection of woodland so that it forms the backdrop to the development.
- Integration of existing landscape framework into the development to the site.
- Network of paths and cycle routes providing good active travel links.
- Green corridors in particular along the River Tay to link the site with Perth and wider countryside.
- Enhancement of biodiversity.
- Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development. The Energy Statement will be expected to consider possible linkages to site H319.



Perth Area Strategy (continued)

Opportunity Sites

| Ref | Location | Size | Uses |
|-----|------------|--------|---|
| OP2 | Thimblerow | 0.8 ha | Residential (62 + homes), retail, leisure, car park |

Site Specific Developer Requirements

- Design to create urban form and streetscape compatible with surrounding conservation area.
- Buildings to be up to 3/4 stories high along Old High Street but could be up to five stories high along Caledonian Road.
- Corner feature to be created at Old High Street/Caledonian Road.
- Buildings to be hard to pavement edge on Old High Street.
- Flood Risk Assessment and Drainage Impact Assessment required which will define the developable area of the site and which ensures that no built development takes place on the functional flood plain or within an area of known flood risk.
- Scheme to incorporate 200 spaces minimum public car parking.
- Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development.

| Ref | Location | Size | Uses |
|-----|--------------------------|--------|--|
| OP4 | Mill Street (south side) | 0.6 ha | Development which improves or creates Mill Street frontage |

Site Specific Developer Requirements

- Drainage Impact Assessment and Flood Risk Assessment. Areas protected by the Flood Protection Schemes should be subject to appropriate mitigation measures: including water resistance, and water resilience measures and evacuation procedures.

| Ref | Location | Size | Uses |
|-----|------------------------------|--------|--|
| OP6 | Waverley Hotel, County Place | 0.1 ha | Residential or secondary city centre use |

Site Specific Developer Requirements

Detailed planning permission was granted for demolition of a hotel and erection of a multi-use hall and gym.

- Design to respect prominent location.

(continued)



Perth Area Strategy (continued)

| Ref | Location | Size | Uses |
|-----|---------------|--------|------------------------|
| OP8 | Friarton Road | 6.8 ha | Employment uses (core) |

Site Specific Developer Requirements

- Contribution to access improvements.
- Landscaping improvements to southern and western edges of site.
- Drainage Impact Assessment and Flood Risk Assessment which will define the developable area of the site.

| Ref | Location | Size | Uses |
|-------|-----------|--------|---------------------|
| OP175 | City Hall | 0.2 ha | Cultural attraction |

Site Specific Developer Requirements

- Sympathetic restoration to ensure any adaptions do not adversely affect the City Hall's special interest.
- Protect the setting of the category A listed St Johns Kirk, arguably the most important building in Perth due to its importance in the founding of the medieval burgh.
- Integrate improvements to surrounding public realm to improve accessibility and use and activity.

| Ref | Location | Size | Uses |
|-----|--------------------------------|--------|---|
| OP9 | Bus Station, Leonard Street | 0.6 ha | Improved bus station but could be housing, hotel, leisure, office if alternative location found for bus station |

Site Specific Developer Requirements

- Drainage Impact Assessment which will define the developable area of the site
- Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development.

| Ref | Location | Size | Uses |
|-------|--------------------------------------|--------|--|
| OP338 | St John's School, Stormont Street | 0.3 ha | Classes 3 (restaurant) and 4 (offices) |

| Ref | Location | Size | Uses |
|---|----------|------|------|
| Site Specific Developer Requirements | | | |
| This site gained detailed planning permission for the conversion of the school with minimal external alterations to provide a creative exchange to provide studios for artists and office spaces for creative space and a cafe. | | | |
| <ul style="list-style-type: none"> • Design to take account of conservation area location. • Consideration to be given to conversion of existing building. | | | |

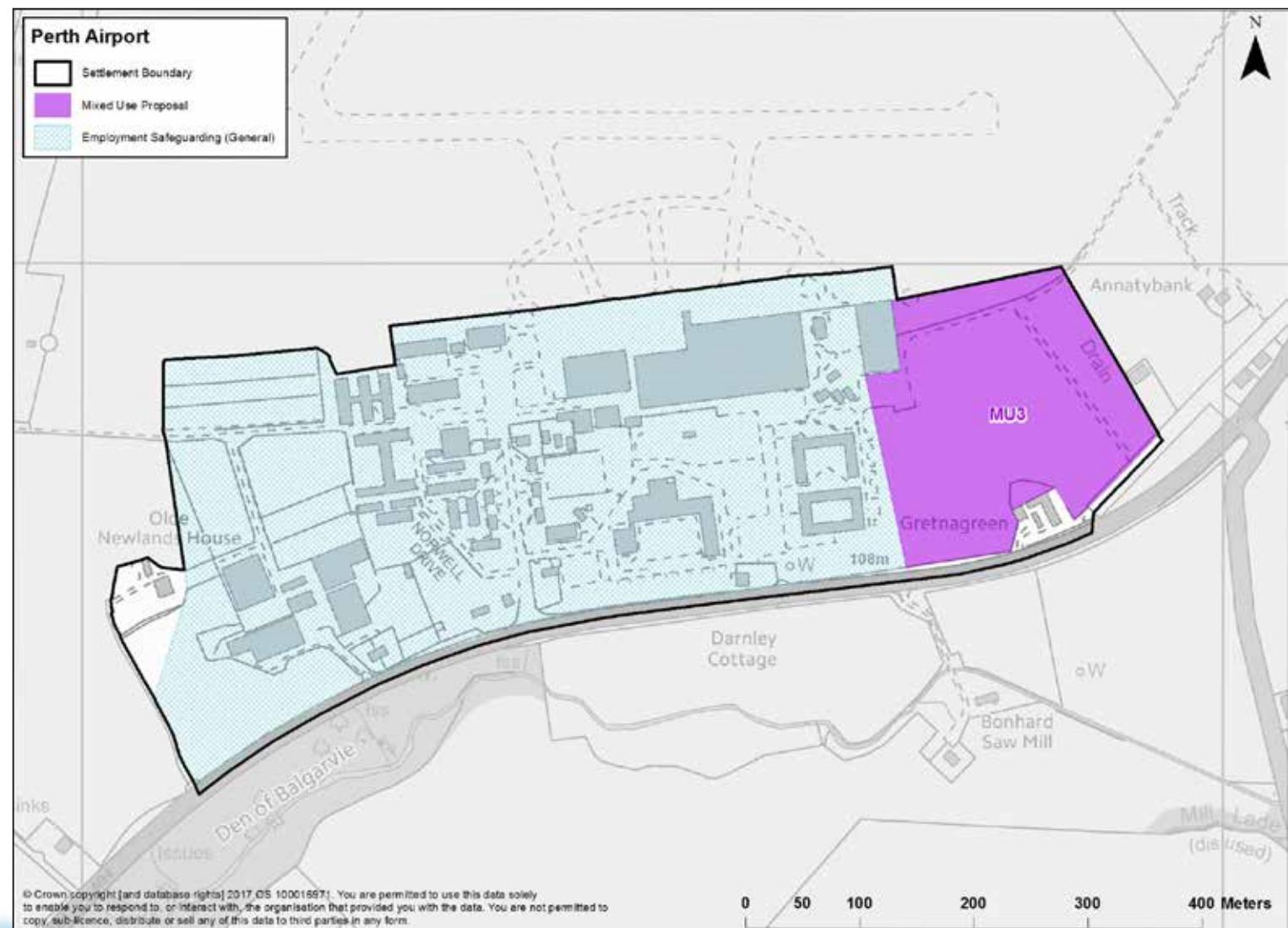


Perth Airport

Settlement Summary

Perth Airport was originally a military flight training school. It was extended in later years to train civilian pilots and accommodated a considerable number of students on site. It has now diversified into a variety of employment uses and some residential units. There is a mixed-use site identified that has Planning in Principle Permission for 50 units and general employment. A more holistic approach to Masterplanning the whole area is desirable in the long-term to ensure compatible uses.

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on detailed planning consents for housing sites of 10 or more until such a time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites. The embargo is anticipated to be lifted in 2019.



(continued)



Perth Airport *(continued)*

| Ref | Location | Size | Uses |
|-----|---------------|--------|--|
| MU3 | Perth Airport | 5.2 ha | Houses, 41-65 units General employment use, 50% of site |

Site Specific Developer Requirements

- Development must be compatible with airport use.
- Water supply and storage requires investigation.
- Enhancement of biodiversity and protection of habitats.
- Links to core paths and rights of way incorporated into the development.
- Improvements to the adjacent footway along the A94.



Pitlochry

Settlement Summary

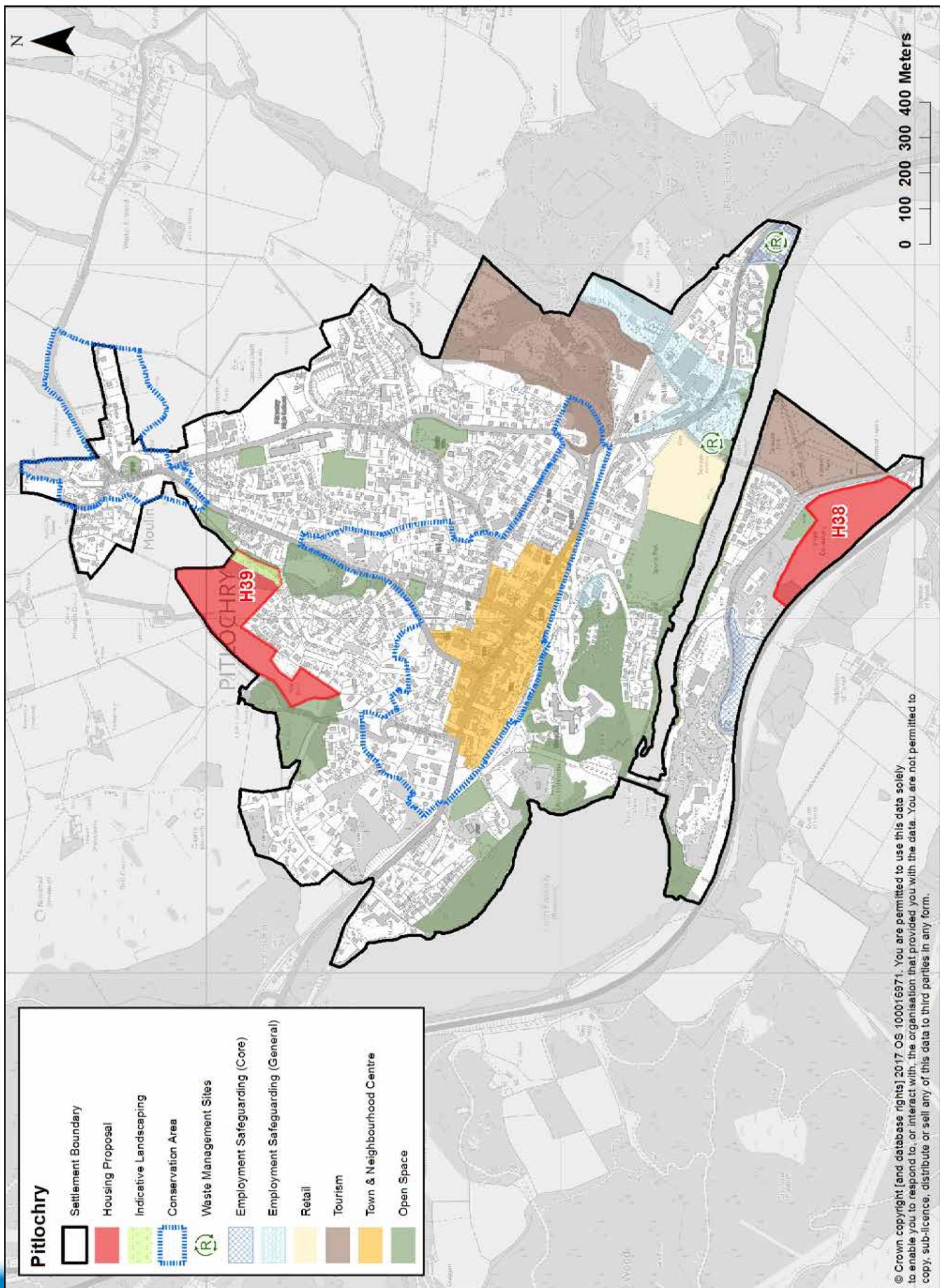
Pitlochry is the largest settlement in the Highland Perthshire area, split into two parts by the River Tummel. It is a local and visitor service centre and plays a significant role in the Highland economy. Tourism is a key driver to maintaining the viability of services and provide employment. The Plan therefore seeks to protect and retain existing employment and tourism uses.

Pitlochry is identified in TAYplan as a tier 3 principal settlement which means that it is expected to accommodate some growth. However opportunities for development are limited due to topography to the north, the River Tummel and its flood plain around the town, and the A9 which defines the southern boundary. Sites are allocated for new housing development at Robertson Crescent in the north and at Middleton of Fonab in the south. At Robertson Crescent houses will not be permitted to be built in the northernmost part of the site to help maintain the physical separation of Pitlochry and Moulin. As part of the Middleton of Fonab development an area will be reserved for the future expansion of the cemetery. A site is also reserved for retail development west of Bridge Road should an appropriate scheme come forward.

The future dualling of the A9 has the potential to bring positive economic benefits to Pitlochry although the land use implications of the project are not yet clear.

(continued)





Pitlochry (continued)

| Ref | Location | Size | Capacity Range |
|-----|--------------------|--------|----------------|
| H38 | Middleton of Fonab | 5.2 ha | 54-85 |

Site Specific Developer Requirements

- Flood Risk Assessment.
- Drainage Impact Assessment.
- Open watercourses to be retained and protected with a minimum 6m buffer strip and presumption against culverting.
- Access from the local road network with connections onto Logierait Road and enhanced walking and cycling opportunities to town centre.
- Paths within the site to link to the core path network to the west.
- Green infrastructure on the site to link to the wider network along the northern boundary.
- Noise attenuation measures adjacent to A9.
- Landscape Framework.
- Enhancement of biodiversity.
- Compensatory planting for any felled trees will be required.
- An area of land to be reserved for the future expansion of Fonab Cemetery.

The site plan illustrates the proposed development area, which is a long, narrow plot of land extending from the bottom right towards the top left. The plot is bounded by a red line and contains a green shaded area representing proposed landscape areas or physical landscape works. A purple dashed line indicates main routes, and a yellow dotted line shows core routes/pedestrian links. Existing woodland is shown as green areas with small trees, and a cemetery is indicated by a yellow rectangular area. The surrounding area includes a road network with several junctions and some buildings.

Legend:

- Red Line Boundary
- Proposed Landscape Area or Physical Landscape Works
- Main Routes
- Core Routes/Pedestrian Links
- Existing Woodland
- Cemetery

(continued)



Pitlochry (continued)

| Ref | Location | Size | Capacity range |
|-----|--------------------|--------|---------------------------------------|
| H39 | Robertson Crescent | 6.4 ha | 67-105 (may be limited by topography) |

Site Specific Developer Requirements

- Flood Risk Assessment.
- Drainage Impact Assessment.
- A minimum 6m buffer strip to be maintained along Moulin Burn and presumption against culverting.
- No development should occur on top of the piped flows to the underground reservoir in the south.
- Northernmost part of the site is for access only; no houses to be built on this part of the site.
- Paths within the site should link to the existing core path network and seek to further enable a largely off-road route to Pitlochry High School.
- Green infrastructure on the site to link to the wider network, particularly in the southwestern part of the site.
- Built form and layout of the site should respond appropriately to the landscape, in particular the Special Landscape Area, and strengthen the character of Pitlochry as a distinctive place.
- Landscape Framework.
- Enhancement of biodiversity.

The map illustrates the proposed development area (H39) in Robertson Crescent. Key features include:

- Red Line Boundary:** Marks the Red Line Boundary of the site.
- Proposed Landscape Area or Physical Landscape Works:** Shown as green shaded areas, indicating proposed landscaping or physical works.
- Main Routes:** Shown as purple dashed arrows indicating main access routes.
- Core Routes/Pedestrian Links:** Shown as yellow dashed arrows indicating core routes and pedestrian links.
- Main Developable Areas:** Shown as grey shaded areas indicating main developable land.
- Existing Woodland:** Shown as dark green areas representing existing woodland.
- Area of Investigation = Flooding:** Indicated by blue hatching along the southern boundary, representing an area of investigation for flooding.



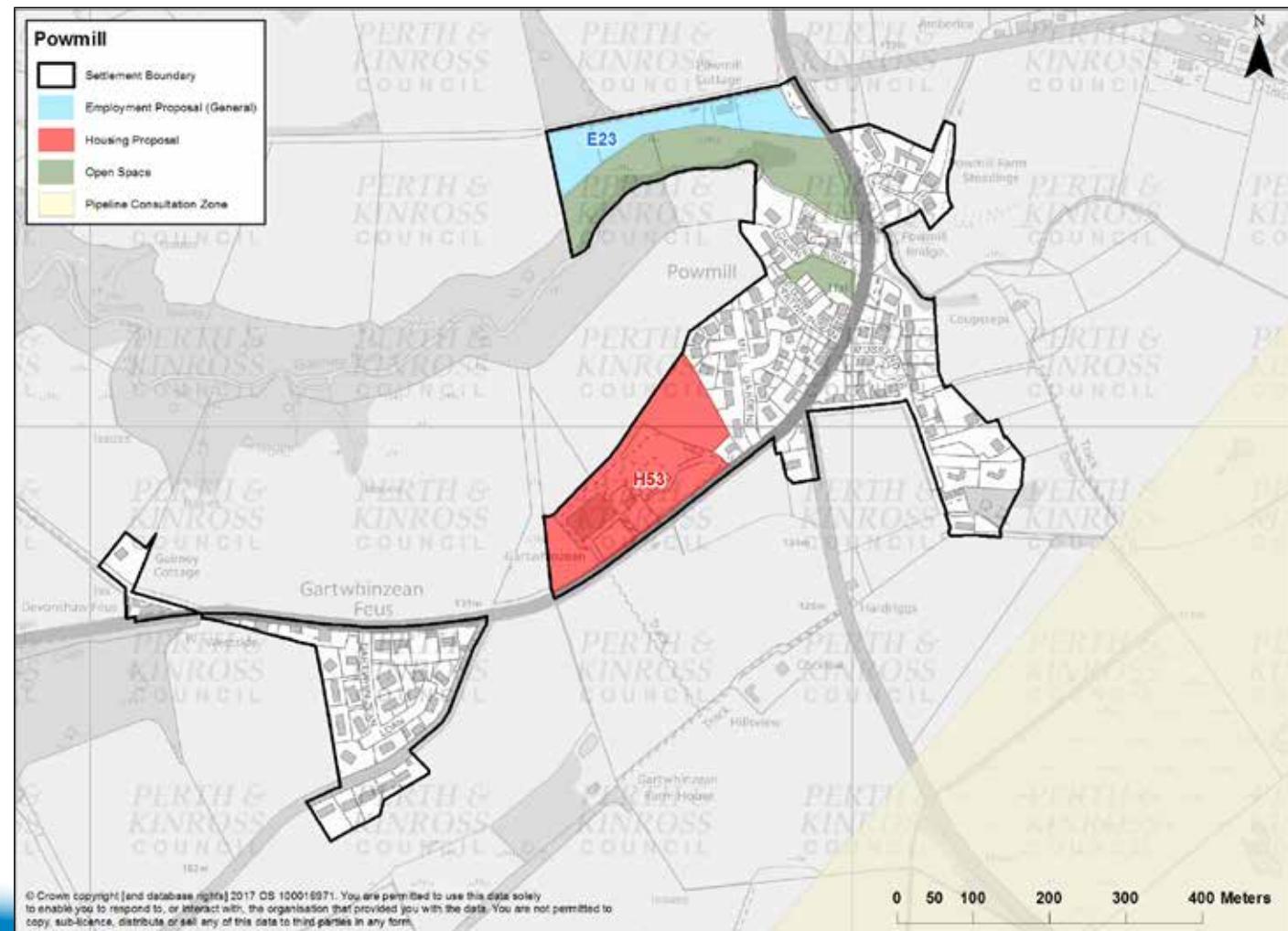
Powmill

Settlement Summary

Powmill lies on the Pow Burn, and has a small shop, village hall and the Powmill Milk Bar & Café to the north. Powmill and Gartwhinzean Feus are visually separated by the site of former Gartwhinzean Hotel and Farm Steading which occupy a prominent position. Powmill has been identified as being able to accommodate some limited future growth to encourage the redevelopment of brownfield land associated to the former Gartwhinzean Hotel and Farm Steading, and some expansion of employment opportunities. Fossoway Primary School has limited capacity to support further development. New proposals may be required to be phased to ensure sufficient space is available and a financial contribution towards education provision may be required in line with Council guidance.

Recognising its existing facilities and that there is opportunity for supporting and growing Powmill it is anticipated that there will be design-based workshops held to inform the next Local Development Plan involving all the key stakeholders. This would offer a good way to get all key stakeholders together to explore and clarify the future opportunities and issues

for the whole community. The workshops, feedback and testing of emerging proposals should help examine and clarify the opportunities and get broad consensus and ownership of the possible solutions during preparation of LDP3.



(continued)



Powmill (continued)

| Ref | Location | Size | Uses |
|-----|-----------------|--------|--|
| E23 | Powmill Cottage | 1.5 ha | Employment use with associated residential |

Encouragement will be given to the development or expansion of employment opportunities where the development would be compatible in amenity and land use terms with surrounding land uses. Single dwellinghouses in association with an employment use may be permitted where the employment use can exist as a stand-alone unit.

Site Specific Developer Requirements

- Flood Risk Assessment.
- Landscape Framework.
- Enhancement of biodiversity, natural space and riparian strip.
- Noise Impact Assessment.

| Ref | Location | Size | Number |
|-----|--------------|--------|-------------|
| H53 | Gartwhinzean | 3.2 ha | 46-73 homes |

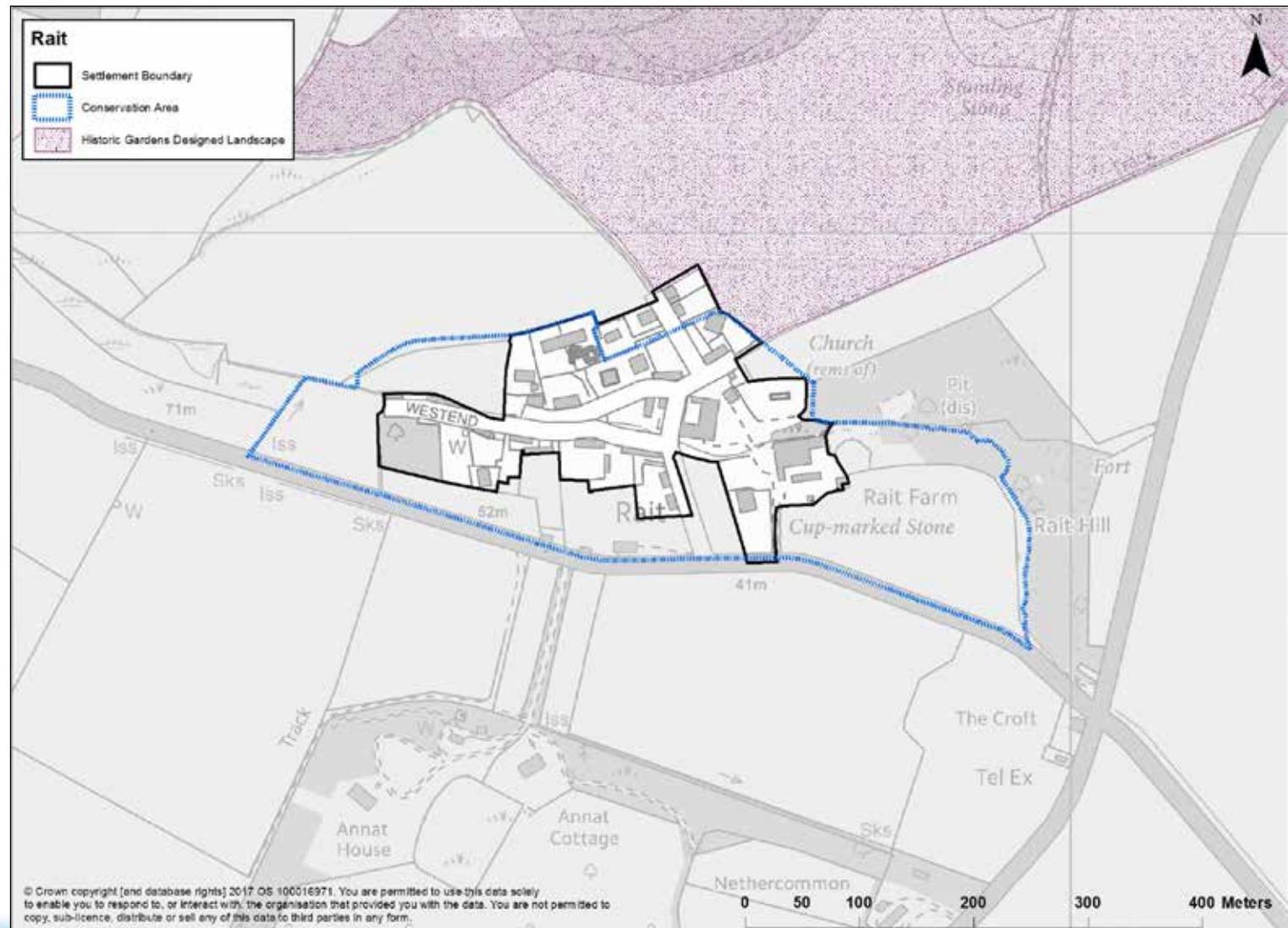
| Site Specific Developer Requirements | |
|--|--|
| <ul style="list-style-type: none"> • A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application. • Flood Risk Assessment. • Transport Assessment. • Road and access improvements to the satisfaction of the Council as Roads Authority. • Landscape Framework. • Restoration of the culverted watercourse to its natural state where this is practicable and minimum 6m buffer strip to watercourse. | |



Rait

Settlement Summary

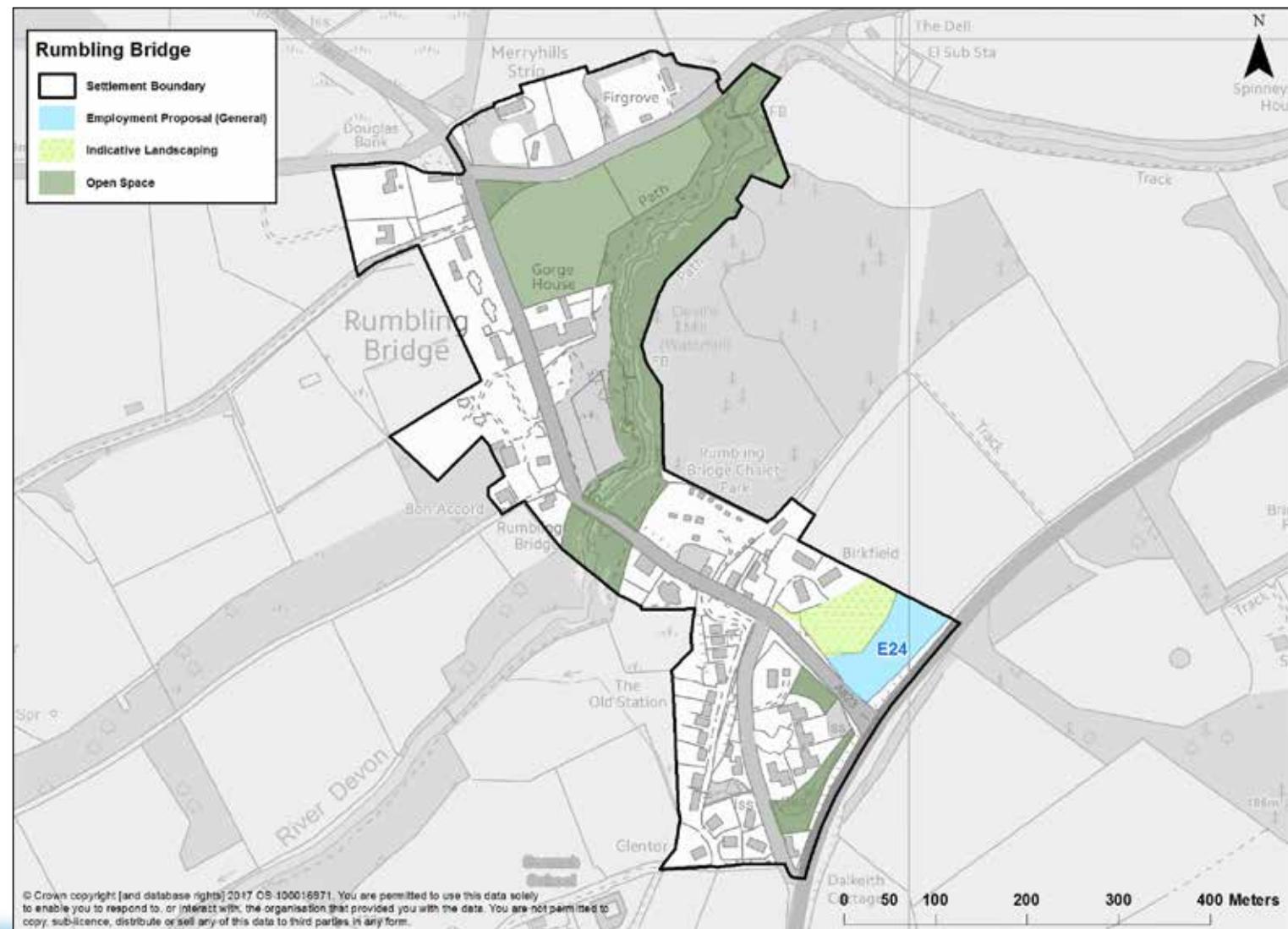
Rait is situated on the High Carse Road over the Sidlaw Hills. The village has a mix of cottages, larger houses and agricultural buildings and is set alongside the Rait Burn which flows out of the Glen. A Conservation Area designation covers much of the settlement. There are no housing allocations for this settlement.



Rumbling Bridge

Settlement Summary

The village takes its name from the unique double bridge that crosses a narrow gorge and the sound the water makes as it passes below. The village is mainly residential in nature but also contains a nursing home and tourist accommodation. Rumbling Bridge has been identified as being able to accommodate some limited future growth to encourage some expansion of employment opportunities, as well as to allow some residential development within the settlement boundary.



(continued)



Rumbling Bridge (continued)

| Ref | Location | Size | Number |
|-----|-----------------|--------|------------------------|
| E24 | Rumbling Bridge | 0.6 ha | General employment use |

Site Specific Developer Requirements

- Flood Risk Assessment.
- Develop access from the A823 and internal road layout to the satisfaction of the Road Authority.
- Landscape Framework.
- Enhancement of biodiversity.
- Noise Impact Assessment.



Scone

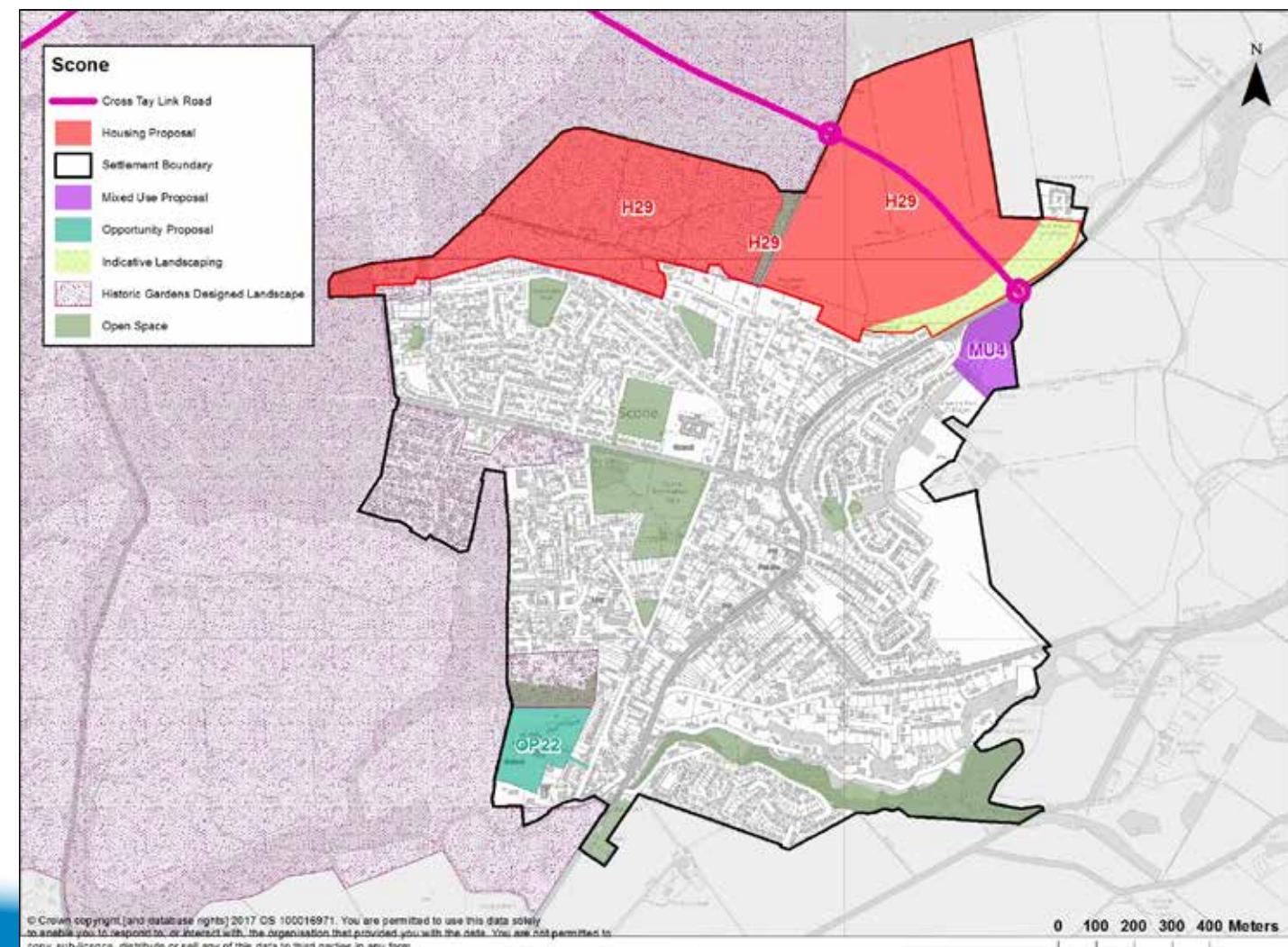
Settlement Summary

Scone is a principal settlement within the Perth Core Area and the largest village in the Council area. It has a very good range of shops and community facilities and excellent public transport links to Perth. Scone has been identified as being able to accommodate future growth in order to help support the existing community services and facilities and contribute towards the development focus in Perth Core Area.

A significant housing development has therefore been proposed to the north of the settlement which now has planning permission in principle. This will be a long-term expansion phased over a long period of time. As part of this proposal, the development will support the facilitation of new sports pitches and associated changing facilities, as well a good connections into the core path network and existing settlement.

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on detailed planning consents for housing sites of 10 or more until such a time as the construction of the Cross Tay Link Road

is a committed project. The embargo will not apply to brownfield sites. The embargo is anticipated to be lifted in 2019. The Scone North proposal is an exception to the embargo as it allows up to 100 units in advance of the CTLR becoming a committed project'.



(continued)



Scone (continued)

| Ref | Location | Size | Uses |
|-----|-------------|-------|---------------------------|
| H29 | Scone North | 63 ha | 550-748 residential units |

Site Specific Developer Requirements

- The approved Masterplan should be reflected in detailed proposals for each phase (allowing for only 100 houses in advance of the CTLR becoming a committed project). Any detailed applications should address the Masterplan's commitment to the following:
 - Water storage requires investigation.
 - Core paths should be accommodated within the development and developer contributions provided for path improvements to address significant extra demand on routes in the Scone area.
 - Pedestrian and cycle routes provided to village centre.
 - Suitable boundary treatment to create village edge.

(continued)

The map illustrates the proposed development of Scone North. It features a grid of roads and paths. A large green shaded area represents proposed landscape areas or physical landscape works, which are concentrated along the southern and eastern boundaries of the development. Purple dashed lines indicate main routes and core routes/pedestrian links. Yellow arrows point towards specific areas of interest. The legend provides the following key information:

- Red Line Boundary: The perimeter of the development site.
- Proposed Landscape Area or Physical Landscape Works: Shaded green areas.
- Main Routes: Purple dashed lines.
- Core Routes/Pedestrian Links: Yellow dashed lines.
- Main Developable Areas: Shaded grey areas.
- Existing Woodland: Shaded green areas with a wavy pattern.
- CTLR: Purple dashed lines with arrows pointing to specific locations.



Scone (continued)

| Ref | Location | Size | Uses |
|-----|-------------|-------|---------------------------|
| H29 | Scone North | 63 ha | 550-748 residential units |

(continued)

- Enhancement of biodiversity and woodland corridors with improvement of habitats on edge of site to connect into the wide Green Network.
- Provision of site for a potential new primary school and financial contribution in line with the Council's supplementary guidance.
- Developer contributions or onsite provision of new football pitches and associated changing facilities.

| Ref | Location | Size | Uses |
|-----|------------|--------|---|
| MU4 | Angus Road | 3.0 ha | Supermarket (existing planning permission), park and ride, employment |

Site Specific Developer Requirements

- Part of site subject to planning permission.
- Development must be compatible with amenity and other uses.

(continued)

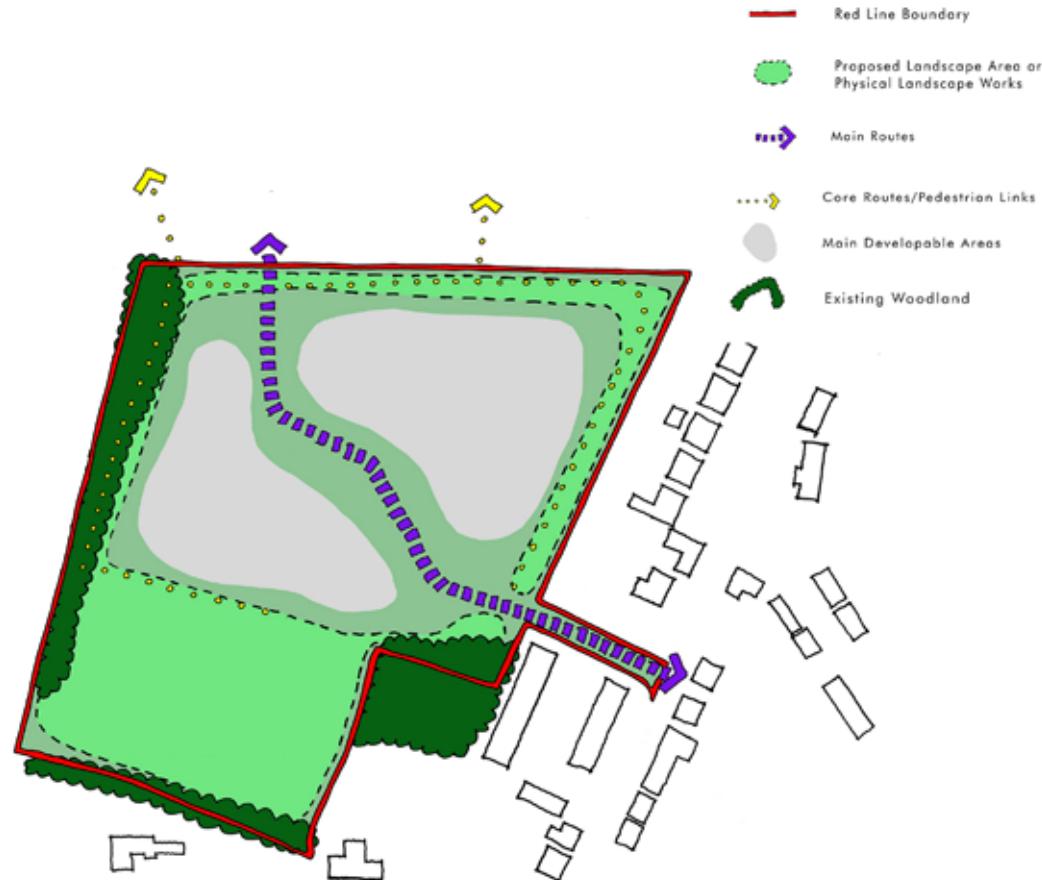


Scone (continued)

| Ref | Location | Size | Uses |
|------|--------------|------|---|
| Op22 | Glebe School | 4ha | Residential: 48-75 units Public Open Space |

Site Specific Developer Requirements

- Affordable housing site that provides a range of home types appropriate to the local community.
- Built form to reflect existing urban grain.
- Vehicular link to Catmoor Avenue an additional access point into the site.
- Retain existing open space for public use.
- Enhance local connections into the core path network.
- Enhancement of biodiversity and provide opportunities for habitat connections into the wider Green Network.

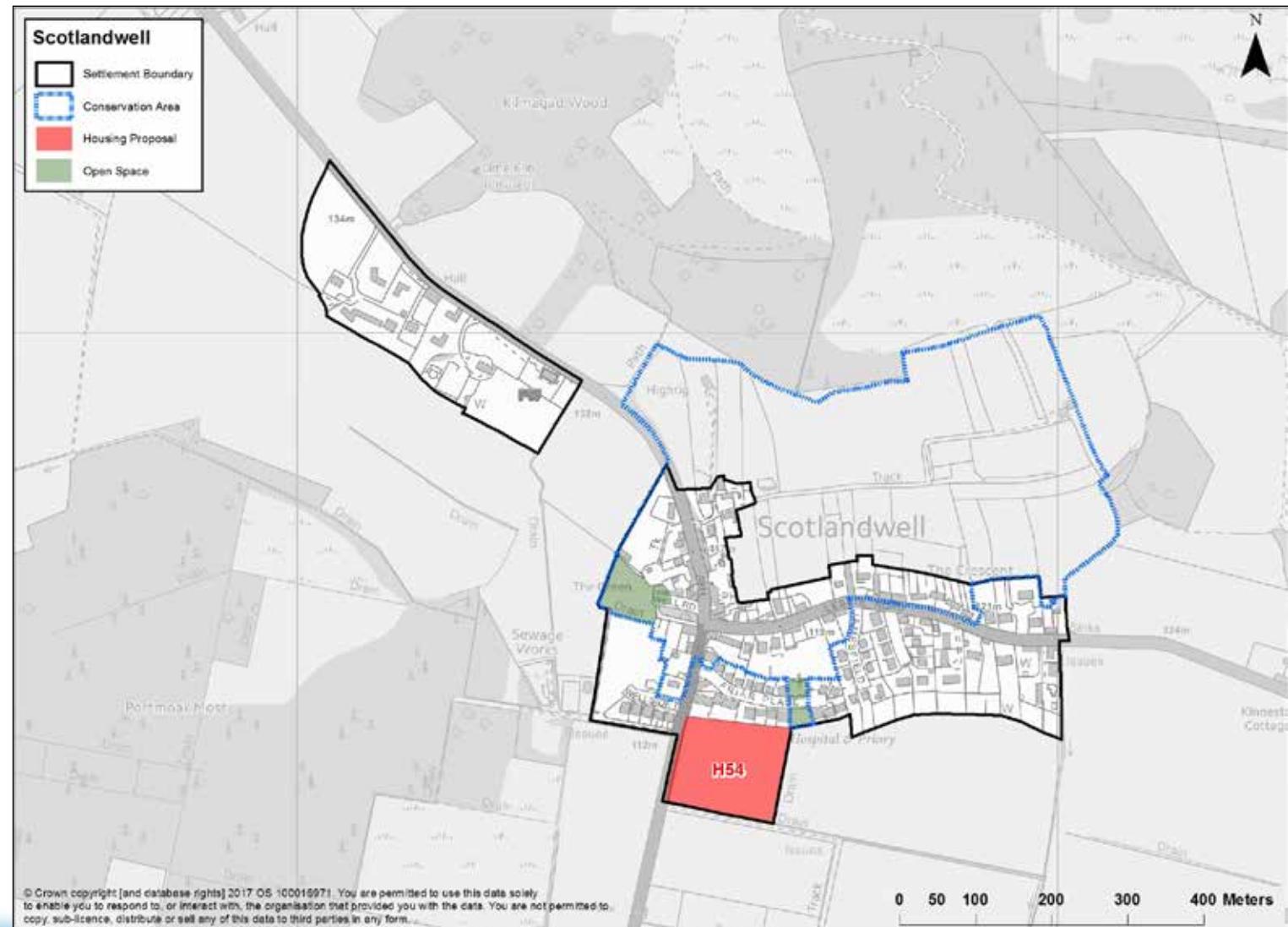


Scotlandwell and Kilmagadwood

Settlement Summary

The villages lie between Loch Leven and the foot of Bishop Hill. Scotlandwell is named after the well in the village which was thought to cure many diseases. Scotlandwell has been identified as being able to accommodate some limited future growth to support future housing needs within the Portmoak area. Kilmagadwood is a small community with a church and the settlement boundary is drawn tightly to limit future growth.

Encouragement will be given to proposals which provide additional parking or path improvements to serve 'The Green', or improve path linkages between Scotlandwell and Kilmagadwood or to the Loch Leven Trail.



continued)



Scotlandwell and Kilmagadwood *(continued)*

| Ref | Location | Size | Number |
|-----|--------------|------|--------------|
| H54 | Scotlandwell | 1.7 | 21 -32 homes |

Site Specific Developer Requirements

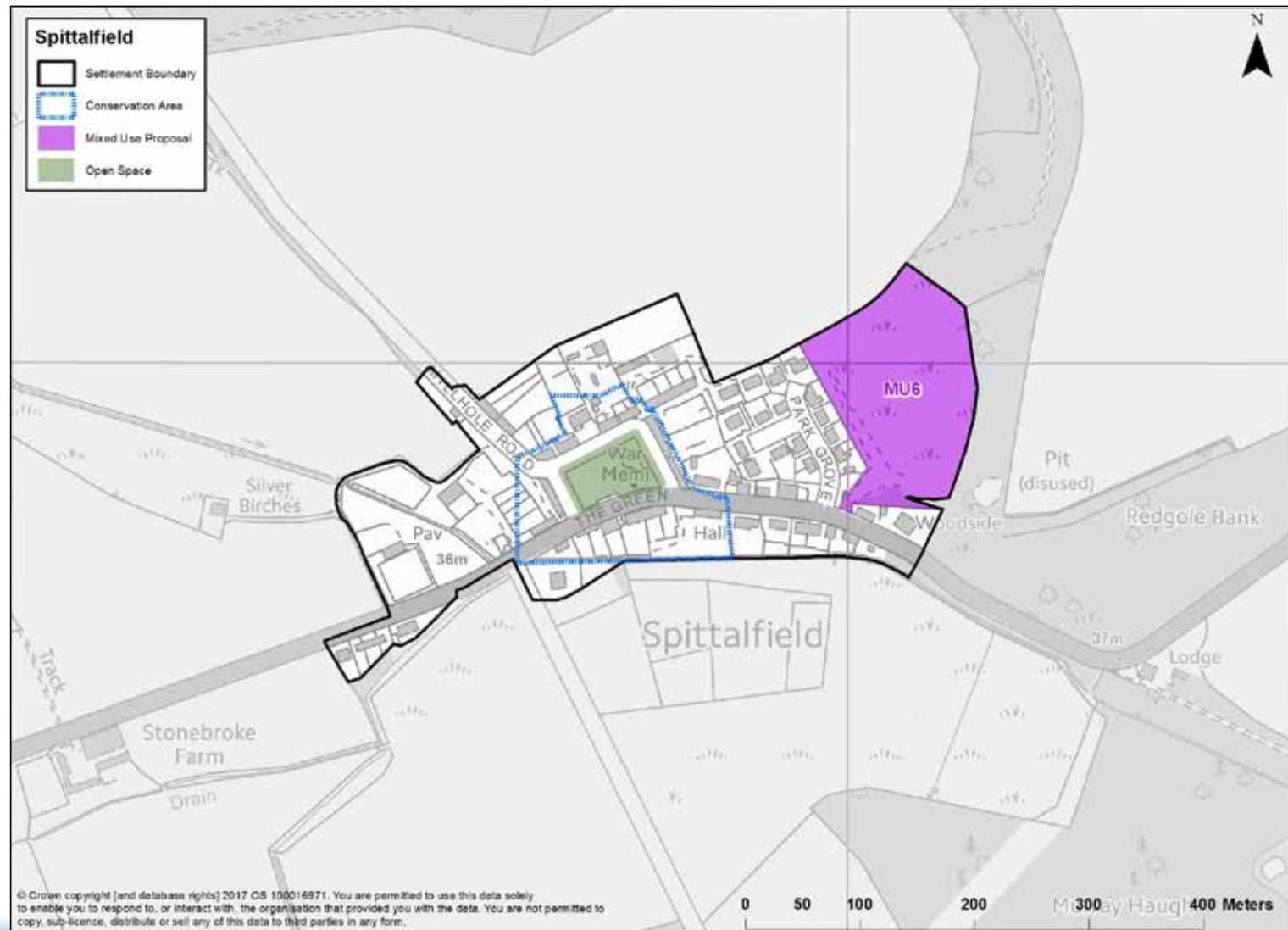
- Houses to be a maximum of one and a half storeys in height.
- Flood Risk Assessment.
- Enhanced traffic calming at village edge.
- Form access from B920, The Causeway.
- Landscape Framework.
- Feasibility study to assess the restoration of the existing culvert.
- Open watercourses retained and minimum 6m buffer strip.



Spittalfield

Settlement Summary

The settlement boundary at Spittalfield includes an opportunity for a small mixed use development of employment uses and housing on the site of a former bus depot. The village green is an important open space which is the focus for the conservation area and is protected from development. Additional development in Spittalfield will require investigation of the capacity of the public drainage system which has limited capacity; water storage in the village is also limited.



continued)



Spittalfield (continued)

| Ref | Location | Size | Uses and Capacity Range |
|-----|--------------|---------|--|
| MU6 | Spittalfield | 2.13 ha | Employment use and residential. Up to 20 houses on no more than 75% of site. |

Site Specific Developer Requirements

- Class 4-6 units or serviced land compatible with neighbouring residential uses.
- Retention/protection and enhancement of woodland along the eastern boundary of site; green infrastructure on the site to link to this wider network.
- Archaeological potential requires investigation with mitigation if necessary.
- Enhancement of biodiversity.



St David's

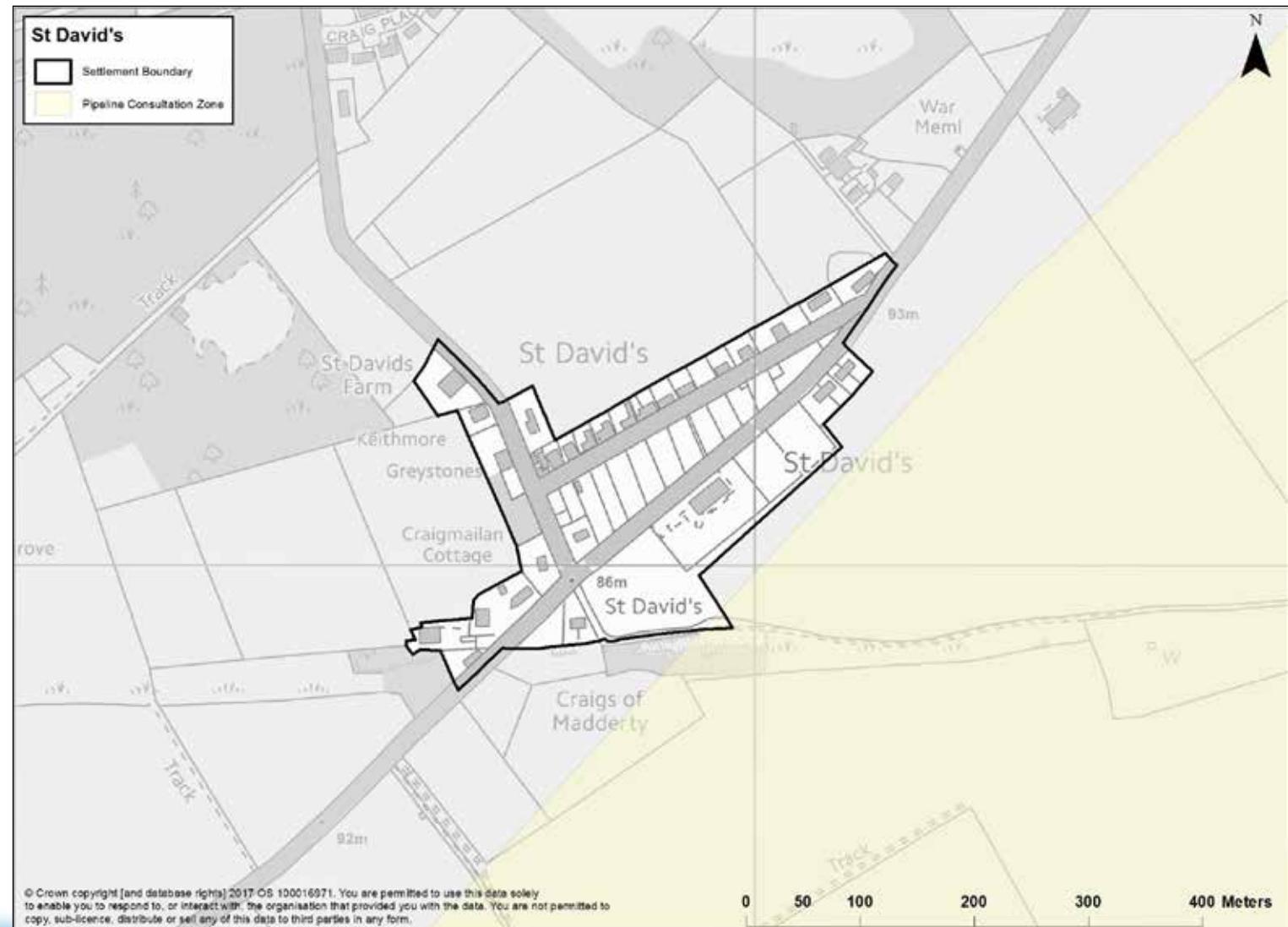
Settlement Summary

St David's is a small village located approximately five miles east of Crieff and 10 miles west of Perth.

It has a rural setting some three miles south of the A85 trunk road. Mainly residential, the urban form of the village is unique in the plan area because the houses on the Main Street have a separate front garden area across the access road which gives the village character. The Plan seeks to preserve this unique feature of the village and proposes that no development should take place that would adversely affect the individual gardens and collective front green area.

Recent developments in the settlement include a village hall and a handful of individual house plots on its southern fringe.

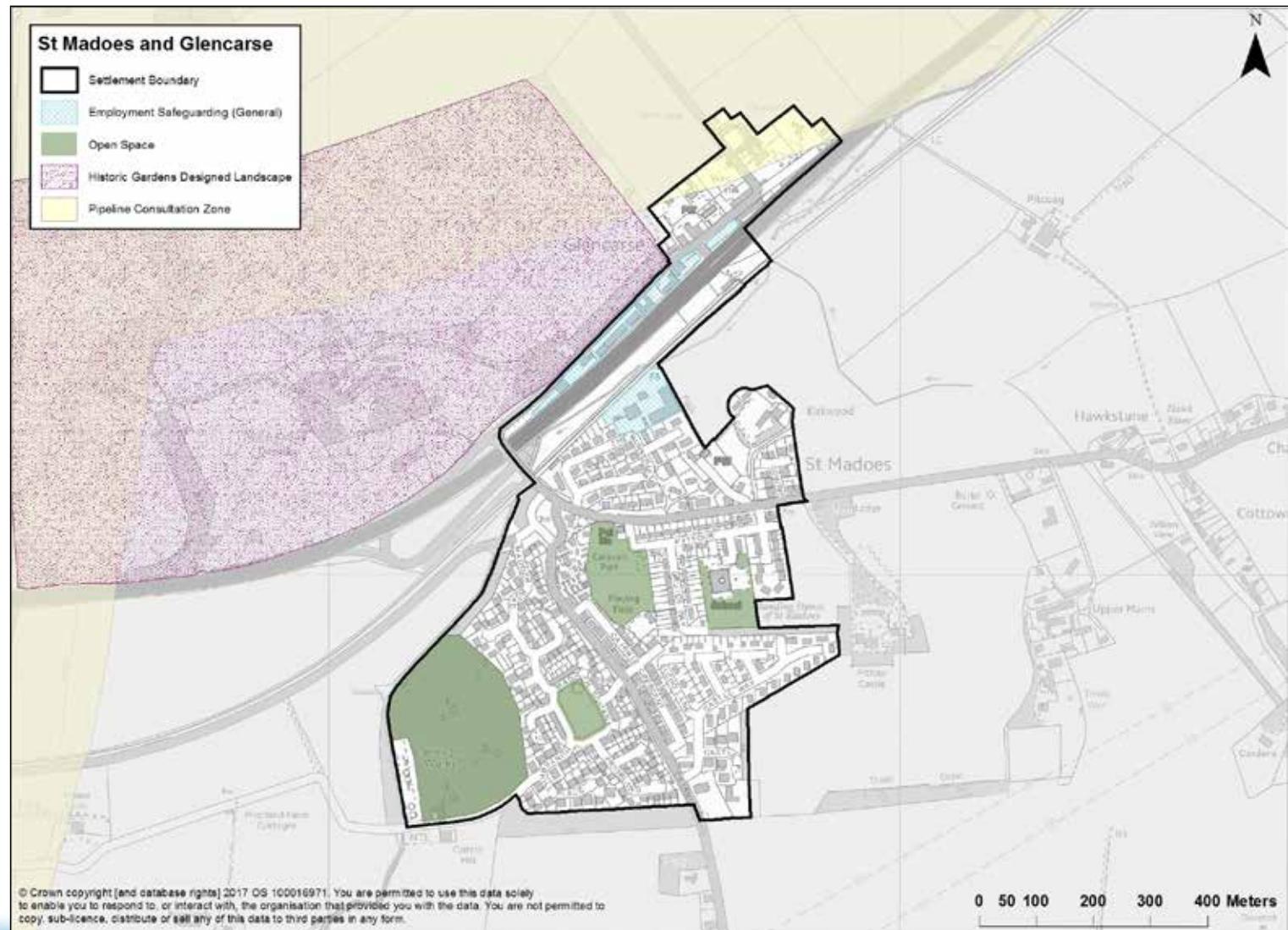
St David's is not identified for growth during this plan.



St Madoes and Glencarse

Settlement Summary

St Madoes and Glencarse grew up along the old Dundee to Perth Road. The church and Pitfour Castle close by both date from the mid 18th century. There is a good range of community facilities within the settlement and some limited employment opportunities along the old road. There are no allocations proposed for this settlement within this plan period.



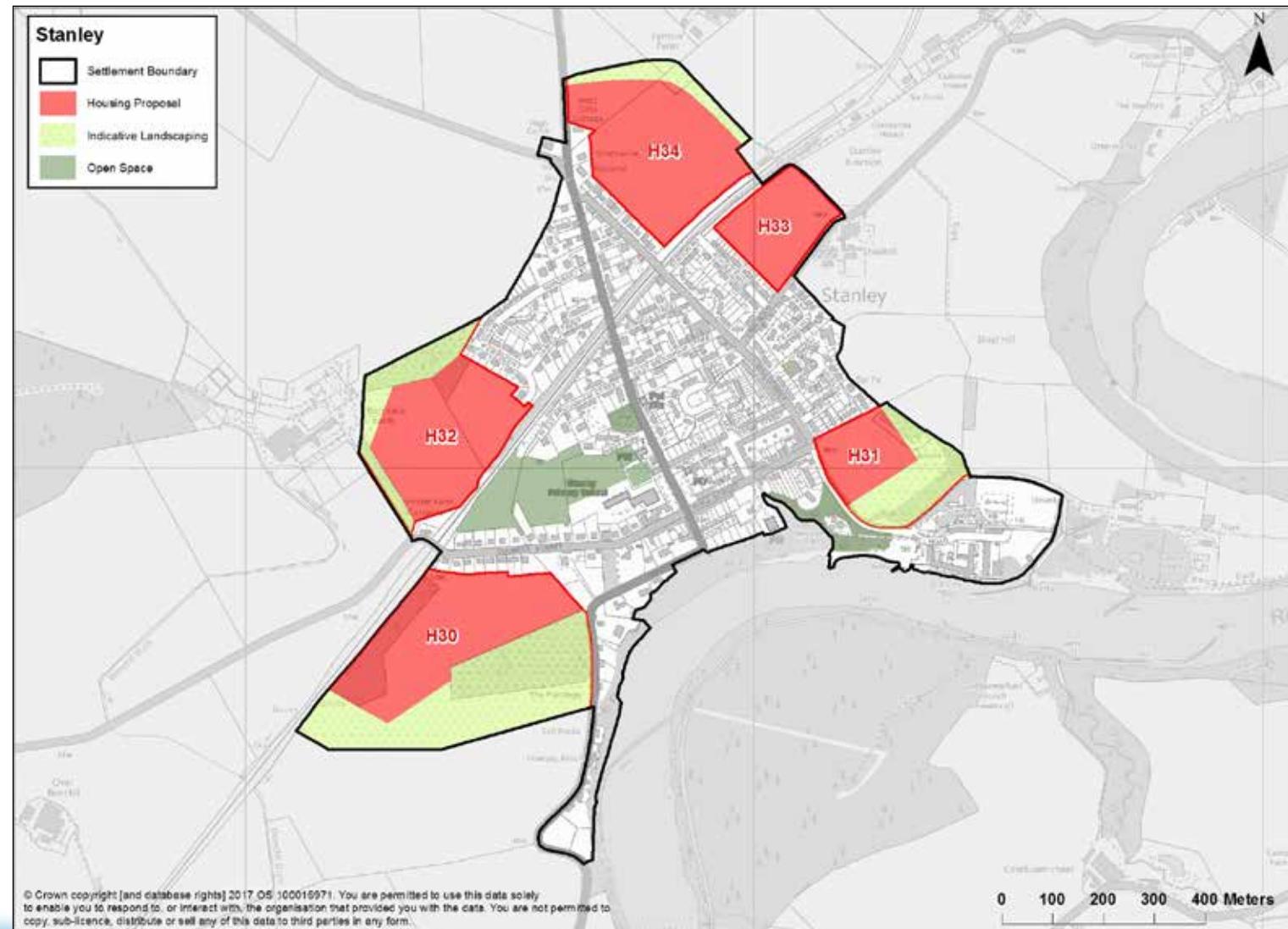
Stanley

Settlement Summary

Stanley is a settlement located on the banks of the River Tay. It was originally built to house workers from Stanley Mill which was powered by the river. The mill buildings have recently been refurbished for residential accommodation, offices and workshops.

The village has a good range of community facilities including a school, hall, shops, garage and medical centre. The Stanley Hub Development Trust are actively working towards developing a new Community Sports Hub.

There are five housing allocations proposed for Stanley. These will be Masterplanned to reinforce the Hub project, as well as supporting the Luncarty to Stanley cycle route and existing services.



continued)



Stanley (continued)

| Ref | Location | Size | Uses |
|--------|----------|---------|--|
| H30-34 | Stanley | 25.7 ha | Residential: 248-387 units 280 only to be built by 2024 |

H30



H31



(continued)



Stanley (continued)

| Ref | Location | Size | Uses |
|--------|----------|---------|--|
| H30-34 | Stanley | 25.7 ha | Residential: 248-387 units 280 only to be built by 2024 |

H32



H33



(continued)



Stanley (continued)

| Ref | Location | Size | Uses |
|--------|----------|---------|--|
| H30-34 | Stanley | 25.7 ha | Residential: 248-387 units 280 only to be built by 2024 |

H34



(continued)



Stanley (continued)

| Ref | Location | Size | Uses |
|--------|----------|---------|--|
| H30-34 | Stanley | 25.7 ha | Residential: 248-387 units 280 only to be built by 2024 |

Site Specific Developer Requirements

- Comprehensive masterplan required for village expansion.
- Development phased to ensure that there is adequate infrastructure to accommodate it.
- The identification and provision of 1ha of employment land.
- The identification and provision of suitable public open space/ playing fields together with changing facilities to support the expanded requirements of the village.
- Flood Risk Assessment required for site H31 which must consider risk of flooding from adjacent reservoir.
- Cycle paths, core paths and pedestrian routes incorporated into masterplan.
- The development of a comprehensive landscape masterplan for the village creating a robust landscape framework maximising the potential to enhance biodiversity and protection of habitats.
- Contributions to enhanced community facilities.
- Flood Risk Assessment required for site H30, as the developable area of the site may be constrained by flood risk from a field drain along the southern and western part of the site.

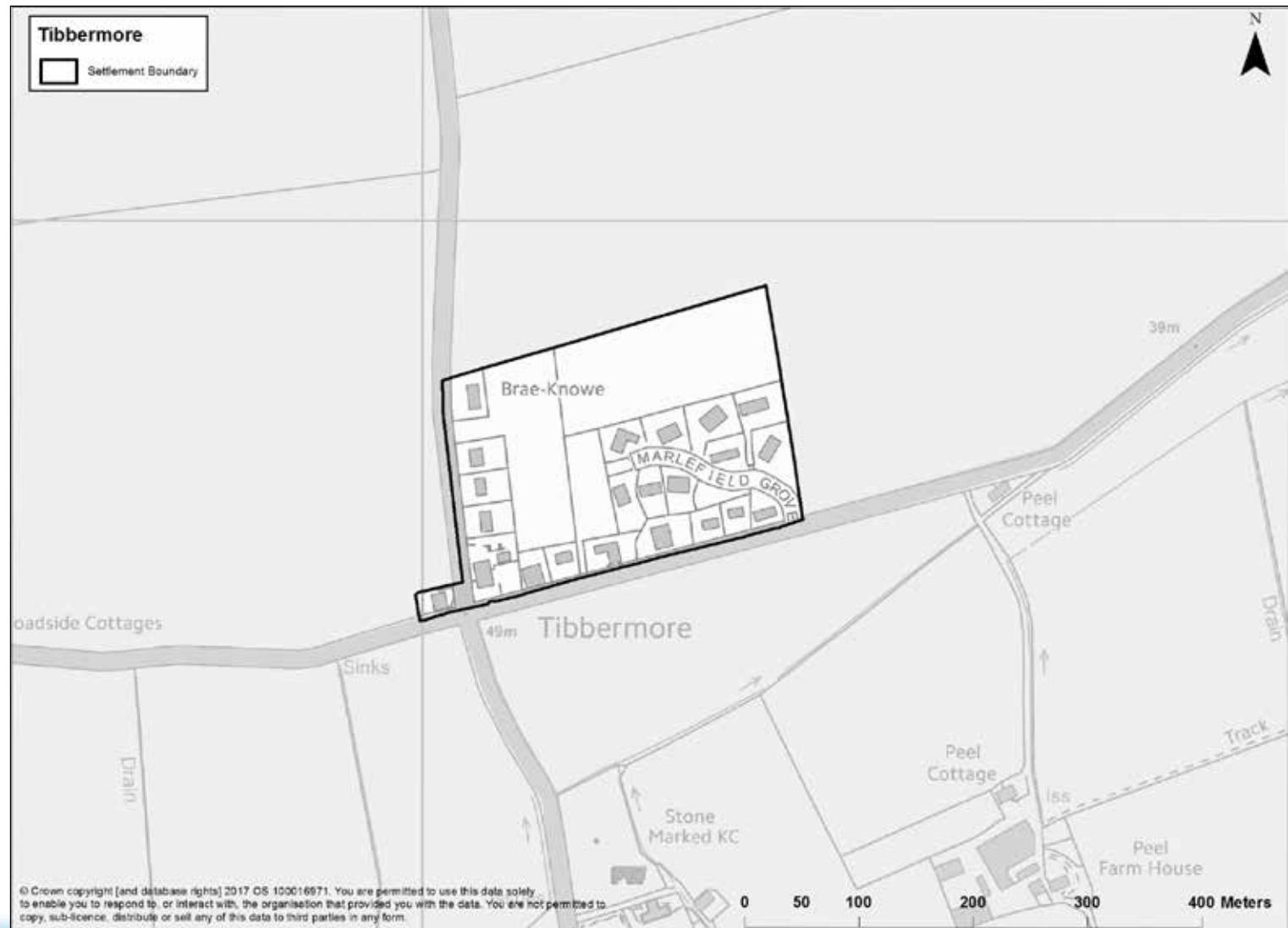


Tibbermore

Settlement Summary

Tibbermore is a small village close to Perth with no amenities. It is located in the general area of the site of the Tippiemuir Battlefield.

The settlement boundary has been drawn to offer the potential to accommodate some further development and to reflect existing planning permission.



Trochry

Settlement Summary

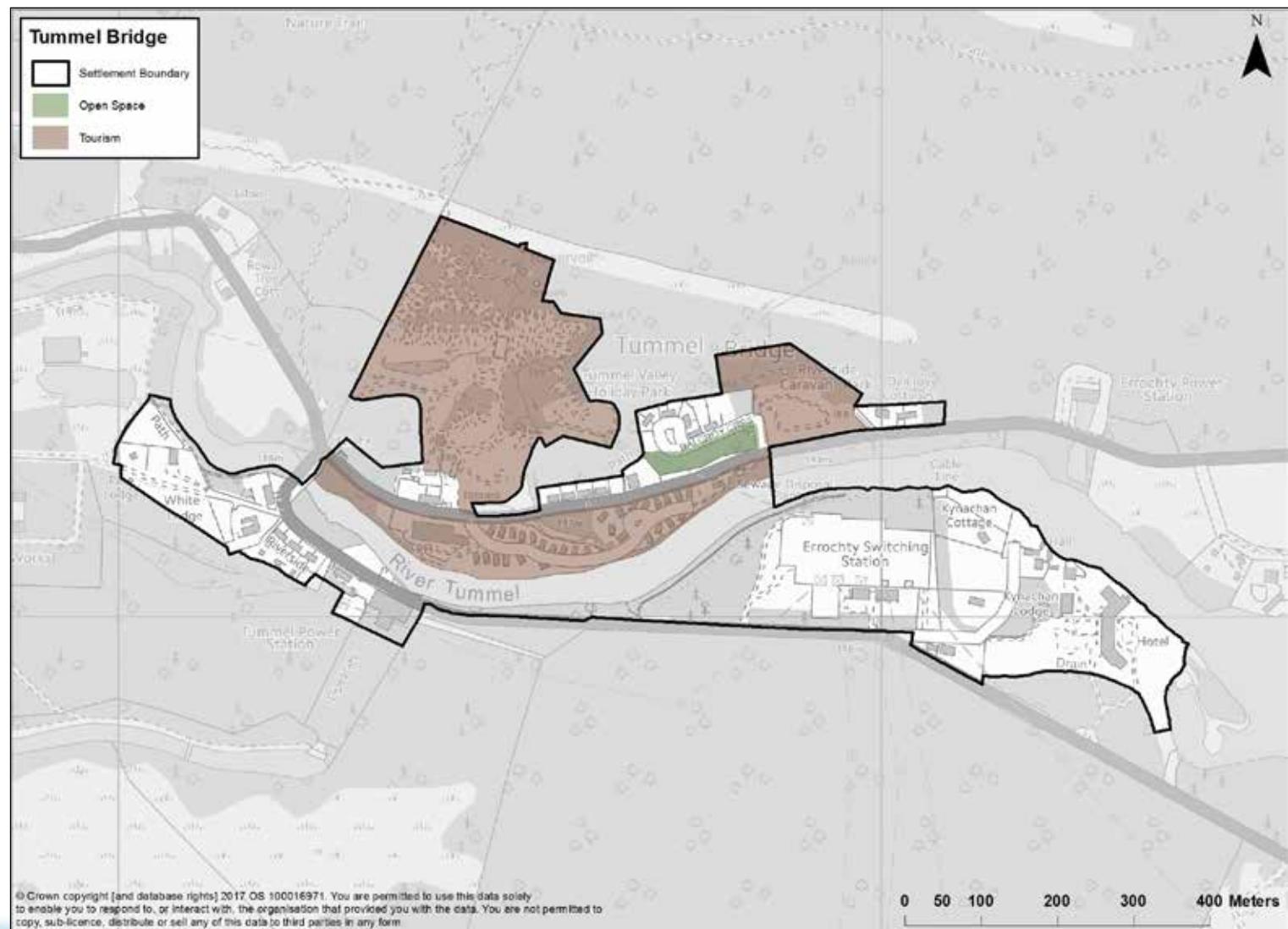
The small settlement of Trochry is characterised by its woodland setting and, in order to protect this, additional development will be limited to small-scale infill opportunities within the existing settlement boundary.



Tummel Bridge

Settlement Summary

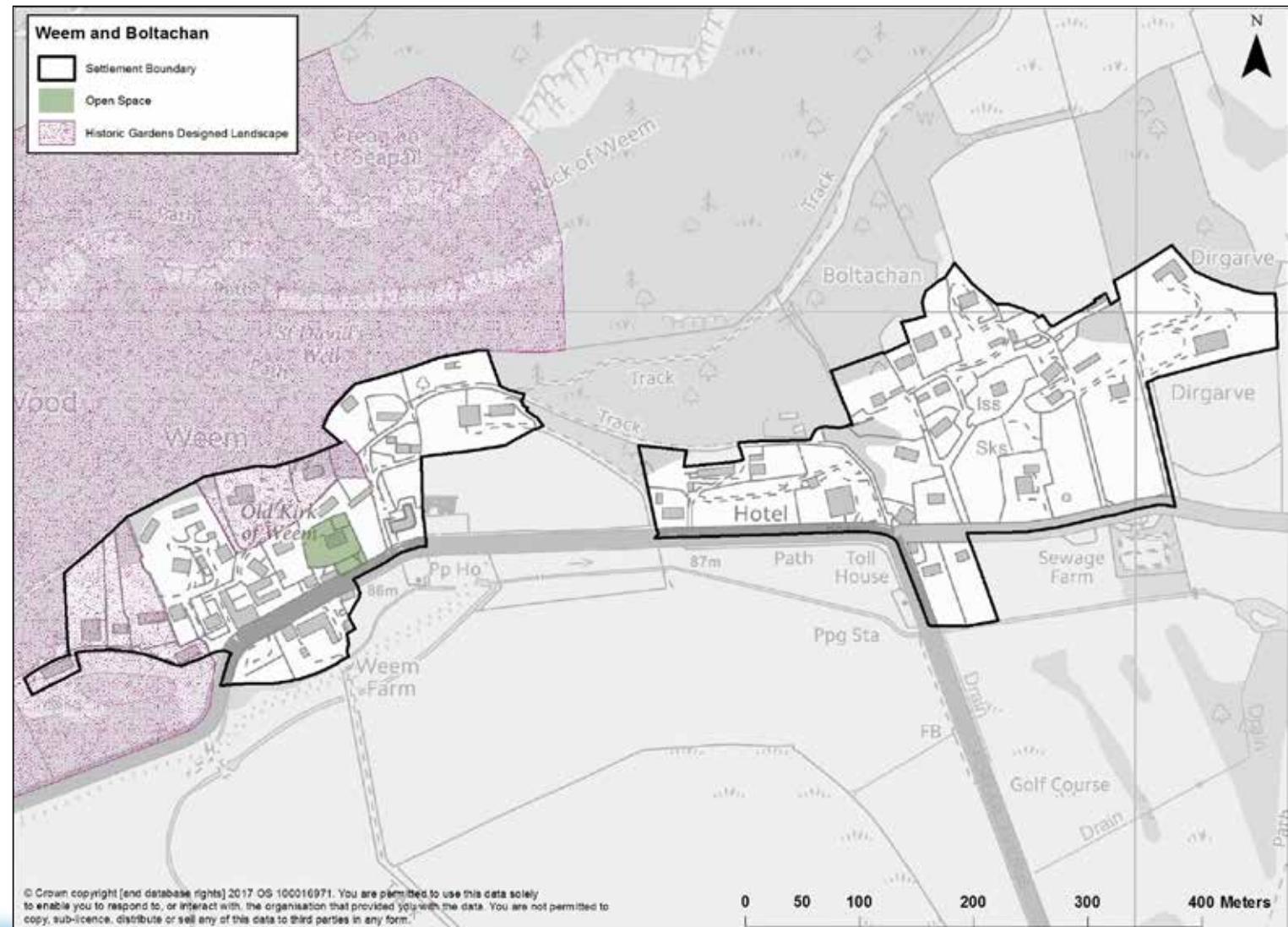
Tummel Bridge is split into three parts by the River Tummel and includes the Tummel hydroelectric power station and the Errochty switching station. The holiday lodges and caravan site in the north make an important contribution towards tourism in the area. The settlement boundary has been drawn to allow for some small scale infill development to help sustain the existing community. Tummel Bridge lies within the River Tay Catchment Area; Policy 45 sets out the relevant criteria for development in this area.



Weem and Boltachan

Settlement Summary

The historic village of Weem lies partly within the Castle Menzies Garden and Designed Landscape. Boltachan has a more dispersed building pattern and the settlement boundaries have been drawn to allow for some small-scale infill development to help sustain the existing communities.

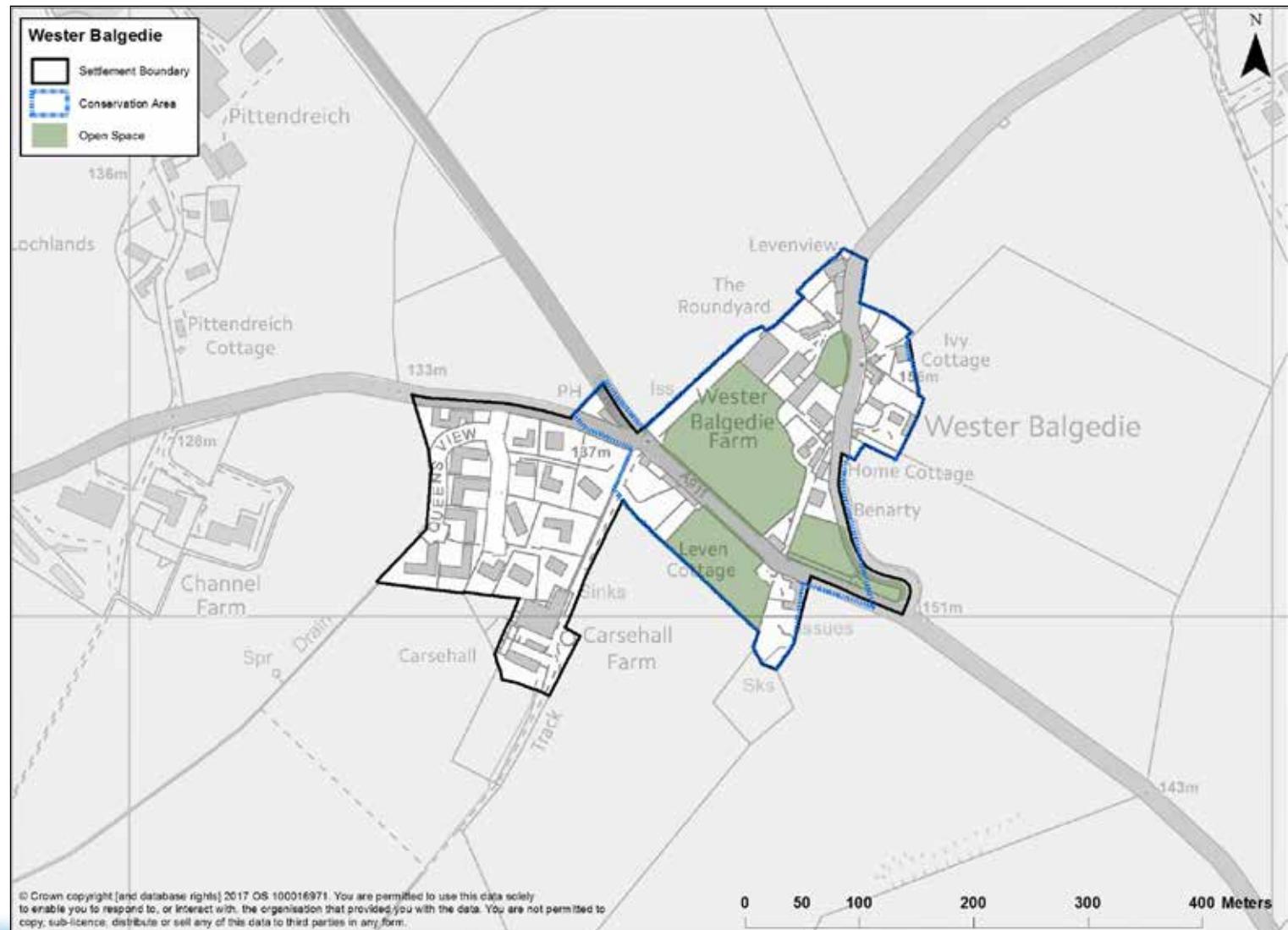


Wester Balgedie

Settlement Summary

Much of the settlement is a Conservation Area, containing the final 'farm toun' of Kinross-shire which is largely intact and undeveloped. A tight settlement boundary has been drawn to limit any significant future growth available whilst the redevelopment or conservation of the farm buildings is encouraged subject to appropriate design and layout.

This settlement lies within the Loch Leven SPA and so any development should comply with Policy 44: Loch Leven Catchment Area. Support will be given for improved pedestrian links within the settlement and to neighbouring villages and to the Loch Leven Trail.



Wolfhill

Settlement Summary

Wolfhill is a small village to the north-east of Perth. It lies between the Sidlaw Hills and the River Tay. The settlement boundary has been drawn to accommodate planning permission to the west of the settlement. No housing allocations have been identified for this settlement.

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on detailed planning consents for housing sites of 10 or more until such a time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites. The embargo is anticipated to be lifted in 2019.

