



HISTORIC SCOTLAND
ALBA AOSMHOR

Ciara Gray
Planning Officer
Planning & Regeneration
Perth and Kinross Council
Pullar House
35 Kinnoull Street
Perth PH1 5GD

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Direct Line: [REDACTED]
Switchboard: [REDACTED]

Our ref: LDP/PK AS
Our Case ID: 201106560

10 April 2012

Dear Ciara

**Environmental Assessment (Scotland) Act 2005
Perth and Kinross Council – Local Development Plan
Environmental Report**

Thank you for consulting Historic Scotland on the addendum to the Environmental Report for Perth and Kinross Council's Local Development Plan which was received in the Scottish Government's SEA Gateway on 30 January 2012. I have reviewed the report on behalf of Historic Scotland. This response outlines our view on the environmental assessment, rather than the contents of the plan.

My focus in reviewing the addendum to the Environmental Report is on the potential for significant environmental impacts on the historic environment that may arise from the plan. This response should be read in conjunction with our previous responses to this assessment (dated 11 February 2011 and 31 August 2011). In general I welcome that the issues we have raised in these responses have been considered and acted upon. I therefore offer the following comments on the further information contained within the addendum.

General Comments

I welcome the preparation of this addendum and in particular the work that has gone into addressing the concerns that have been raised previously. I also welcome the beneficial meetings that we have had throughout this process.

Strategic and Cumulative Sensitivities

I welcome the innovative use of mapping employed in considering these sensitivities and that all environmental parameters have been given equal weighting in this process. I particularly welcome the changes to the terminology outlined in Table 4.6 that recognises that the number of sensitivities present in a given area does not reflect the potential significance of impact on sites within these areas.

Policy Assessment

This assessment of the potential effects of the policy framework is clearly presented and explained and I am content to agree with its findings.



Proposed Mitigation and Enhancement Measures against SEA Objectives

I welcome the recognition within this table that avoidance of impact should be considered the primary form of mitigation. However, it should be noted that it is not clear from the commentary what is meant by “relocation plans for Listed Buildings threatened by development”.

Site Assessments

I particularly welcome the clear presentation of both enhancement opportunities and required mitigation within the matrices for the individual site assessments. However, in terms of the question of significance of effects I note that the table often discusses historic environment assets in terms of their relative land-take. I do not consider this the most appropriate method of considering the relative significance of any given historic environment site and its sensitivity to effects on it directly (or on its setting) from development. This calls for a greater analysis of the asset and its setting against the proposed development. For example, when discussing the potential effects of housing allocation at Welton Road, Blairgowrie, no mention is given to the proposed connecting road between this site and the neighbouring employment allocation to the north. This road bisects two scheduled monuments and raises significant issues that will require to be addressed to facilitate its delivery. While I welcome that mitigation has been proposed for this site I note that the assessment considers that development here is likely to “significantly affect the understanding and appreciation of monuments and their setting”. It is therefore disappointing that further explanation of this and more detailed mitigation was not presented in the assessment. In general, throughout the assessment the mitigation in itself is generic in nature and would have benefited from a more detailed consideration. As noted above I consider the usability of the mitigation within the assessment would have benefited from a deeper analysis of the individual circumstances of each allocation.

Monitoring

While I am content with the monitoring indicators offered for the historic environment it will be important that the Strategic Environmental Statement clearly describes how these indicators will be acted upon and reported.

Should you wish to discuss any issue raised in this response please do not hesitate to contact me on [REDACTED] or [REDACTED]

Yours sincerely

[REDACTED]

Andrew Stevenson
Senior Heritage Management Officer (SEA)

Perth and Kinross Local Development Plan – Proposed Plan Representation Form

Please read the notes below before completing this form. Completed forms should be returned to the Local Development Plans Team: DevelopmentPlan@pkc.gov.uk

RECEIVED
28 FEB 2012

Please complete all 4 sections of the Plan, this will allow us to process your representation accurately and quickly. If you have comments on several documents or parts of the Plan please use separate forms for each.

The period of representation will end at **4pm on Tuesday 10th April 2012** and it is essential that you ensure that representations are with us by then.

Your representation will be considered as part of the Local Development Plan preparation process and will be processed by employees of Perth & Kinross Council's Environment Service. Representations and any information you provide (except signatures, email addresses and phone numbers) will be available for public inspection, published online and may be shared with other appropriate professionals and service providers. Under the terms of the Data Protection Act 1998 you are entitled to know what personal information Perth and Kinross Council holds about you, on payment of a fee of £10.

Once we have your representation(s) we will acknowledge them and inform you when the Proposed Plan has been submitted to Scottish Ministers for examination. Scottish Government guidance indicates that representations should be a maximum of 2000 words to provide the Examination Reporter with concise representations that can be resolved through written representations, hearings or a public inquiry as part of the examination process.

1. Contact details (only representations that include full contact details are valid)

Name J + D STARK

Address and Postcode DUNFALLANDY HOME FARM
PITLOCHRY PERTHSHIRE PH16 5NA

Telephone no. [REDACTED]

Email address [REDACTED]

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☒

2. Which document are you making a representation on?

Proposed Plan ☒ SEA Environmental Report – Addendum 2 ☐

Supplementary Guidance ☐ SEA ER Addendum 2 - Appendices ☐

If making a representation on Supplementary Guidance, please state the name of the document:

[REDACTED]

3. Which part of the document are you making a representation on?

Policy ref. 6.11 or

Site ref. [REDACTED] or

Chapter [REDACTED] Page no. 177 Paragraph no. [REDACTED]

Perth and Kinross Local Development Plan – Proposed Plan Representation Form

4. What is your representation?

Are you supporting the Plan? ☒

Or

Would you like to see a change to the Plan? Please state this change.

Please include the reason for supporting the Plan/requesting a change.

WE WISH TO BUILD A HOUSE FOR ONE OF
PARTNERS OF BUSINESS TO LIVE IN, HAVE ALREADY
APPLIED FOR THIS IN PAST. ONLY SUITABLE
AREA ON OUR LANDS FOR HOUSING, SEE ENCLOSED
MAP

Save a copy

Print

Submit

6.11 Crotinloan/Donavourd/East Haugh/Ballyoukan

6.11.1 Description

This group of small settlements lies just south of Pitlochry and growth has been ad-hoc with infill development over recent years.

6.11.2 Spatial Strategy Considerations

The settlements are not identified for significant growth and the boundaries have been drawn tightly with the designation of green space wedges to maintain the character and setting of the area.

6.11.3 Infrastructure Considerations

All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

Any development of 5 or more houses will require to contribute towards affordable housing provision in accordance with the Council's Affordable Housing Policy.

Croftinloan/Donavourd/East Haugh/Ballyoukan



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Scale:
1:9,500



From: Peter Ely [REDACTED]
Sent: 11 April 2012 09:45
To: TES Development Plan - Generic Email Account
Subject: RE: Local Development Plan
Follow Up Flag: Follow up
Flag Status: Green

Hi Euan

Sports Field

The area is marked out in the documents sent in by the Sports Association at the MIR stage, I think!

Conservation Area

Basically the land between the road and the Loch from the Crannog round to Dalerb.

Two point of note.

The Core path will eventually run from Kenmore to the Crannog. The view should be protected.

The path from the Kenmore Club towards Dalerb and between the road and the Loch has some of the best examples of big trees within the Kenmore area. (Probably should be part of the core path system)

If you send me a map I will be more precise if required.

Regards

Peter Ely

From: TES Development Plan - Generic Email Account [mailto:DevelopmentPlan@pkc.gov.uk]
Sent: 03 April 2012 10:00
To: Peter Ely
Cc: Julie Robertson
Subject: RE: Local Development Plan

Dear Mr Ely,

Thank you for your representation to the Proposed Plan on behalf of Kenmore & District Community Council.

You will receive a formal acknowledgement in due course.

With reference to your submission I am seeking clarification of a few of the issues raised, it is stated that the Community Council believes it is important that the land around the Sports Field is earmarked for recreation and amenities but it is unclear from the representation the extent of the area which should be covered by this designation. Can you provide a map showing how you would wish to see the Plan changed? If required a map can be forwarded to the Community Council which can be marked on.

30/04/2012

With reference to the proposed extension to the Conservation Area, once again it is unclear as to the extent that the policy boundary should be extended. Can you provide a map showing how you would wish to see the Plan changed?

Sorry to ask for more information but through this process we need to be clear how representations seek to support or change the Plan. We cannot be seen to interpret what we think a representation is seeking to change in the Plan.

Regards,

Euan McLaughlin

Planning Officer ~ Planning & Regeneration ~ Perth & Kinross Council ~ The Environment Service ~ Pullar House ~ 35 Kinnoull Street ~ PERTH ~ PH15GD

[Redacted]

Website: www.pkc.gov.uk

From: Peter Ely [Redacted]
Sent: 02 April 2012 19:57
To: TES Development Plan - Generic Email Account
Cc: Peter Marshall; Councillor Kate Howie; Councillor Michael Williamson; Councillor Ian Campbell
Subject: Local Development Plan

Kenmore & District Community Council

Proposed Local Development Plan - Kenmore

The Community Council believes it is important that the land around the Sports Field is earmarked for recreation and amenities. Also, the Conservation Area should be extended South Loch Side to the Crannog & North Side to Dalerb: to protect visual impact.

The Community Council is concerned about Kenmore surviving as a sustainable Community. Current developments within the village have reduced available housing to those that live in the Community.

The Taymouth Castle Developers made it clear during the planning stage that they did not wish to build staff housing.

The Taymouth Castle development includes Plans for 150 plus house. No plans exist for a contribution towards affordable Housing.

The Community Council's view is that site reference H42 should be 100% affordable Housing and that the development should be, in terms of structure and design, compatible with the school and the rest of Taymouth Drive.

Peter Ely

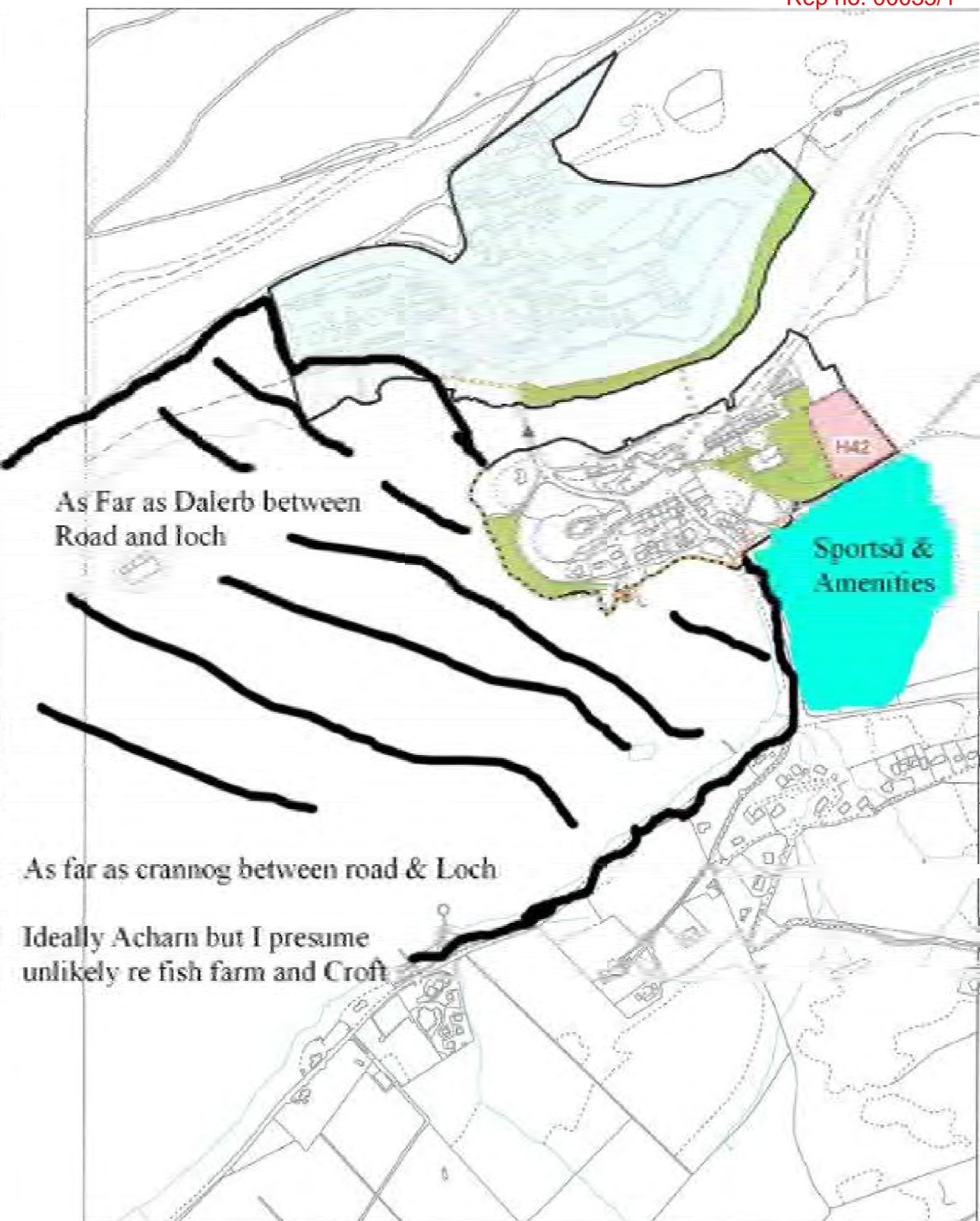
Secretary

Kenmore & District Community Council

Securing the future... - Improving services - Enhancing quality of life - Making best use of public resources.

The information in this email is solely for the intended recipients.

30/04/2012



██████████

Response to the Local Development Plan by Scone and District Community Council

At the time of the MIR this Community Council raised numerous questions and made a substantial and detailed number of points regarding the proposals made in the MIR. At that time we requested

- Acknowledgement of our comments
- An answer or feedback on our questions and comments.

No direct answers have been received, not even that queries have been consolidated together and addressed within the current LDP. We trust that this is not evidence of how the Council proposes to treat further feedback from Community Councils.

- We understand the majority of Scone residents attending one of the Councils consultation exercises have indicated that they could not support the scope and size of the housing expansion put forward by PKC in the LDP. All feedback received by this Community Council over several years has shown that the vast majority of Scone residents do not support the scope and size of the Greenfield housing expansions put forward in the LDP, any development of this scale will therefore be against the wishes of Scone residents.
- SDCC states again its opposition to further large scale housing developments in our area excepting the finishing of the Bargarvie Farm development.
- SDCC is not opposed in principle to Brownfield development however, we contend such developments should be designed to integrate in with the existing area. Servicing infrastructure needs at such sites are likely to cause significant disruption for adjoining properties and so we believe this should

be handled sensitively by developers building positive links with the local community – developers making threats of reduced amenity on their sites such as bringing in ‘Travellers’ if their plans are not supported locally should be barred from making Planning Applications.

- SDCC notes the LDP has a direct link between developments at “Scone North” and the proposed Tay Bridge and relief road i.e. the houses “cannot be occupied until CTRLR is constructed”. We view this as a positive sign that at least some of our residents concerns were listened to at the MIR stage.
- We note 5.1.17 – “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 for sites of 10 or more outwith Perth on the A93 & A94 corridors, until such time as the construction of the Cross Tay Link Road is a committed project.”
 - We note that this embargo will not apply to brownfield sites and the 100 houses in Scone Glebe are explicitly excluded from this embargo. SDCC is not opposed in principle to the development of part of the Glebe School site however we note it is currently ‘land locked’ and servicing infrastructure needs are likely to cause significant disruption for adjoining properties.
 - SDCC requests clarification of the extent of these corridors and request that Coupar Angus & Blairgowrie/Ratray should be included in the corridor area.
 - SDCC requests a definition of the term ‘committed project’ which has been omitted from the Glossary, and is seen as loose, open to interpretation and possibly abuse.
 - The CC is concerned about the present level of traffic through Scone (and Bridgend), in particular the amount of HGVs using the A94 as a shortcut to & from Aberdeenshire to the South.
- In the event that the CTRLR proceeds:
 - SDCC requests involvement from the design stage onwards to ensure that items such as road crossings and junctions are designed to ensure that traffic is moved clear of the existing village structure.
 - SDCC demands that PKC must have a robust plan agreed with the local communities affected and in place to handle CTRLR construction traffic through Scone/Old Scone before commencement of such Works.
 - This CC requests that work should be undertaken immediately to re-direct through HGV traffic back onto the A90, Dundee by-pass possibly by placing weight restrictions on the villages along the A94.

- SDCC supports 'infill housing i.e. building on Brownfield sites.
By making this a priority throughout Perth & Kinross instead of giving over more agricultural land for housing we believe that the Council will find they can delay the implementation of the Cross Tay bridge and east side Link Road and work on enhancing Perth City.
- The Infrastructure of Scone, roads, water & sewage, education, medical facilities etc., would come under significant strain if large scale development at north end of Scone, or even the 100 planned for Glebe School area, should go ahead. SDCC believes PKC should be carrying out infrastructure capacity assessments and improvements **before** committing Scone to having 100's of new households.

SDCC note in section 5.33 Perth & Kinross Council refer to the following:

- “Developer contributions will be required towards transport infrastructure”
“A financial contribution in line with the Council’s Supplementary Guidance may be required” (in respect of Primary School provision)
- “There will be an embargo on further planning consents for housing for sites of 10 or more until such time as the construction of the Cross Tay Link Road is a committed project.”
- “the Cross Tay Link Road is required before development can proceed”
- “Layout of site cannot be finalized until road line and junction details for CTLR are finalized”
- “Houses cannot be occupied until CTLR constructed”
- “The village primary school has very limited capacity to support further development. Residential development may require to be phased to ensure that sufficient capacity is available.”
- “350 houses built by 2024”
- Investigation of provision of a district heating system and combined heat and power Infrastructure utilising renewable resources.

SDCC respectfully requests that the Council provide a simple timeline to explain in layman terms how all this fits together in delivering 350 occupied houses by 2024, especially in relation to obtaining central Government go-ahead for such a major infrastructure project and carrying out the CTLR construction. Also we ask you factor into this desired deadline of 2024 that all necessary roads, footpaths & cyclepaths be fully surfaced, open and safe to use by the public; primary school provision in place for this first phase; surface water drainage installed and handed over for maintenance such that will be no threat of flooding in the centre of Scone village should any such developments be given the go-ahead.

SDCC would require to be involved at all stages of planning for the above. SDCC is opposed to local incineration using current techniques.

From section 5.33: “The settlement has a very good range of community facilities and has excellent public transport links to Perth”

- Scone has a single Bus company who whilst running good on-peak services leave us poor off-peak ones that cease at 11pm. A cost £1.50/single journey for 3 miles is considered very high by residents. The existing Park & Ride facility at the north end of the village appears poorly used (weekly tickets are useful for regular passengers of course).

Section 3.9 – NE5 Green Belt

- SDCC wish to see land to the east of Scone Village towards Murrayshall Golf Course included in the Green Belt
- Within Scone District there is an isolated community at Stormontfield, which accesses all schools, shops, workplaces, transport and social facilities within Scone or Perth via a single access road. The proposed route of the CTRLR bisects this access and residents would incur a crossing over the proposed single carriageway Link Road. SDCC notes that the inherent hazards involved in such vehicle movements (including agricultural machinery) are well known on the route of the A9 west of Perth & make it a requirement that an over-bridge, or underpass, is provided from the outset at this point on any such Link Road.

Transport

- SDCC would like to highlight the lack of commitment by PKC to lobby for improvement to the rail link between Perth and Edinburgh' within the plan to reduce congestion on the road network.

Flood Risks

- Page 53 shows an Indicative Flood Risk Area Map, which is to a very small scale. However this must presumably be in accordance with the larger scale map show within The Environmental Report Addendum No. 2 on page 28, which shows “The strategic Sensitivities of Luncarty, Perth”, indicating the 1:200 year Flood Extent and includes Stormontfield. Following the publication of the National Flood Risk Assessment, SEPA have written to confirm that “Stormontfield is not in a Potentially Vulnerable Area”, which is confirmed by the map of PVA 08/13. In our opinion therefore it is essential that the Local Development Plan is amended accordingly to comply with the limits of PVA 08/13. (Part of SEPA National Flood Risk Assessment ‘Local Plan Districts and Potentially Vulnerable Areas’, December 2011)

- The existing Victorian Barrel Drain running through the centre of the village is of major concern to the Community Council after the recent flooding to the furniture store and adjoining house and demonstrates how vulnerable this area of the village is to flooding. This situation may be rectified in the meantime however any proposed housing development to the north of the village **MUST** take this situation into account and provide a remedy that will not exacerbate the current situation.

Yours Sincerely

Dr. Peter Olsen
Secretary

From: Patty Fraser [REDACTED]
Sent: 09 April 2012 17:02
To: TES Development Plan - Generic Email Account
Cc: richard jeffrey; 'Hugh Somerville'; fiona macgregor; C CULLEY; James Moore; Ron Kitchin
Subject: Local Development Plan
Follow Up Flag: Follow up
Flag Status: Green
Attachments: Local Plan v4 april 12.doc

Dear Sir

Please find attached the representations on the Local Development Plan and Supplementary Guidance from Cleish and Blairadam Community Council.
We hope you take our representations into account.
Yours sincerely

Patty Fraser (Mrs)
Secy Cleish and Blairadam CC

Local Development Plan 2012 and Supplementary Guidance

Cleish & Blairadam Community Council Representations – v4

- 1) For reasons of clarity and to protect the agricultural areas within the Conservation Area thereby preserving the spatial arrangement of the buildings, please amend the wording of paragraph two of 7.6.1. to state:

“... and is unique in Kinross-shire by merit of the spatial arrangement of the dwellings. The wider agricultural ground forms part of the overall setting of the village and helps maintain the rural feel”.

This request is based on the findings of the Kinross Area Local Plan Public Local Inquiry 2004 which concludes: *“It is considered that both the village [Cleish] and Conservation Area boundaries are correct and they reflect the character and uniqueness of Cleish. The wider agricultural ground forms part of the overall setting of the village and helps maintain its rural feel. Any development within this area would severely jeopardise the unique character of the area”.*

- 2) For reasons of clarity and to protect the agricultural areas within the Conservation Area thereby preserving the spatial arrangement and setting of the village, please amend the wording of paragraph two of 7.6.2. to state:

“Cleish and its environs are within a Conservation Area designation which seeks to protect the character, setting within the wider agricultural grounds and the historic integrity of the area. Any development within the Conservation Area would severely jeopardise the unique character of the area”.

- 3) Please include a reference to the Cleish Conservation Area Written Statement 1980 within the Design Guidance listed under Appendix 1 “Supplementary Guidance included in the Proposed Plan period of representation”.

The Cleish Conservation Area Appraisal is not listed. We recognise that this was produced in 1980, however the setting of Cleish and its environs has not altered significantly and as such Perth and Kinross Council have not considered it necessary to update it. As with all plans until such time as the plan or appraisal is replaced the previous one remains valid. Therefore, the 1980 Appraisal remains both relevant and necessary to provide the appropriate level of protection to the village and its environs.

- 4) Keltybridge and Maryburgh Map, 7.12
Please amend the settlement boundary of Maryburgh to exclude the area designated as Garden and Designed Landscape.

- 5) With reference to Cleish 7.6, and as a result of the alteration to the settlement boundary, Houses in the Countryside Policy would apply to land within the Conservation Area, resulting in contradictions to the stated aims of para 7.6.1 and 7.6.2, and the Conservation Area Designation Appraisal.
For reasons of clarity and consistency, please amend Houses in Countryside Policy RD3 and its related Supplementary Guidance to exclude land within Cleish Conservation Area.

- 6) In relation to Cleish 7.6, and as a result of policy 88 in the current Local Plan not being carried forward to the LDP, and considering the importance of open spaces to the integrity of the setting of the village, please apply Policy CF1 – Open Space Retention & Provision, to the land & open spaces within Cleish conservation area, in the interests of clarity and consistency.

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form**

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Please complete all 4 sections of the Plan, this will allow us to process your representation accurately and quickly. If you have comments on several documents or parts of the Plan please use separate forms for each.

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1. Contact details (only representations that include full contact details are valid)

Name	Annelies McMillan Scottish Water
Address and Postcode	419 Balmore Road Glasgow G22 6NU
Telephone no.	[REDACTED]
Email address	[REDACTED]

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☐

2. Which document are you making a representation on?

Proposed Plan	<input checked="" type="checkbox"/>	SEA Environmental Report – Addendum 2	<input type="checkbox"/>
Supplementary Guidance	<input type="checkbox"/>	SEA ER Addendum 2 - Appendices	<input type="checkbox"/>

If making a representation on Supplementary Guidance, please state the name of the document:

3. Which part of the document are you making a representation on?

Policy ref.	<input type="text"/>	or
Site ref.	<input type="text"/>	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☒**Or**

Would you like to see a change to the Plan? Please state this change.

Please include the reason for supporting the Plan/requesting a change.

Scottish Water support Perth and Kinross Council and will work with the Local Authority and all interested parties to enable development. We have had continuous engagement throughout the process and welcome the chance to continue this working relationship.

The Submit button will open an email addressed to the LDP team and attach this form, at this point you will have the opportunity to add text to the email and attach any supporting information.

To submit your form you then have to send the email.

Save a copy**Print****Submit**

From: Stephen Short [REDACTED]
Sent: 26 January 2012 18:48
To: TES Development Plan - Generic Email Account
Subject: Local Development Plan (Scone)

Follow Up Flag: Follow up
Flag Status: Completed

Attachments: Local Development Plan (Scone).pdf



Local Development
Plan (Scone)...

PKC,

Attached is my initial letter with regards to the LDP in Scone. Please can you confirm that you have received this letter ASAP. I will send one hard copy to ensure no issues with lodging my concerns.

Steve Short,

Managing Director TSG Perth

Spoutwells House

Highfield Road

Perth

PH2-6RN

Stephen Short

Spoutwells House • Highfield Road • Scone, Perth PH26RN • [REDACTED] [REDACTED]



Date: 26th January 2012

PKC Land Development team

Head of Planning PKC

Perth & Kinross Council

2 High Street Perth

PH1 5PH

Dear: PKC: Initial concerns I would like raised and reassurance

I understand that there are plans to develop in the local area, which will greatly impact a number of the residents within the area's in question. I will discuss in my letter a selection of concerns. These concerns will automatically become questions I would like satisfactorily answered.

I understand the field to the rear of my property is in your document. The field in question is to the North of Scone directly above Highfield road and below the wood line of Highfield woods. My house backs onto the field and any potential development to the rear of the property will detract from the value of my home.

I have further concerns as to what effect you will have on my property with regards to your development. My house has stood for 300 years and there have been no problems within my property with drainage and flooding from the field.

- Can you reassure me that this will not be an issue?
 - To me?
 - The people residing below me at any point with in your development proposal?

The size of the development in which you are proposing will take years to build and it will take 10's of years to mature.

What protections from the disturbance will you give me that will ensure I and my fellow residents will not be living in a building site for the next 25 years?

- Noise pollution.
- Dust air pollution.
- Access vehicles in and around the area.
- The safety of our children using the public roads with an influx of building traffic.

Where will the access points be?

- The delivery of the building supplies.
- The removal of the lorry loads of rubble and refuse.



- The roads are going to become more congested with the amount of heavy machinery and if there is any damage as there are private roads in the area will these be taken care of if damage occurs.

If the development goes ahead there will be a number of residents that will be directly impacted by this eyesore.

- Will the developers provide a suitable screening in the way of a tree line to protect us from the building site?
- My property has cost me a great deal of money to buy and improve. Will considerations be made to ensure that you do all you can for the people on the boundary of your development to protect there investment?
- During the development there will be machinery and supplies within the area that will be at risk from theft and this will bring an unwanted criminal element to the area to possibly uplift material. My property will be at risk from the opportunist.
- How will you ensure that my quality of life will not be affected through the decision to generate houses in Scone that are not needed.
- I would like to understand who and what people will be living in the development.
- Will your development mesh well with the greater community.
- Being a rural town mass housing will serve no more purpose for the greater community generating the need for more infrastructure:

Additional strain will be seen:

- Roads: already cluttered in scone.
- Shops: There are not enough.
- Schools: Already struggling to achieve the requirements.
- Police: will be put under pressure
- Ambulance: This will require this to be looked at closely
- Fire service: This will need this to be looked at also.
- Residents will have to go to the greater community for commercial or other purposes. Leading to heavier road traffic.
- Mixed developments take into consideration commerce and other aspects of community planning, residential developments are often seen as supplying only housing.



These are my initial thoughts. I would like to make it clear that I do strongly object to the development and I will back anyone who is in a similar opinion to me.

I can only hope that the greater masses of scone will aim to block these plans. The PKC decides on a more sensible place for people to make money out of building houses.

(Scone residents) I can only hope they take umbrage to the development and put pen to paper. I currently have focused mainly on what will be direct to me the next piece is what use is this to greater Scone and I hope they all feel as strongly against the idea as much as me & my family.

Sincerely, [Mr. Short]

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1. Contact details (only representations that include full contact details are valid)

Name	Mr Graham Paterson
Address and Postcode	87 Lathro Park Kinross KY13 8RU
Telephone no.	<div style="background-color: black; width: 100px; height: 1.2em;"></div>
Email address	<div style="background-color: black; width: 150px; height: 1.2em;"></div>

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☐

2. Which document are you making a representation on?

Proposed Plan	<input checked="" type="checkbox"/>	SEA Environmental Report – Addendum 2	<input type="checkbox"/>
Supplementary Guidance	<input type="checkbox"/>	SEA ER Addendum 2 - Appendices	<input type="checkbox"/>

If making a representation on Supplementary Guidance, please state the name of the document:

3. Which part of the document are you making a representation on?

Policy ref.	<div style="border: 1px solid black; padding: 2px;">7.2 Kinross & Milnathort</div>	or			
Site ref.	<div style="border: 1px solid black; padding: 2px;">H47</div>	or			
Chapter	<div style="border: 1px solid black; padding: 2px;">7.2</div>	Page no.	<div style="border: 1px solid black; padding: 2px;">205</div>	Paragraph no.	<div style="border: 1px solid black; padding: 2px;"></div>

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

Yes.

No building on land between Kinross & Milnathort H47

Please include the reason for supporting the Plan/requesting a change.

I do NOT support the plan.

1. Not only will a new primary school need to be built but the existing community campus is already running at full or near full capacity and will require upgrading.

2. The area designated on H47 floods on a regular basis, any flood defence/drainage program would only shift the flooding problem downstream.

3. H47 is prime agricultural land and in a time of rising costs for food and natural resources the plan is short sighted.

4. The effect on the local wildlife and the nearby RSPB site at Vane Farm needs to be taken into consideration. The Fields located on H47 are regularly visited by migrating Geese and are an important food supply and resting point for these and other migratory birds.

5. The infrastructure is already stressed at peak times. Gallowhill Road is unfit for purpose as a main thoroughfare and would need to be greatly improved at the junction with The Muirs.

6. Any residential development of H47 would require major landscaping of the M90 to reduce both noise and air pollution.

7. Affordable housing is often seen as a necessary evil by construction companies and is poorly applied and thought out by both them and PKC. Too many times these projects have had a detrimental effect on the existing surrounding communities.

8. Loss of important greenbelt land and the confluence of Kinross & Milnathort which the majority in both communities do not wish to see.

As usual I do not expect PKC to take any notice of these or indeed all the other reasons they will be advised upon for the various plans proposed to be altered or rejected as this is only a PAPER EXERCISE by a local authority which serves only themselves and not the wellbeing of the community they represent.

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Perth and Kinross Local Development Plan – Proposed Plan **Representation Form**

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Please complete all 4 sections of the Plan, this will allow us to process your representation accurately and quickly. If you have comments on several documents or parts of the Plan please use separate forms for each.

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1. Contact details (only representations that include full contact details are valid)

Name	Louise Crawford
Address and Postcode	54 Gilsay Place, North Muirton, Perth PH1 3AG
Telephone no.	[REDACTED]
Email address	[REDACTED]

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☐

2. Which document are you making a representation on?

Proposed Plan	<input checked="" type="checkbox"/>	SEA Environmental Report – Addendum 2	<input type="checkbox"/>
Supplementary Guidance	<input type="checkbox"/>	SEA ER Addendum 2 - Appendices	<input type="checkbox"/>

If making a representation on Supplementary Guidance, please state the name of the document:

3. Which part of the document are you making a representation on?

Policy ref.	<input type="text"/>	or
Site ref.	E3	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

The border not to come so close to the front of my house and proper screening to be planted

Please include the reason for supporting the Plan/requesting a change.

Ruin view from my house, noise disruption, dirt. Would make my house undesirable to prospective buyers.

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1. Contact details (only representations that include full contact details are valid)

Name	Peter Howarth
Address and Postcode	Auchenhouse By Burrelton Blairgowrie Perthshire PH13 9PP
Telephone no.	[REDACTED]
Email address	[REDACTED]

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☐

2. Which document are you making a representation on?

Proposed Plan	<input checked="" type="checkbox"/>	SEA Environmental Report – Addendum 2	<input type="checkbox"/>
Supplementary Guidance	<input type="checkbox"/>	SEA ER Addendum 2 - Appendices	<input type="checkbox"/>

If making a representation on Supplementary Guidance, please state the name of the document:

3. Which part of the document are you making a representation on?

Policy ref.	<input type="text"/>			or	
Site ref.	<input type="text"/> 5.15 Damside/Saucher			or	
Chapter	<input type="text"/>	Page no.	<input type="text"/>	Paragraph no.	<input type="text"/>

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

I believe we should retain the 2004 Draft Plan for this location with no increase in the area covered.

Please include the reason for supporting the Plan/requesting a change.

Firstly, I would like to correct the misconception which forms the very basis of the plan, namely, that there are two separate communities – Saucher and “the more linear settlement of Damside” which for some unknown reason require to be drawn together “to create a more cohesive settlement” this, is a contrived scenario created solely for the purposes of this project! Saucher is indeed a long established hamlet built around a formal village green. I in fact live in a collection of individual houses built on either side of the Kinnochtry burn with my house being roughly half a mile from the village green in Saucher. Other than our immediate neighbour the land between us and the village is put to agricultural use, although, 1 field is currently subject to outline planning permission granted under the auspices of the existing Draft Plan! The houses on the North West bank of the burn are built on land which was previously part of Milton of Collace farm and those on the South East bank on land which was previously part of Damside farm. We have lived here for almost 14 years and at no time, to the best of my knowledge, have these dwellings been known collectively as “Damside”. Our houses are within postcode PH13 whereas Saucher and Damside farm are within PH2; we are served by a different postman! In conclusion, I would say that the attempt to link these two vastly different in nature entities together, purely for the purposes of the local plan is spurious serving only to provide a neat solution for the planner, significant financial gain for property owners/developers and no benefits whatsoever for existing residents! I regret that I and I suspect many others will see the planners wish to use the principle of “further infill residential development” to force the unwelcome creation of larger villages and towns as heralding the end of rural Scotland as we know it!

With regard to the principle of further residential development in this location I would comment as follows; -

- The main access road to our houses through Damside farm is a single-track road of 3 meters width with no provision for passing. The road is under frequent use by large agricultural vehicles most of which are the width of the road and many wider, at busy times like spring planting or harvesting the volume of such traffic increases significantly. At harvest time and well into the winter the road is used by bulk grain carrying articulated lorries to access grain storage facilities at West Buttergask farm. There are also currently up to 18 cars/vans attached to the existing houses here, which use the road on a daily basis. In addition to the foregoing the road is used by the usual fleet of delivery, post and tradesmen's vans. As stated above the road passes through Damside farm, which at busy times can resemble an industrial site. Finally, the exit from the road at the Saucher crossroad is extremely hazardous given the volume of heavy lorries travelling at speed to and from the Collace quarry, this is especially the case in the summer when long grass leaves the exiting driver unsighted.
- The Kinnochtry burn which flows through the area is at times subject to flooding and there is a concern amongst residents here that further development upstream could increase the flood risk with actions taken by builders and/or subsequent residents causing blockages which could cause the burn to spread out flooding a wider area than at present. In addition to this, following a pollution incident last summer when hundreds of fish and invertebrates were killed I am aware from discussions with SEPA that they have been concerned about the purity of the water in the burn for some time given chemical outflows from farming operations and residential properties and further development can only exacerbate this problem.
- There are no local services at this location, the utilities infrastructure is basic and public transport links minimal.

Further comments on page 2

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1. Contact details (only representations that include full contact details are valid)

Name	Peter Howarth
Address and Postcode	Auchenhouse By Burrelton Blairgowrie Perthshire PH13 9PP
Telephone no.	[REDACTED]
Email address	[REDACTED]

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☐

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Supplementary Guidance	<input type="checkbox"/>	SEA ER Addendum 2 - Appendices	<input type="checkbox"/>

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3. Which part of the document are you making a representation on?

Policy ref.	<input type="text"/>	or
Site ref.	5.15 Damside/Saucher	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

I believe we should retain the 2004 Draft Plan for this location with no increase in the area covered.

Please include the reason for supporting the Plan/requesting a change.

Continued from page1

I have also had the opportunity to review the sites in this location which the planners have considered in the preparation of the Main Issues Report and I must say that whilst I respect a landowner's desire to maximise the value of their land I am pleased that planners have not included these additional sites in the Proposed Plan. As the sites in question are all prime arable agricultural land, which is presently the subject of intensive cultivation, I would hope that they would never be eligible for residential development and I cannot envisage any valid mitigation, which should change this situation.

I must say that given the information available I am at a loss to understand the purpose of a Local Plan as the development sites within the borders of the 2004 Draft Plan are at present I believe subject to only outline planning permission which allows for the construction of a further 9 houses at this location. At this time only 1 new house has been built since the creation of the 2004 Draft Plan! In the event that the planning is pursued and 9 further houses are built this would more than double the number of houses here at present. Surely it cannot be right to contemplate a new plan, which would affect a c.100% increase in the area covered by the previous Draft Plan prior to the actual realisation of that original plan.

In conclusion I would have thought that given the rural nature of this location and the factors outlined on page1 it would be prudent to wait until the proposed new houses are built to enable local residents, the local authority and indeed the planners to assess the impact of the increased population both human and automotive on the local area and environment! Accordingly, I believe that you should adopt a more cautious approach and should stick to the area outlined previously and formally adopt the Draft Plan of 2004.

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1. Contact details (only representations that include full contact details are valid)

Name	Wendy McKerchar
Address and Postcode	Inversnaid Clunie Street Abernethy Perth PH2 9JT
Telephone no.	[REDACTED]
Email address	[REDACTED]

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☐

2. Which document are you making a representation on?

Proposed Plan	<input checked="" type="checkbox"/>	SEA Environmental Report – Addendum 2	<input type="checkbox"/>
Supplementary Guidance	<input type="checkbox"/>	SEA ER Addendum 2 - Appendices	<input type="checkbox"/>

If making a representation on Supplementary Guidance, please state the name of the document:

3. Which part of the document are you making a representation on?

Policy ref.	Proposed Plan 2012 Change Plan	or			
Site ref.	5.4.6	or			
Chapter	Chapter 5	Page no.	Page 2	Paragraph no.	

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

i would not like to see houses least of all 16 built on this area.

Please include the reason for supporting the Plan/requesting a change.

To me the area of the field is not big enough for 16 houses. Also the drainage was upgraded a number of years to accommodate the 3 housing estates that have been put up, will this with stand the additional areas being considered in this Change Plan.

Also parking is sometimes difficult where i stay in Clunie street and if more people moved in to that area then this would impose further problems with people visiting and make it more difficult for me to park near my home.

It is a nice quite area which would change as i assume that this will be family orientated houses and wouldn't have moved in this area if i knew that there would be more houses built as it was the peace and quiet that attracted to me where i live.

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RECEIVED

①

03 FEB 2012

WED. 1ST FEB.

22 CURLERS CRES.
MILNATHORT

Dear Sir, in reply to your letter concerning the proposed site H. 48, i.e. Pitdownie site at Milnathort, yet again I have voiced concern regarding, at meetings and by letter of this pending site getting planning permission.

As I have previously stated this proposed site is not legal, as the first proposal was for between sixteen and twenty odd detached bungalows. Now it's stated as 40 dwellings which would make it like a lego site, one on top of another. As stated detail drawings of the proposed site would be available at the community centre for inspection.

(5)

I went to inspect them and as an engineer with 50 yrs experience on sites and oil fields, I have never seen such a exhibit in all my days. It was like a two year old had shaded in a four inch square named H. 48. There was no detail of any kind, it was produced to solely keep the public in the dark.

A full sized detailed map should have been produced stating the positions of the houses, roads in and out; Number of low income houses compared to the number of private houses, not a 4" isometric square. This needs to be produced as a full drawing to the meetings on the 15th February and the 14th March

at the public meeting in lock
leven community centre. The final
point to be discussed. The road
in and out of this site. You have
kept us in the dark about this
question which has caused concern
to the whole village. There is no
way, entrance through Bursles
Brescent. should be considered.
I and about 70% of the people
in Bursles Brescent and Bowling
green avenue are retired old age
pensioners who bought their houses
years ago, many are infirm. What
this means is if 40 houses
were allowed to be built
around 60 to 70 more cars would
be using this narrow road and
would pose a threat to the
safe safety of the retired

(4)

residents. Also, while this site is terminated by a cul de sac at Burles Bxents, causing an opening for traffic would devalue some properties, as a house on a cul. de sac is more desirable than a house on a public throughfare. At one of the meetings we told of the condition off this road which is sinking and cracking, the pavements are at an angle and water pipes have sunk severely. Mr. Willie Robertson was told about this at the meeting.

He reported he would look at them. He reported back that they were alright. He must have been looking at them in the dark with sun glasses on as they are not suitable for any more

traffic. I hope this letter will
~~persuade~~^{make} you ~~to~~ take a closer
 look at the situation this road
 incur if this proposal H. 48
 get permission to go ahead
 The site is one large bog
 when they were drilling both
 machines sank into the bog
 they had to be pulled clear
 by an local contractor

I Remain yours
 faithfully



RECEIVED

02 FEB 2012

Mr. J. W. & Mrs. W. McConville.

*Craig View Cottage,
17, Rosamunde Pilcher Drive,
Longforgan,
Dundee, Angus. DD2 5EF.*

Telephone/Fax [REDACTED]

E-mail [REDACTED]
.....

1 February 2012

Ms Brenda Murray,
Team Leader – Development Plans,
Perth and Kinross Council,
Planning and Regeneration,
Pullar House,
35 Kinnoull Street,
PERTH. PH1 5GD

Dear Madam,

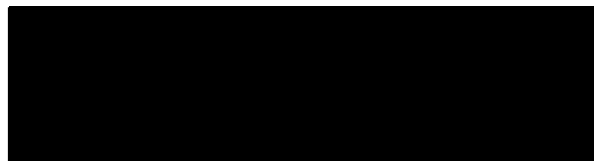
**Notification of publication of Proposed Local Development Plan: Proposal
for development at South Longforgan; Proposal for development of site
reference H26**

I refer to your letter reference S13/2 dated 26 January 2012. and as requested provide the required information.

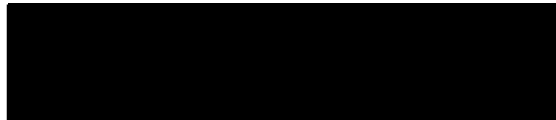
1. Name and address of persons making the representation: Mr James W McConville and Mrs Williamina Mc McConville Joint owners and occupiers of 17 Rosamunde Pilcher Drive, Longforgan. DD2 5EF
2. Name of the document to which our representation relates: Proposed Local Development Plan: Proposal for development at South Longforgan: proposal for the development site reference H26.
3. Which site or part of the plan we are commenting on. Proposals for development of South Longforgan: Proposals for the development of site reference H26.

4. Say whether you want a change in the Plan. Yes we want a change in the Plan.
5. Tells us what the change should be and why. The site reference **H26** should be excluded from the proposed Local Development Plan: Proposals for development at South Longforgan and the application for agricultural land subject to a planning in principle application (08/01889/1PM) should be refused. The reasons are outlined in the appendix attached to this letter and dated February 2012 and which forms an integral part of our representations.

Yours Faithfully,



James W McConville



Williamina Mc McConville

Appendix.**Comments on and objections to Proposed Local Plan: Proposal for development at South Longforan Site reference H26.****Proposed Local Development Plan for the Perth and Kinross Area.****1. Housing Development****Rural linear village**

Longforan, a burgh of barony granted in 1672 and part of which is a conservation area, retains many of the characteristics of a Scottish rural linear village, characteristics which are unusual to find so close to a major conurbation and ones which are of historical and cultural importance, worth preserving and which have been lost in so many other parts of Scotland.

Infill developments

There have been some infill developments to the north of the village main street but these have been restricted – and therefore the impact on the village - by the A90.

Existing village envelope

The Meadows Development in 2000 and the conversion of West Bank Farm steading to form 9 dwellings and the erection of 6 new dwellings in 2003-2004, both of which were constructed to the south of the village main street, have begun already to alter the linear characteristics of the village but not irretrievably so as they are still contained within the existing envelope of the village formed by its southern boundary of West Bank Farm Road which extends from Station Road in the east to Castle Road in the west.

Change requested to Local Plan

The proposal for the erection of housing on the site reference H26 should be refused as it would irretrievably alter, to the detriment, the physical envelope and boundaries of the village and therefore the historical and cultural characteristics of Longforan.

Planning appeals directorate

In rejecting a proposal for large scale housing development at Longforan on 25 June 2009 (an application by GS Brown Construction seeking outline consent for a 3.7 hectare site by Castle Huntly) Directorate reporter Alan Walker of the Scottish Government's planning appeals directorate stated that Longforan was part of the Dundee housing market area and that he had not been presented with any compelling evidence that any shortfall which may exist in this housing market area (*for an increase in homes in Perth and Kinross due to its rising population*) should be met at Longforan.

Change requested to Local Plan The proposal for the erection of housing on the site reference H26 **should be refused** as the Scottish Government's planning appeal directorate has found, as recently as 2009, that as Longforan forms part of the Dundee housing market area there is not any compelling evidence that any shortfall which may exist for an increase in homes in Perth and Kinross due to its rising population should be met at Longforan.

Perverse and unreasonable In the light of the decision by the Scottish Government's planning appeal directorate to reject the application by GS Brown Construction for outline planning consent on a 3.7 hectare site by Castle Huntly and the reasons given for that refusal any decision to include site reference H26 in the proposed Local Development plan and to grant planning in principle for housing may be seen as perverse and unreasonable.

Demographics The paper "About Dundee 2010" published by Dundee City Council states that "By 2033 the population of Dundee is projected to be 135,229 this is a decrease of 5.7% compared to the estimated population in 2009."

Change requested to Local Plan The proposal for the erection of housing on the site reference H26 **should be refused** as the findings of the Scottish Government's planning appeal directorate is reinforced by the population statistics published by The information and Research Team, City Development, Dundee City Council in 2010 showing a **fall** in the population of the Dundee housing market area of which Longforan forms a part.

Social/community structure Longforan still retains a social and community structure that is, at least in part, rural and agricultural. The continued piecemeal selling of agricultural land generally - and more specifically by West Bank Farm in relation to this proposal – for housing purposes will inevitably lead to an erosion of the existing community and social structure of the village.

Environmental considerations In addition the continuing piecemeal sale of land at West Bank Farm will inevitably lead to a reduction in the economic viability of the farm as an agricultural unit leading to even greater pressure to sell more agricultural land (*for housing purposes?*) at a time when emphasis is being placed world-wide, including the recently published Structure Plan, on the need to grow local produce, cut down air miles and reduce carbon emissions.

Change requested to Local Plan The proposal for the erection of housing on the site reference H26 **should be refused** as it would lead inevitably to: -

Erosion of community structure The further erosion of the existing social and community structure of the village moving the village away from a working agricultural one to that of a dormitory village for the large conurbations of Dundee and Perth.

Reduction of farm land The reduction in land for farming at a time when food prices are increasing and there is a pressure to reduce foreign imports and reduce carbon emissions.

Contrary to stated policy The proposals being arguably contrary to the stated intents of the Scottish Government and of the Structure Plan to reduce carbon emissions and protect green field sites used for agricultural purposes.

Future viability of West Bank Farm Further pressure at a later date for more land to be released for housing purposes as the piecemeal selling of land at West Bank Farm reduces the agricultural viability of the farm as a working unit.

Piecemeal planning applications The Proposed Local Development Plan does not seem to recognise or consider the piecemeal planning applications for sites lodged at different times and, which when considered as a whole, can have a detrimental effect on the character of an area, town or village.

Conterminous sites The Meadows housing development completed in about 2002 extends from Station Road in the west to the then conterminous boundary with West Bank Farm. This development was followed rapidly in 2003-2004 by the conversion of West Bank Farm steading to 9 dwellings with an additional 6 dwellings and is now proposed to be followed by further developments as outlined in the Proposed Local Development Plan.

Urban sprawl In effect granting planning applications for small scale conterminous sites can give rise to what is, to all intents and purposes, one large scale housing estate which if treated as a single development would not be considered appropriate as it would be seen as leading to the beginnings of urban sprawl in a small rural village completely changing its character.

Change requested to Local Plan The erection of housing on the proposed site reference H26 **should be refused** as it will lead to the beginnings of urban sprawl in a relatively pleasant rural village changing its character and culture irretrievably.

Noise nuisance The farm steading at West Bank Farm appears, from the plans submitted, to remain in place. The farm generates considerable noise often early in the morning from heavy goods vehicles, tractors and other farm equipment.

Complaints The farm steading, if it remains as it is, will undoubtedly generate complaints from occupiers regarding noise and heavy goods vehicles passing through the proposed housing development.

Relocation of steading These complaints could easily lead to a request to relocate the farm steading – a large part of which is simply metal containers joined together by a metal roof – resulting in a demand for a separate access from the farm steading on to Station road and/or the relocation of the steading leading to a further planning application for the vacated area of land to be used for housing.

Change requested to Local Plan The erection of housing on the proposed site reference H26 **should be refused** as the proposal is ill conceived leading inevitably to conflict with the occupiers of the existing farm steading resulting in increasing pressure for the steading to be relocated together with the possibility of a demand for a separate access on to Station Road (*a proposal already submitted, in the recent past, for planning approval and refused*) exacerbating the problems of traffic outlined later in this appendix and the submission of a planning application for additional housing, at a date in the future, on the vacated steading site.

2. Sporting and Recreational facilities.

Proposals too large The population of Longforgan village is approximately 700 but, if taken to include the immediate surrounding area, it is in the region of 1100. The proposals are to include a football pitch, sports hall, two tennis courts and a skate park. The proposals are too large and extensive to be viewed as appropriate for a village of this level of population.

Revenue costs

While it is recognised that the capital costs may be offset as planning gain nevertheless running costs of such extensive facilities will have to be met from local council tax payers – directly or indirectly through the grant system – if the proposed facilities are to be kept to a reasonable standard for insurance and health and safety requirements.

Conflict

The site reference H26 is in a part of the village which is relatively difficult to supervise or oversee and the standard of sport/recreational facilities proposed will attract users from further afield. Without a management plan the area will inevitably lead to complaints from nearby householders with the resultant conflict from noise, teenage gangs and vandalism.

Change requested to Local Plan

The construction of recreational facilities on the site reference H26 should be refused as, at a time of cuts to local government budgets, the prioritising of all public sector expenditure and financial constraints into the foreseeable future, the revenue expenditure required for an effective management plan and the continuing upkeep of recreational facilities which are excessive to the size of the population of Longforan cannot be justified.

Cost effective alternative

The sporting and recreational facilities proposed on site reference H26 are to replace the existing facilities off Main Street, Longforan. These facilities comprise a football pitch and derelict tennis courts which if refurbished together with the construction of changing rooms would provide a level of facilities more appropriate to the size of population of the village at a much reduced cost to the local tax payer.

No cost benefits

The relocation of the existing recreational and sporting facilities would seem to have no cost benefits to the local tax payer but only for the owners of West Bank Farm and the site of the existing recreational facilities as a means of persuading the Local Authority to approve planning applications on TWO sites as, no doubt, once the area of the existing recreational facilities is vacated and declared surplus to recreational requirements a planning application for housing development will closely follow and, once again continue the policy of piecemeal development of the village.

Change requested to Local Plan The proposal for the construction of a football pitch, sports hall, two tennis courts and skate park on the site reference H26 **should be refused** as:-

Proposals excessive It is excessive for the size of population of the village.

Cost effective alternative The refurbishment of existing facilities together with the construction of changing rooms would provide a level of facilities more appropriate to the size of the population of the village at a much reduced cost to the local tax payer at a time of local authority budget constraints.

Small cost benefits The benefits to the village are small when compared to the possible changes to its physical, social and community structure if further housing development was permitted on the site of the existing recreational facilities once vacated and declared surplus to recreational requirements.

3. Concerns relating to Increased Traffic Volumes.

Safety aspects The document Transport Scotland: Highways Agency; Design Manual for Roads and Bridges, Volume 6 Part 6 TD 42/95, although not strictly applicable to Longforgan nevertheless sets out the Scottish Government's views on general design principles and the safety aspects of the geometric design of major/minor road junctions

Road junction Sight lines Access to and from the proposed site reference H26 is from West Bank Road onto Rosamunde Pilcher Drive and thence onto Station Road. The sight line looking south at the junction of Rosamunde Pilcher Drive and Station Road is inadequate and has been the subject of several near misses as traffic moving north along Station Road towards the village barely sees the Rosamunde Pilcher Drive/ Station Road junction and is still moving at considerable speed from a long straight stretch of road. Improvements to this sight line would be difficult to achieve without the removal of buildings on the triangle of land owned by Dundee Airport.

Traffic conflict Station Road narrows as it approaches the junction with the Main Street of the village and although attempts have been made to improve this junction it is still inadequate to cope with buses and heavy goods vehicles as they manoeuvre to turn into or out of this junction. The traffic conflict is exacerbated by the presence of a domestic garage entrance with no direct

sight line onto Station Road and which is within one metre of the junction. The junction, together with that length of Station Road which narrows as it approaches Main Street, have been the subject of many near misses causing vehicles to move across Main Street into oncoming traffic and, on Station Road, to mount the pavement endangering pedestrians.

Difficult to improve junction

The junction of Station Road and Main Street could not be improved without the demolition of at least one house located in the conservation area of the village.

Increased accidents

The proposed housing development on site reference H26 would substantially increase traffic volumes on Station Road, at the junction of Rosamunde Pilcher Drive and Station Road and Station Road and Main Street leading to an increased possibility of traffic and pedestrian accidents.

The standard of sport/recreational facilities proposed on site reference H26 is sufficient to attract users from out with the village and consequently increase the volume of traffic using station road and exacerbate the difficulties already outlined in this section.

On street parking/traffic

The proposals for the development of site reference H26 will increase also the volume of traffic using the Main Street of the village a street bordered by many dwellings and a primary school which do not have adequate parking facilities.

Main Street single lane traffic

By using on street parking the Main Street of the village is effectively reduced, in many places, to single lane traffic.

Change requested to Local Plan

The proposal for the erection of housing and the construction of a football pitch, sports hall, two tennis courts and skate park on the site reference H26 **should be refused** as the proposals will increase traffic flows on the Main Street of the village which is effectively reduced to a single lane in many places and at already inadequate junctions, increasing substantially the potential for vehicle and pedestrian accidents.

4. General Overview

In the light of:

- The present economic climate:

- The need for local authorities to prioritise their reducing expenditure;
- The continuing rise in the unemployment figures and mortgage loan defaults;
- The many thousands of unsold houses on the market both old and new;
- The mothballing of many incomplete housing development sites;
- The fall in the population of the Dundee housing market area of which Longforgan forms a part;
- The Scottish Government's planning appeal directorate statement that there is no compelling evidence that any shortfall which may exist for an increase in homes in Perth and Kinross due to its rising population should be met at Longforgan;
- The limited benefits to the village when placed alongside the damage to its physical, social and community structure.

It is difficult to understand the rationale behind the inclusion of site reference H26 in the Proposed Local Development Plan and the proposal for planning in principle for housing, football pitch, sports hall, two tennis courts and skate park.

Conclusion

Site Reference H26 should be excluded from the proposed Local Development Plan: Proposals for development at South Longforgan.

February 2012

Mr. J. W. & Mrs. W. McConville.

Craig View Cottage,
17, Rosamunde Pilcher Drive,
Longforgan,
Dundee, Angus. DD2 5EF.
Telephone/Fax [REDACTED]

19 February 2012

RECEIVED
21 FEB 2012

Ms. Brenda Murray,
Team Leader – Development Plans,
Perth and Kinross Council,
Planning and Regeneration,
Pullar House,
35 Kinnoull Street,
PERTH. PH1 5GD.

Dear Madam,

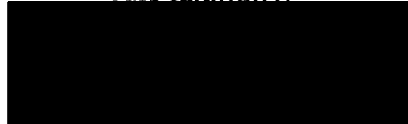
Proposed Local Development Plan: Proposal for development at South Longforgan: Proposals for development of site reference H 25.

I refer to the proposals for development at South Longforgan site reference H 25 and wish to make representations regarding these proposals and provide the necessary information.

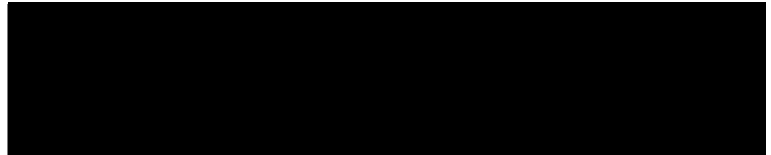
1. Names and address of persons making representation: Mr James W McConville and Mrs Williamina Mc McConville joint owners and occupiers of 17 Rosamunde Pilcher Drive, Longforgan.
2. Name of document to which our representation relates: Proposed Local Development Plan: Proposal for development at South Longforgan site reference H 25.
3. Which site or part of the plan we are commenting on: Proposals for development at South Longforgan: Proposals for the development of site reference H 25.
4. Say whether you want a change in the Plan: Yes we want a change in the Plan.

5. Tell us what the change should be and why: The site reference H 25 should be excluded from the proposed Local Development Plan: Proposals for development at South Longforgan and the planning application (08/01890/ILP) should be refused. The reasons are outlined in the appendix attached to this letter and dated February 2012 and which forms an integral part of our representations.

Yours faithfully,



James W McConville



Williamina Mc McConville.

APPENDIX

Comments on and objections to Proposed Local Plan: Proposal for development at South Longforgan Site Reference H25

Proposed Local Development Plan for the Perth and Kinross Area.

1. Housing Development.

Rural linear village

Longforgan, a Burgh of Barony, granted in 1672 and part of which is a conservation area, retains many of the characteristics of a Scottish rural linear village which are unusual to find so close to a major conurbation and ones which are of historical and cultural importance, worth preserving and which have been lost in so many other parts of Scotland.

Conservation area/Church

The village Main Street – the conservation area - of Longforgan stands on ground which rises gently from the river Tay the dominant feature of which is the ancient parish church and cemetery of Longforgan.

[The Royal Commission on the Ancient and Historical Monuments of Scotland indicates that St. Modwenna, who died in 521 AD, may have founded the church. The steeple of the church was built in 1695 with the entire church for all practicable purposes rebuilt in 1794.]

Planning appeals directorate

In rejecting proposals for a large scale housing development at Longforgan on 25 June 2009 (an application by G S Brown Construction Ltd. seeking outline consent for a 3.7 hectare site by Castle Huntly) Directorate reporter Alan M G Walker of the Scottish Government's planning appeals directorate stated "..... However, during the course of my visit I observed that the northern views of the attractive conservation area skyline from the appeal site and beyond would certainly be disrupted. If not wholly obscured, by a residential development. I therefore conclude that no matter the form of housing proposed the development would be likely to have a negative impact on the character and appearance of the conservation area."

Negative impact

"..... the negative impact on the northern views of the attractive conservation area skyline" **would be increased exponentially** if housing development was permitted on site Reference H 25 and, perhaps even more importantly, limit any possibility of extending the

Parish Church cemetery

church cemetery, a cemetery used before pre-Reformation times and **a restriction which would all but prevent future generations being interred in their parish church cemetery should they choose to do so** altering irretrievably and to the detriment the social, cultural and historical character of the village.

Dundee housing market

As part of the same decision dated 25 June 2009 rejecting the proposal for large scale housing development at Longforgan Directorate reporter Alan M G Walker of the Scottish Government's planning appeals directorate stated that Longforgan was part of the Dundee housing market area and that he had not been presented with any compelling evidence that any shortfall which may exist in this housing market area (*for an increase in homes in Perth and Kinross due to its rising population*) should be met at Longforgan.

Perverse and unreasonable

In the light of the decision by the Scottish Government's appeals directorate to reject the application by G S Brown Construction Ltd. for outline planning consent on a 3.7 hectare site by Castle Huntly and the reasons given for that refusal any decision to include site Reference H 25 in the proposed Local Development plan and to grant planning consent may be seen as perverse and unreasonable.

Demographics

The paper "About Dundee 2010" published by Dundee City Council states that "By 2033 the population of Dundee is projected to be 135,229 this is a decrease of 5.7% compared to the estimated population in 2009" and reinforces the findings of the Scottish Government's planning appeals directorate that there is not any compelling evidence that any shortfall which may exist for an increase in homes in Perth and Kinross due to its rising population should be met at Longforgan.

Social/community structure

Longforgan still retains a social and community structure that is, at least in part, rural and agricultural. The continued piecemeal selling of agricultural land generally for housing purposes will inevitably lead to an erosion of the existing community and social structure of the village moving the village away from a working agricultural one to that of a dormitory village for the large conurbations of Dundee and Perth

Environmental considerations

There is now a growing emphasis, world-wide, including the recently published Structure Plan for the need to grow local produce, cut down air miles and reduce carbon emissions. The proposal for housing

development on site Reference H 25 is arguably contrary to the intents of the Scottish Government and of the Structure Plan to reduce carbon emissions and protect green field sites used for agricultural purposes.

Piecemeal planning applications

The proposed Local Development plan does not seem to recognise or consider the piecemeal planning applications for sites lodged at different times and, which when considered as a whole, can have a detrimental effect on the character of an area, town or village.

Conterminous sites

The Meadows housing development completed in about 2002 extends from Station Road in the east to the then conterminous boundary with West Bank Farm. This development was followed rapidly in 2003-2004 by the conversion of West Bank Farm Steading to 9 dwellings with an additional 6 dwellings and is now proposed to be followed by two further developments on sites reference H 25 and H 26 conterminous with the western and southern boundaries of the Meadows development as outlined in the Proposed Local Development Plan.

Urban sprawl

In effect granting planning applications for small scale conterminous sites can give rise to what is, to all intents and purposes, one large scale housing estate which, if treated as a single development, would not be considered appropriate as it would be seen as leading to the beginnings of urban sprawl in a small rural village completely changing its character.

Rights of way

A claimed right of way (Route Reg. No. 32/53/5) exists from Main Street extending southwards linking firstly with a right of way running from Station Road in the east to Huntly Cottage, Castle Road in the west (*a route part of which is now almost impossible to traverse*) and secondly with a claimed right of way extending from West Bank farm westwards to the Retreat, Castle Road.

The route of the first part of this claimed right of way was altered, to its detriment, in about the years 2000 - 2003 to accommodate the developments at the Meadows and West Bank Farm Steading. However if access is to be gained from Rosamunde Pilcher Drive to the proposed housing development site Reference H 25 the right of way would be severed by the vehicular access to the site and

consequently extinguish the pedestrian right of way extending from Main Street in the north to Castle Road in the west.

It is difficult to see how this right of way could be diverted around or through the site Reference H 25 other than by simply making it part of the existing right of way from Station Road to Castle Road – an unacceptable proposition as the historic link to West Bank Farm and beyond would be lost.

Change requested to the Local Plan

The proposal for the erection of housing on the site reference H 25 together with planning application (08/01890/IPM) should be refused and removed from the Proposed Local Development Plan as:

- The negative impact on the northern views of the attractive conservation area skyline would be increased exponentially.
- The proposed housing development would limit the possibility of extending the church cemetery a restriction which would all but prevent future generations being interred in their parish church cemetery.
- The proposed housing development would alter irretrievably and to the detriment the social, cultural and historic character of the village.
- The Scottish Government's planning appeals directorate has found as recently as June 2009 that as Longforgan forms part of the Dundee housing market area, there is not any compelling evidence that any shortfall which may exist for an increase in homes in Perth and Kinross due to its rising population should be met at Longforgan.
- The findings of the Scottish Government's planning appeals directorate is reinforced by the population statistics published by The Information and Research Team, City Development, Dundee City Council in 2010 showing a fall in the Dundee housing market area of which Longforgan is a part.

- In the light of the decision by Scottish Government's planning appeals directorate to reject the application by G S Brown Construction Ltd. (Planning appeal reference: P/PPA/340/766) and the reasons given for that refusal any decision to include site Reference H 25 in the Proposed Local Development Plan may be seen as perverse and unreasonable.
- The piecemeal selling of agricultural land generally will lead inevitably to an erosion of the existing community structure of the village moving the village away from a working agricultural one to that of a dormitory village for the conurbations of Dundee and Perth.
- The erection of housing on the proposed site reference H 25 when taken in association with recent and proposed housing developments on conterminous sites will lead to the beginnings of urban sprawl in a relatively pleasant rural village changing its character and culture irretrievably.
- The claimed pedestrian right of way (Route Reg. No. 32/53/5) would be severed by the vehicular access to the proposed housing development on site Reference H 25 and consequently extinguish the pedestrian right of way from Main Street in the north to Castle Road in the west and the historic link to West Bank Farm.

2. Concerns relating to Increased Traffic Volumes.

Rosemunde Pilcher Drive

Rosemunde Pilcher Drive has been designed not with traffic flow or traffic volumes as its primary criteria but rather the object of obtaining the maximum number of dwellings on the given area of the Meadows site.

Single lane carriageway

This objective has led to Rosamunde Pilcher Drive being reduced, over part of its length, to a single lane carriageway in order to provide adequate separation of plot number 29 from vehicular and pedestrian traffic.

Pinch point

By narrowing to a single lane a pinch point has been created on a fairly steeply sloping part of the carriageway which already creates problems for vehicular traffic from the twenty one dwellings it presently serves particularly in snow and ice.

Traffic conflict

Any proposed housing development on site Reference H 25 which intends to use Rosamunde Pilcher Drive for access will increase traffic volumes and exacerbate the existing traffic conflict on the single carriage way length of the Drive.

Safety aspects

The document Transport Scotland: Highways Agency; Design Manual for Roads and Bridges, Volume 6 Part TD 42/95, although not strictly applicable to Longforgan nevertheless sets out the Scottish Government's views on general design principles and the safety aspects of the geometric design of major/minor road junctions.

Road junction sight lines

Access to and from the proposed site Reference H 25 is from Rosamunde Pilcher Drive and then onto Station Road. The sight line looking south at the junction of Rosamunde Pilcher Drive and Station Road is inadequate and has been the subject of several near misses as traffic moving north towards the village barely sees the Rosamunde Pilcher Drive/Station Road junction and is still moving at considerable speed from a long straight stretch of road. Improvements to this sight line would be difficult to achieve without the removal of buildings on the triangle of land owned by Dundee Airport.

Traffic conflict

Station Road narrows as it approaches the junction with the Main Street of the village and although attempts have been made to improve this junction it is still inadequate to cope with buses and heavy goods vehicles as they manoeuvre to turn into or out of this junction. The traffic conflict is exacerbated by the presence of a domestic garage entrance with no direct sight line onto Station Road and which is within one metre of the junction. The junction, together with that length of Station Road which narrows as it approaches Main Street, have been the subject of many near misses causing vehicles to move across Main Street into oncoming traffic and, on Station Road, to mount the pavement endangering pedestrians.

Difficult to improve junction

The junction of Station Road and Main Street could not be improved without the demolition of at least one house located in the conservation area of the village.

Increased accidents

The proposed housing development on site Reference H 25 would substantially increase traffic volumes on Station Road, at the junction of Rosamunde Pilcher Drive and Station Road and Station Road and Main Street leading to an increased possibility of traffic and pedestrian accidents.

On street parking/traffic

The proposals for the development of site Reference H 25 will increase also the volume of traffic using the Main Street of the village a street bordered by many dwellings and a primary school which do not have adequate off street parking facilities.

Main Street single lane traffic

By using on street parking the Main Street of the village is effectively reduced, in many places, to single lane traffic.

Changes requested to the Local Plan

The proposals for the erection of housing on site Reference H 25 should be refused and the site excluded from the proposed Local Development Plan as the proposals will increase traffic flows on the Main Street of the village which is effectively reduced already to a single lane in many places, in Station Road, and at inadequate junctions increasing substantially the potential for vehicle and pedestrian accidents.

3. General Overview

In the light of:

- The present and projected economic climate.
- The continuing rise in unemployment.
- The many thousands of unsold houses on the market both old and new.
- The mothballing of many incomplete housing development sites.
- The fall in the population of the Dundee housing market at least until 2033.
- The Scottish Government's planning appeals directorate reasons for refusing the application by G S Brown for a large scale housing development at Longforan on 25 June 2009
- The exacerbation of existing traffic problems which would be brought about by the proposals for site Reference H 25

- The limited, if any benefits to the village when placed alongside the damage to its physical, social and community structure.

It is difficult to understand the rationale behind the inclusion of site Reference H 25 in the proposed Local Development Plan.

Conclusion

Site Reference H 25 should be excluded from the proposed Local Development Plan: Proposals for development at South Longforgan.

February 2012

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form**

Please read the notes below before completing this form. Completed forms should be returned to the Local Development Plans Team: DevelopmentPlan@pkc.gov.uk

Please complete all 4 sections of the Plan, this will allow us to process your representation accurately and quickly. If you have comments on several documents or parts of the Plan please use separate forms for each.

The period of representation will end at **4pm on Tuesday 10th April 2012** and it is essential that you ensure that representations are with us by then.

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Once we have your representation(s) we will acknowledge them and inform you when the Proposed Plan has been submitted to Scottish Ministers for examination. Scottish Government guidance indicates that representations should be a maximum of 2000 words to provide the Examination Reporter with concise representations that can be resolved through written representations, hearings or a public inquiry as part of the examination process.

1. Contact details (only representations that include full contact details are valid)

Name	Grainne Lennon
Address and Postcode	Scottish Government, Directorate for the Built Environment, Area 2H Bridge, Victoria Quay, Edinburgh, EH6 6QQ
Telephone no.	[REDACTED]
Email address	[REDACTED]

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☐

2. Which document are you making a representation on?

Proposed Plan	<input checked="" type="checkbox"/>	SEA Environmental Report – Addendum 2	<input type="checkbox"/>
Supplementary Guidance	<input type="checkbox"/>	SEA ER Addendum 2 - Appendices	<input type="checkbox"/>

If making a representation on Supplementary Guidance, please state the name of the document:

3. Which part of the document are you making a representation on?

Policy ref.	<input type="text"/>	or
Site ref.	<input type="text"/>	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

School Playing Fields

In line with the Scottish Planning Policy (SPP, 2010) requirement we would request that all playing fields, including those within educational establishments, which are required to meet existing or future needs are identified in the local development plan.

Please include the reason for supporting the Plan/requesting a change.

SPP (para 154) states “Playing fields, including those within educational establishments, which are required to meet existing or future needs should be identified in the local development plan.”

The maps in the Proposed Plan do not appear to identify school playing fields. For example the playing fields at Perth Grammar School (Perth), Robert Douglas Memorial School (Scone) are not shown as playing fields / open space.

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Submit

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3. Which part of the document are you making a representation on?

Policy ref.	CF1B	or			
Site ref.		or			
Chapter	3	Page no.	36	Paragraph no.	

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

Open Space Supplementary Guidance

We would request that the Note under Policy CF1B be added to, to provide the appropriate 'hook' for the Supplementary Guidance to ensure that it will also cover open space quality and accessibility issues.

Please include the reason for supporting the Plan/requesting a change.

Scottish Planning Policy (SPP, para 154) states "Local development plans or supplementary guidance should set out specific requirements for the provision of open space as part of new development and make clear how much, of what type and quality and what the accessibility requirements are." Planning Advice Note 65: Planning and Open Space also sets out (at paragraph 31) that open space standards should cover three elements: quantity, quality and accessibility.

The note under Policy CF1B: Open Space within New Developments Proposed Plan indicates a revision of the Play Area Strategy will be developed through Supplementary Guidance which will cover:

- The amount of open space required for proposed developments.
- Whether on site or off site provision is most appropriate.
- Maintenance arrangements.
- Financial contributions for off site provision.

It appears only one of the elements in SPP (quantity) is proposed to be addressed in the forthcoming Supplementary Guidance.

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Submit

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3. Which part of the document are you making a representation on?

Policy ref.	<input type="text"/>	or			
Site ref.	<input type="text"/>	or			
Chapter	<input type="text" value="8"/>	Page no.	<input type="text" value="259"/>	Paragraph no.	<input type="text" value="8.6.2"/>

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

We would request that the Braco allotment site is identified and safeguarded in the plan, including the proposals map.

Please include the reason for supporting the Plan/requesting a change.

Local authorities have a statutory duty to provide allotments where there is proven demand.

The Proposed Plan's settlement statement for Braco says "Although not identified as a specific proposal in the Plan, there is interest in developing land to the south of the settlement for allotments during this Plan period, this would be supported."

Scottish Planning Policy (para 153) states "Existing, and where relevant potential, allotment sites should be safeguarded in the development plan." In line with the SPP requirement we would request that the Braco site is identified and safeguarded in the Plan, including the proposals map.

[Save a copy](#)[Print](#)[Submit](#)

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form**

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If making a representation on Supplementary Guidance, please state the name of the document:

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Policy ref.	EP1	or			
Site ref.		or			
Chapter	3. Policies	Page no.	50/51	Paragraph no.	3.11.1

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

Additional factors are required in order to achieve compliance with Section 3F of the Town and Country Planning (Scotland) Act 1997 (Section 3F).

Low and Zero-carbon generating technology should be applied to all new buildings.

The policy should specify a proportion of greenhouse gasses to be avoided through the use of low and zero-carbon generating technology.

The specified proportion of greenhouses gasses to be avoided should rise over time.

Please include the reason for supporting the Plan/requesting a change.

The first paragraph in the EP1 box states '...all relevant applications must be accompanied by a sustainability statement and label under the Building Standards Technical Handbook Section 7 - Sustainability.' This implies that only those buildings subject to a sustainability statement should also be accompanied by a sustainability label. This is a key part of the Council's approach to meeting Section 3F requirements but as worded does not meet the 'all buildings' requirement of Section 3F.

The text does not require all new buildings to be subject to Low and zero-carbon generating technology (LZCGT).

Suggest the text is revised to:

'New buildings should also include low and zero-carbon generating technologies (LZCGT) to off-set a proportion of emissions arising from the use of the buildings, as specified in the table below. Some relevant buildings must be accompanied by a sustainability statement and all buildings must receive an appropriate sustainability label as per the Building Standards Technical Handbook Section 7 – Sustainability.'

The table in EP1 does not require all developments to be subject to 'Active' sustainability levels. Those levels are the only ones to include low and zero-carbon generating technology. To ensure all levels of sustainability labelling will result in a specified proportion of emissions being avoided through the use of LZCGT, reference should be made to the use of LZCGT within the table and where possible reference should be made first to the 'active' sustainability levels.

It is possible to specify the proportion of greenhouse gas emissions to be avoided through the use of LZCGT within the policy table. Given the financial and technical aspects of LZCGT and in recognition of early introduction through planning policy, it would be appropriate, initially, to apportion a small proportion of savings to LZCGT. Two to three percent is unlikely to be onerous for most buildings. Scottish Planning Policy 44 notes that section 72 of the Climate Change (Scotland) Act 2009 should be implemented in accordance with building regulations. That is to indicate that the building regulations do not have to be exceeded by development plan policy in relation to greenhouse gas emissions. In a scenario where 2% of emissions reduction was to be from LZCGT, that would be 2% of the overall emissions reduction achieved by Scottish Building Standards.

Suggested amended text (underlined) for the table has been provided in a separate Word document. In suggesting amended wording, the number of steps before reaching the Platinum level has been reduced, reflecting reference to 'Active' levels of sustainability.

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Perth and Kinross Proposed Development Plan – Policy EP1 – Table – Suggested Amendments

	Domestic	Non-domestic
2012	<p>Bronze Active</p> <p>This is the baseline level for sustainability achieved where the dwelling meets the functional standards set out in Sections 1-6 of the Technical Handbook <u>and includes a minimum 2% carbon dioxide emissions abatement through the use of LZCGT.</u></p>	<p>Bronze Active</p> <p>This is the baseline level for sustainability achieved where the building meets the functional standards set out in Sections 1-6 of the Technical Handbook <u>and includes a minimum 2% carbon dioxide emissions abatement through the use of LZCGT.</u></p>
2016	<p>Silver Active</p> <p>Where the dwelling complies with each of the 8 aspects <u>below and includes LZCGT:</u></p> <p><i>Aspect 1</i> - Carbon dioxide emissions;</p> <p><i>Aspect 2</i> - Energy for space heating;</p> <p><i>Aspect 3</i> - Energy for water heating;</p> <p><i>Aspect 4</i> - Water use efficiency;</p> <p><i>Aspect 5</i> - Optimising performance;</p> <p><i>Aspect 6</i> - Flexibility and adaptability;</p> <p><i>Aspect 7</i> - Wellbeing and security;</p> <p><i>Aspect 8</i> - Material use and waste</p> <p><u>New buildings should include a minimum 3% carbon dioxide emissions abatement through the use of LZCGT.</u></p>	<p>Silver Active</p> <p>Carbon Dioxide emissions equivalent to a 50% improvement on the 2007 standards. <u>A minimum 3% of this emissions improvement should come from the use of LZCGT.</u></p>
2020	<p>Gold</p> <p><i>Aspect 1</i> - Carbon dioxide emissions;</p> <p><i>Aspect 2</i> - Energy for space heating;</p> <p><i>Aspect 3</i> - Energy for water heating;</p> <p><i>Aspect 4</i> - Water use efficiency;</p> <p><i>Aspect 5</i> - Optimising performance;</p> <p><i>Aspect 6</i> - Flexibility and adaptability;</p> <p><i>Aspect 7</i> - Wellbeing and security;</p> <p><i>Aspect 8</i> - Material use and waste</p> <p><u>New buildings should include a minimum 5% carbon dioxide</u></p>	<p>Gold</p> <p>Carbon Dioxide emissions equivalent to a 75% improvement on the 2007 standards, <u>a minimum 5% of this emissions improvement should come from the use of LZCGT.</u></p>

	<u>emissions abatement through the use of LZCGT.</u>	
2022	Platinum Carbon Dioxide emissions equivalent to a 100% improvement on 2007 standards, <u>including a minimum 6% carbon dioxide abatement through the use of LZCGT.</u>	
All new development will be required to provide satisfactory arrangements for the storage and collection of refuse and recyclable materials as an integral part of its design. Major developments should include communal facilities for waste collection and recycling where appropriate. New homes and workplaces should allow for the provision of high-speed broadband access to enable provision of next generation broadband.		
Note: Supplementary Guidance will expand on the above requirements including: <ul style="list-style-type: none">identifying the type of <u>building</u> which will require to submit a sustainability statement;where combined heat and power technologies may be appropriate.		

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1. Contact details (only representations that include full contact details are valid)

Name	Grainne Lennon
Address and Postcode	Scottish Government, Directorate for the Built Environment, Area 2H Bridge, Victoria Quay, Edinburgh, EH6 6QQ
Telephone no.	[REDACTED]
Email address	[REDACTED]

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☐

2. Which document are you making a representation on?

Proposed Plan	<input checked="" type="checkbox"/>	SEA Environmental Report – Addendum 2	<input type="checkbox"/>
Supplementary Guidance	<input type="checkbox"/>	SEA ER Addendum 2 - Appendices	<input type="checkbox"/>

If making a representation on Supplementary Guidance, please state the name of the document:

3. Which part of the document are you making a representation on?

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Site ref.	<input type="text"/>	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☒**Or**

Would you like to see a change to the Plan? Please state this change.

General Transport Policy Issues

Please include the reason for supporting the Plan/requesting a change.

It is noted that many of the site specific developer requirements for the land use allocations will require transport assessments to be undertaken. This approach is supported and it is noted that Supplementary Guidance will be prepared in the future.

Transport Scotland supports the policy for Infrastructure Contributions (PM3) as it proposes to take into account the cumulative impact of new developments, and where contributions are sought they will be reasonable and relate to the scale and nature of the proposed development.

Transport Scotland supports Policy TA1 for the Transport Standards and Accessibility requirements. This policy is aligned appropriately with Scottish Planning Policy in that it endeavours to reduce travel demand by car, and direct people towards walking, cycling and increased use of public transport.

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Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

Cross Tay Link Road - Detail is required to be provided on the proposed layout of this road north of Inveralmond junction and in particular where it crosses the A9. Transport Scotland's locus is to check that the proposed road layout and the impact on the trunk road complies with the Design Manual for Roads and Bridges.

Please include the reason for supporting the Plan/requesting a change.

At the Main Issues Report stage, the proposed location for the Cross Tay Link Road was immediately to the south of Luncarty. This alignment was chosen following consultation with Historic Scotland who expressed concerns on the potential impact on both the Inventory Designed Landscape of Scone Palace and the nationally important archaeology in the vicinity; and by Transport Scotland with the need to comply with the requirements of the Design Manual for Roads and Bridges.

Transport Scotland acknowledges that significant discussions have taken place, and it was agreed that the Link Road could be located at approximately a mid-distance between Luncarty and Inveralmond Roundabout, provided sufficient evidence was provided to address the issues raised above.

From a Transport Scotland perspective, the evidence required is that any new alignment would create a minimum junction spacing of 1 kilometre from Inveralmond roundabout to the slip roads for the new Link Road.

Historic Scotland recognises that the proposed Link Road will have a significant impact on the designed landscape and on the prehistoric and Roman archaeological remains. While not objecting to the Link Road, Historic Scotland wishes to make clear that a substantial programme of mitigation and archaeological investigation will be required in the delivery of the Link Road and in light of this would expect to be closely involved in the development of the Link Road should it be progressed.

In addition, detail is required on how the Link Road will tie in with the A9. This is especially important taking into account the close proximity of the A9, the Highland Mainline Railway and the River Tay.

It was hoped that this detail would have been provided in advance of the publication of the Proposed Plan to allow the alignment to be acceptable to Transport Scotland. As this has not been provided, it is not possible to support the proposed alignment for the Cross Tay Link Road.

Transport Scotland would be keen to continue engagement in order to address this matter.

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Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

The TAYplan Proposed Strategic Development Plan includes a proposed new railway station at Bridge of Earn/Oudenarde but this has been omitted from the Perth & Kinross Proposed Plan. However, there is reference to a transport appraisal being undertaken in the Draft Action Programme. The proposed railway station should be included in the Proposed Local Development Plan.

Please include the reason for supporting the Plan/requesting a change.

Transport Scotland has overall responsibility for the rail network on behalf of the Scottish Ministers, and therefore it is considered appropriate to provide comment on any potential new railway station.

Transport Scotland's aim is to maximise the use of the existing services and existing stations before considering any possible need for new ones. New stations will only be considered where a positive business case demonstrates that the needs of the local communities, workers and/or visitors are sufficient to generate a high level of demand which can be deliverable in terms of timetabling, station capacity and overall track capacity, whilst taking into account value for money and other Government priorities.

In considering these options, it is necessary to take into account a number of factors, including the need for a positive business case; engineering and operational feasibility issues; whether a high level of demand is deliverable in terms of timetabling; the terminal station capacity and the overall track capacity. These issues must be balanced against taking account of value for money and other Scottish Government strategic priorities. Where new railway station options are to be considered as part of a transport appraisal, these factors should be fully explored in that appraisal work. The operation of an additional station on the rail network would also require a change to the ScotRail Franchise Agreement. The Franchise operator will require to take a commercial view on the extent to which additional stops would adversely impact on the journey times for other users and therefore impact on the commercial operations of the service. This decision would be undertaken in the framework provided by the Scottish Governments' policies and the commercial operation of the ScotRail Franchise Agreement.

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Telephone no.	[REDACTED]
Email address	[REDACTED]

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Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

More information is required to demonstrate how the Perth West site allocation can be appropriately accessed without causing significant detriment to the operation of the trunk road network.

Please include the reason for supporting the Plan/requesting a change.

Transport Scotland notes the Council's comment that the biggest single constraint facing the Perth area is the capacity of the roads infrastructure.

Transport Scotland welcomes the "Perth Traffic and Transport Issues" transport appraisal which was published in January 2010. However, the traffic modelling in this work did not include the current major allocation of Perth West.

Transport Scotland has significant concerns over the Perth West allocation with regard to its access strategy. Since January 2010, some additional traffic modelling has been undertaken by Perth & Kinross Council, which has only demonstrated that the Perth West development would cause significant detriment and therefore compromise the safe and efficient operation of the trunk road network.

This development is separated from the main settlement of Perth by the A9 and access options by a range of modes of transport are not easily identifiable. This site may require a new access from the A85 which would also have to facilitate public transport and walking/cycling. Your initial assessment work indicates that an access from the A9 is likely to be problematic from a Design Manual for Roads and Bridges perspective. It would not be acceptable to locate an additional junction south from the A85/A9 junction towards the Broxden roundabout area.

Perth & Kinross Council must continue to investigate how this site can be appropriately accessed.

Transport Scotland would be keen to continue to work with Perth & Kinross Council and the developers for this site, in order to identify an acceptable access strategy. If an acceptable access strategy can be established then objections in relation to the strategic transport network to this allocation can be removed.

The evidence provided to date reinforces Transport Scotland's position that the site allocation of Perth West cannot be supported at this time.

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Address and Postcode	Scottish Government, Directorate for the Built Environment, Area 2H Bridge, Victoria Quay, Edinburgh, EH6 6QQ
Telephone no.	[REDACTED]
Email address	[REDACTED]

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Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

Crieff - the transport assessment work which is carried out, should establish the impact of the developments on the A85. Should mitigation measures be required, then they should be agreed with Transport Scotland.

Please include the reason for supporting the Plan/requesting a change.

Transport Scotland is generally supportive of the spatial strategy for the Strathearn area. However, in relation to the housing allocations in Crieff, it will be required to demonstrate through an appropriate transport assessment, that the A85 trunk road through Crieff can accommodate the level of development proposed.

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From: [REDACTED]
Sent: 05 April 2012 12:42
To: TES Development Plan - Generic Email Account
Subject: Perth and Kinross Proposed Local Development Plan - Scottish Government representations
Follow Up Flag: Follow up
Flag Status: Completed
Attachments: RepresentationForm - school playing fields.pdf; RepresentationForm - open space.pdf; RepresentationForm - allotments.pdf; Representation - 3F.pdf; Representation 3F part two.doc; Representation Form - General transport.pdf; Representation Form - Cross Tay Link Road.pdf; Representation Form - Bridge of Earn-Oudendarde.pdf; Representation Form - Perth West.pdf; Representation Form - Crieff.pdf; Perth Kinross Local Development Plan - Action Programme Comments.doc

Dear Brenda,

Please find attached the combined Scottish Government comments on Perth and Kinross Proposed Local Development Plan. The representations are grouped into issues and formatted using your pdf representation form. Comments on the action plan are also attached.

Open Space and Green Networks

<<RepresentationForm - school playing fields.pdf>> <<RepresentationForm - open space.pdf>>
<<RepresentationForm - allotments.pdf>>

Climate Change

<<Representation - 3F.pdf>> <<Representation 3F part two.doc>>

Transport

<<Representation Form - General transport.pdf>> <<Representation Form - Cross Tay Link Road.pdf>>
<<Representation Form - Bridge of Earn-Oudendarde.pdf>> <<Representation Form - Perth West.pdf>>
<<Representation Form - Crieff.pdf>>

Action Plan

<<Perth Kinross Local Development Plan - Action Programme Comments.doc>>

If you have any queries please do not hesitate to get in touch.

Kind regards

Grainne

Grainne Lennon | Senior Planner | National Spatial Planning and North | Planning Policy Fife and Tayside

Scottish Government | Victoria Quay

23/05/2012

Perth & Kinross Council - Local Development Plan – Draft Action Programme

Page	Issue	Comment
4	“Abbreviations”	STAG is “Scottish Transport Appraisal Guidance” and not “Strategic Transport Assessment Guidance.
7	“Improve regional national rail infrastructure & connectivity.”	<p>There should be reference to STPR Project 17 - Highland Mainline and Project 23 - Rail Improvements between Aberdeen & the Central Belt, within this section. The Lead Partner is Transport Scotland.</p> <p>On the other three interventions, the Lead Partners should read “TERS” - Tactran; “Gleneagles Enhancements” - Tactran and Perth & Kinross Council; “Invergowrie Rail Station” - Tactran.</p> <p>Transport Scotland should not be lead Partner in these projects. However, Transport Scotland should still be named as a participant in each of these projects.</p> <p>In addition for the Invergowrie Project the description should read “Progress business case for relocating Invergowrie....” rather than just “Relocation of Invergowrie....”</p>
17	“Bertha Park, Perth”	The timescale for completion of 2015 would appear to be very optimistic especially as the allocation is dependent on the completion of the Cross Tay Link Road. The timescale for delivery should be reviewed.
24	“Luncarty South”	The timescale for delivery is even more optimistic than the Bertha Park project with delivery anticipated by 2013. In addition to the completion of the Cross Tay Link Road there is a requirement for a new junction to be approved to the A9. The timescale for delivery should be reviewed.
25	“Cross Tay Link	The anticipated timescale for completion is 2020 which does not align with the Bertha Park and Luncarty

	Road”	South projects.
28	“Aberfeldy”	Transport Scotland has no particular locus on Aberfeldy, and therefore Transport Scotland should be removed as a participant.
31	“Minatory”	This should read “Milnathort”.
34	“Powmill”	Transport Scotland has no particular locus on Powmill and therefore Transport Scotland should be removed as a participant.

Cross Tay Link Road (CTRL) - TA1

For the reasons stated within Transport Scotland’s submissions.

Welton Road, Blairgowrie - H62 & E31

A substantial amount of archaeological investigation and mitigation as it is routed inbetween two scheduled monuments. We would therefore welcome being involved in the development of solutions to this issue to facilitate its delivery.

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1. Contact details (only representations that include full contact details are valid)

Name	Teresa Stirling
Address and Postcode	20 Linden Park Road Milnathort Kinross KY13 9xx
Telephone no.	[REDACTED]
Email address	[REDACTED]

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Site ref.	<input type="text" value="H49 (Pace Hill, Milnathort)"/>	or	
Chapter	<input type="text"/>	Page no. <input type="text"/>	Paragraph no. <input type="text"/>

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

A reduction in the number of houses for this site

Please include the reason for supporting the Plan/requesting a change.

Concern over access and it's location

There are 50 houses proposed for this site. Access from the west may be possible but access from the east would be unfeasible owing to the size and condition of the roads. The area to the east is currently a very quiet residential area, allowing access from that direction would vastly increase road traffic, noise and impact on safety.

Size of development

Adjacent to this site, (E20, Old Perth Road) it is proposed to build five welling houses. This site is 2.9 hectares, the site at H29 (Pace Hill) is 3.5 hectares - and the proposed plan is to build 50 houses here. This is disproportionate for two adjacent sites.

Lack of local amenities

Local schools and infrastructure and unable to cope with this size of development.

The preservation of Milnathort

This is a very large development. The overall aspect of Milnathort will be impacted. The village currently has a variety of housing which contributes to it's feel of community and small town status. The erection of such a large development will vastly increase the size of the village and impact its identity.

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RECEIVED
10 FEB 2012

Mr & Mrs Gray
10 Glenearn Park
Forgandenny
Perth
PH2 9FB

Ref S13/2

8th February 2012

Brenda Murray
Development Plans
Planning and Regeneration
Pullar House
35 Kinnoull Street
Perth
PH1 5GD

Dear Brenda Murray,

Notification of Publication of Proposed Local Development Plan

I am writing to object to the proposed site H22 from the proposed local development plan for Forgandenny. I would like to see the site removed from the plan for the following reasons:

- 1) the proposed site is out with the village boundary,
- 2) any development should be compatible with its surroundings and should not cause an adverse impact which this development would
- 3) the proposed high density housing projecting out of the village in such a dominant position, which will be viewed from the B935 for some distance is a poor way of rounding off a village and would be out of character from the rest of the village,
- 4) the site will have a detrimental effect on the amount of sun light we will get,
- 5) due to the direction of the prevailing winds the pollution created by the proposed site would carry over the village of Forgandenny,
- 6) there is no employment within Forgandenny or the surrounding area to justify an extension to the village on this scale,
- 7) there is insufficient local amenities to support an extension of this scale.
- 8) the school within Forgandenny would not be able to cope with the resultant numbers of pupils from such a high density development,
- 9) the road where access is to be taken for this site floods causing the road to be impassable making it impossible for people to enter or leave the development,
- 10) I was not notified earlier when the plan was first being discussed in 2009, so no consideration has been taken for the people most directly effected by this proposed site
- 11) the proposed site is not suitable for 30 houses with associated parking as the site is too small and would not be in keeping with the village, and would have an adverse effect on

the character of the village, putting larger houses on this site would also be an eyesore and completely out of character for the village and reduce or even completely take away peoples sunlight.

12) the water and sewage could find it difficult to cope with the additional housing on this scale.

I would recommend site number 430 land to the north and west of strathallan school incorporated into the plan due to it being a mostly brown field site of a former sand and gravel quarry. This site is north of the village and would have no visual impact from the B935. The site also gently slopes away from strathallan school so would not have much of a visual disturbance to the school.

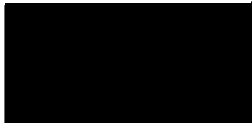
I would also recommend site number 432 land to the east of kinnaird road incorporated into the plan. This site is the obvious and logical extension to the village, being central helping to link eastfield to the northern side of Forgandenny and to the southern end and the community hall. This site has excellent access and is big enough to accommodate the amount of housing proposed for site H22 (433). There is also a good possibility a new road could be incorporated, to ease the tight access into kinnaird road and enabling future development of further sites within.

Forgandenny itself does not have good public transport links, few amenities and a small capacity school. Perhaps these should be addressed first before increasing the size and population of Forgandenny. The school would struggle to cope with an influx of pupils on this scale. The water and waste water treatment may find it hard to cope with the additional housing on this scale. I do think Forgandenny could benefit from some additional housing and there are some sites that are more suitable than 433 within the village, but site H22 (433) is purely a proposal for a suburban extension to Forgandenny which has little regard for the rural context of the site.

I thank you for giving myself the opportunity to air my concerns to the proposed development plan.

Please can you confirm receipt of this letter in writing.

Yours Faithfully



Mr M Gray

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form**

Please read the notes below before completing this form. Completed forms should be returned to the Local Development Plans Team: DevelopmentPlan@pkc.gov.uk

Please complete all 4 sections of the Plan, this will allow us to process your representation accurately and quickly. If you have comments on several documents or parts of the Plan please use separate forms for each.

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Once we have your representation(s) we will acknowledge them and inform you when the Proposed Plan has been submitted to Scottish Ministers for examination. Scottish Government guidance indicates that representations should be a maximum of 2000 words to provide the Examination Reporter with concise representations that can be resolved through written representations, hearings or a public inquiry as part of the examination process.

1. Contact details (only representations that include full contact details are valid)

Name	Margaret Lennon
Address and Postcode	3 Almond Grove Huntingtowerfield By Perth PH1 3NA
Telephone no.	[REDACTED]
Email address	[REDACTED]

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☐

2. Which document are you making a representation on?

Proposed Plan	<input checked="" type="checkbox"/>	SEA Environmental Report – Addendum 2	<input type="checkbox"/>
Supplementary Guidance	<input type="checkbox"/>	SEA ER Addendum 2 - Appendices	<input type="checkbox"/>

If making a representation on Supplementary Guidance, please state the name of the document:

3. Which part of the document are you making a representation on?

Policy ref.	Perth Housing Sites	or			
Site ref.	Almond Valley Village - support non-inclusion	or			
Chapter	5	Page no.	69	Paragraph no.	5.1.9 - 5.1.11

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☒**Or**

Would you like to see a change to the Plan? Please state this change.

Please include the reason for supporting the Plan/requesting a change.

I fully support the non-inclusion of the Almond Valley Village in the Plan for the undernoted reasons.

1. The proposed scale of development is far too large to be classed as a “Village” and would destroy the unique rural environment, changing the whole area to a built up area. Since the inception of the “Village” plans, the scale of dwellings proposed has increased from 850 to 1,000 and now to a minimum of 1,400.

2. The quality of life of the current residents would be greatly affected and the area would no longer be an attraction for walking for those from the nearby housing estates of Tulloch and Letham as the rural aspect will no longer exist.

3. With the addition of around 1,400 houses the traffic build-up would greatly increase, even taking into account the plans for new road structures.

4. The proposed area for development is on a flood plain and goes against all recommendations not to build on such land. Although a minimal amount of flood prevention measures have been carried out in this area there still remains a high risk of flooding. Several fields have been flooded over the past few years and the section of Crieff Road above the proposed development is constantly flooded.

5. There are high voltage transmission lines and pylons throughout the proposed development.

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1. Contact details (only representations that include full contact details are valid)

Name	Graham Travers
Address and Postcode	Dunwood, Luncarty, Perth, PH13EX.
Telephone no.	[REDACTED]
Email address	[REDACTED]

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☐

2. Which document are you making a representation on?

Proposed Plan	<input checked="" type="checkbox"/>	SEA Environmental Report – Addendum 2	<input type="checkbox"/>
Supplementary Guidance	<input type="checkbox"/>	SEA ER Addendum 2 - Appendices	<input type="checkbox"/>

If making a representation on Supplementary Guidance, please state the name of the document:

3. Which part of the document are you making a representation on?

Policy ref.	<input type="text"/>	or
Site ref.	H27 and wider river crossing issue.	or
Chapter	<input type="text"/>	Page no. <input type="text"/> 132 Paragraph no. <input type="text"/>

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

Reduction in the total number of houses to be built to half the proposed number in the same period. No houses to be built beyond the road that is currently marked by the plan reference 'H27'. No houses built at all until mains gas and a telephone exchange are brought to the village. No houses to be built at all until manufacturing type industries with quality jobs for at least 2000 people are brought to the Perth area. All companies submitting any proposals for building to guarantee trade apprenticeships. Remove the words 'Investigation of provision' from the site specific developer requirements, you either provide or you don't build. The A9 river crossing and junction to be adjacent to the high voltage pylons.

Please include the reason for supporting the Plan/requesting a change.

The number of houses is too high to maintain the village lifestyle that all current residents based their house purchases on. All this area of countryside is used for walking and cycling by the current residents. You will be changing the lifestyle choices made by an entire village. Upgrading pathways is not justification for doing any development. Halving the total number for the same period would be more realistic. You cannot make Luncarty and Scone the scapegoats for getting developers to contribute towards a river crossing. The extent of the proposals will mean parents having to drive within the village to the school as the furthest houses will be too far to consider small children walking. Who are we building the houses for? Where are the Samsungs, Siemens and SSE setting up renewables bases in Perth? Are all our children going to have to move, work at a till or sit at a telephone and computer. Simply setting aside industrial development land is not good enough. This is not the 'field of dreams', industry will not just come. Are we just bringing in commuters to fund the council tax requirements of PKC? Luncarty has useless utilities. There is no real renewable option within the time frame of this proposal. Bring a gas supply out of Perth. Put in a telephone exchange. The current A9 junction at Luncarty already supports a considerable amount of traffic, as does the road through the village. Any increase in the number of houses in Luncarty should be complemented by a new A9 junction for Stanley. This would help maintain the village feel of Luncarty and enable some more of the development burden to be shared by Stanley. Also you cannot let the Inveralmond roundabout and Dunkeld road become grid locked because of increased traffic from the A9 villages and future over river traffic from what appears to be becoming the Scone metropolis. Why is Perth developing all this land anyway. Why is there no appetite for developing completely Craigie Hill and putting a purpose built golf facility further out Necessity Brae, Broxden wood? Developers must want to build there rather than at Luncarty and Scone, why not let them. Are you just looking at cheap options or options that don't affect where you live? I am not a golfer, but the 3rd bridge surely has to join direct from the Inveralmond roundabout go through the Honda garage and round the back to the golf course. Joining the end of the Isla road. The golf course being moved across the new bridge to the Scone side and built properly. A road could then be built along the top of the flood defences right round the back of North Muirton taking the traffic from Athol st. and the Dunkeld Rd. Some better parking could also be included so people can actually use the North Inch. It is frustrating when the infrastructure is not built first, before the houses. Also that some areas of Perth that serve a purpose (such as these two golf courses) are not of the quality that Perth should have. Make sure that any development of 100 houses or more comes with more than a climbing frame and a set of swings. An all weather court for multi-use should be the minimum.

I also object to page 2 of the proposed plan. Don't spend any more of my money on translations. You can be diverse and inclusive in English.

Policy ED5, more consideration needs to be given to Perth itself as a major tourist attraction. As you are expanding it with all these new people and houses the facilities need to become the best in the country so Perth doesn't become a blighted road junction. Second best just means people spend their money somewhere else.

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1. Contact details (only representations that include full contact details are valid)

Name	Dr KM Spillane
Address and Postcode	Wester Denhead Coupar Angus PH13 9ES
Telephone no.	[REDACTED]
Email address	[REDACTED]

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☐

2. Which document are you making a representation on?

Proposed Plan	<input checked="" type="checkbox"/>	SEA Environmental Report – Addendum 2	<input type="checkbox"/>
Supplementary Guidance	<input type="checkbox"/>	SEA ER Addendum 2 - Appendices	<input type="checkbox"/>

If making a representation on Supplementary Guidance, please state the name of the document:

3. Which part of the document are you making a representation on?

Policy ref.	<input type="text"/>	or
Site ref.	H65	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

I would like my field in front of my home at Wester Denhead excluded from the proposed development at Larghan, Coupar Angus.

Please include the reason for supporting the Plan/requesting a change.

This rural area is one of natural beauty with varied wildlife. I chose to make my home here because of this fact. Other local people feel the same way.
There are currently sheep grazing the field and, when I retire in a couple of years time, I had planned to live the "good life" with my small plot of land. If this land is developed all this would be lost.

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1 Highfield Lane,
Stone, Pech, PH26 6RF
13-2-12

16 FEB 2012

Dear Sir,


I am writing to oppose vehemently against 800 houses being built in Stone.

The village is just the perfect size, and would be swamped with these houses. I have seen it happen elsewhere.

The school could not cope. The traffic is horrendous (at times, at present) and these houses would make it worse.

It is high time Councillors listened to the people, and you would avoid quascos like the pedestrian bridge, the incinerator. (Luckily both have been solved, as do the same with the houses - scrap the plan).

Yours,



From: Philip Stickings [REDACTED]
Sent: 18 February 2012 18:13
To: TES Development Plan - Generic Email Account
Subject: Development of Scone

Follow Up Flag: Follow up
Flag Status: Green

Dear Sir,

I'm emailing to make known the fact that as a resident of Scone for 20 years I am totally opposed to the proposed development of more residential dwellings. Please note my comments.

yours sincerely

P J Stickings
28 Abbey Road
Scone

Sent from my iPad

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Robert G Ballard"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="91 Lathro Park"/>
Address 2	<input type="text" value="Kinross"/>
Address 3	<input type="text"/>
Postcode: *	<input type="text" value="KY13 8RU"/>
Phone Number:	<input type="text" value=""/>
Email Address: *	<input type="text" value=""/>
Site Name:	<input type="text" value="Lathro Farm"/>
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent

Your comments will be applied to the following items:

7 Kinross-shire Area - 7.2 Kinross and Milnathort - Paragraph 7.2.11

Re LDP Lathro Farm proposal ref H47

The development of the H47 site will on completion effectively link Kinross to Milnathort. This will create a 'semi urban sprawl' which will destroy the individuality of two distinct rural communities. For this reason, I submit that the development of H47 be seriously reconsidered with a view to the site remaining as designated 'agricultural land', thus preserving the integrity of both Kinross and Milnathort as separate communities.

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="AD Scott"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="The Ferns"/>
Address 2	<input type="text"/>
Address 3	<input type="text"/>
Postcode: *	<input type="text" value="PH106EL"/>
Phone Number:	<input type="text"/>
Email Address: *	<input type="text" value="REDACTED"/>
Site Name:	<input type="text"/>
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent

Your comments will be applied to the following items:

Map Location E:318178 N:744622 with Scale 1:50000 relating to: Object MU5 on the Mixed Use layer
"http://eplanning.pkc.gov.uk/usecase2/?projectId=138&spatialKey=38"

Dear sir

As an occupant of West Park Road Blairgowrie I am very concerned of the proposed development at MU5 Blairgowrie. We have a quiet cul de sac and I am concerned about the access to the proposed development, which could totally transform our street. You propose MORE housing yet other sites have not been totally developed. Gradually the town is getting larger without the development of good facilities for an expanding population. Filling MU5 with housing will completely change our street.

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Kenneth Robertson"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="28"/>
Address 2	<input type="text" value="David Douglas Avenue"/>
Address 3	<input type="text" value="Scone"/>
Postcode: *	<input type="text" value="PH2 6QQ"/>
Phone Number:	<input type="text"/>
Email Address: *	<input type="text" value="REDACTED"/>
Site Name:	<input type="text"/>
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent

Your comments will be applied to the following items:

5 Perth Area Spatial Strategy - 5.33 Scone - Paragraph 5.33.2

This is the only part of the document which states that further development will not take place until the proposed additional bridge over the river Tay has been completed. The reasoning applied here is surely applicable to all of the additional housing plans proposed for the area north west of Perth.

Is it to be assumed that this additional river crossing will be in place prior to any further development?

5 Perth Area Spatial Strategy - 5.33 Scone - Paragraph 5.33.1

The transport links to Perth are anything but excellent with a serious bottleneck at Bridgend and a new crossing will do nothing to alleviate this problem. With any increase in housing on that side of the river the traffic situation will become intollerable as a new crossing over the Tay will do nothing to improve the situation and may even make things worse. Additional housing with people needing to be in Perth will not wish to approach from the Dunkeld/Crieff road direction.

5 Perth Area Spatial Strategy - 5.33 Scone - Paragraph 5.33.3

What impact on traffic flow is expected with the provision of a new crossing over the Tay? Will the additional housing development be provided to satisfy the needs of people already living and working in the local area? If this is in fact the case then the obvious/natural choice of those travelling to Perth will be via Bridgend! If the housing is to provide for those who would like to live in the Scone area but work in or near the central belt then we are building houses in the wrong place!

5 Perth Area Spatial Strategy - 5.33 Scone - Paragraph 5.33.4

Flights to and from Scone already fly at a level that causes considerable noise pollution and there are ambitions to increase the numbers of flights for commercial and leisure purposes. The proposed development places housing directly in the most frequently used flight path, closer to the runways and at a much higher level than any other housing in Scone. What, if any, action will be taken to ensure pollution of any type is obviated?

5 Perth Area Spatial Strategy - 5.33 Scone - Paragraph 5.33.6

Additional housing on this site will have the most undesirable impact on the already unacceptable traffic conditions and pollution that exists in Bridgend.

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Janie Scott"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="2 Allan Terrace"/>
Address 2	<input type="text"/>
Address 3	<input type="text" value="2 Allan Terrace"/>
Postcode: *	<input type="text" value="PH1 3FR"/>
Phone Number:	<input type="text" value=""/>
Email Address: *	<input type="text" value=""/>
Site Name:	<input type="text"/>
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent

Your comments will be applied to the following items:

5 Perth Area Spatial Strategy - 5.2 Perth - Paragraph 5.2.9

I am not opposed to the houses being built and it may even improve the area. What I am most concerned about is the impact on Tulloch Primary School as it is already at capacity. There is also not currently enough capacity for nursery children. My son was unable to do his anti-pre school year as it was at capacity. I am concerned about the vague nature of the wording in the plan - 'financial contribution' is not satisfactory. I would want to see a new school or funding for extensive extension

From: WILLIAM WATSON [REDACTED]
Sent: 20 February 2012 16:47
To: TES Development Plan - Generic Email Account
Subject: Perth Development Plan
Follow Up Flag: Follow up
Flag Status: Green

I have just seen the Perth Development Plan at R.D.M.I. at Scone. It is obvious that this has not been thought through at all. Hundreds and hundreds of houses to be built around Perth, Scone, Oudenarde Stanley etc. etc.

Questions to be answered.:- 1. Who will buy them? There are any amount of houses for sale at the present time

2. Where are the jobs?

3. Where is the infrastructure to cope--schools, hospitals, parks and leisure facilities, sports grounds, shops etc.?

4. Where do all the new cars go in Perth? Perth is still basically a medieval city with already too much traffic, air pollution in the centre, above accepted standards in Atholl St. already. Parking? Do you expect all those incomers to go to Dundee, Stirling Blairgowrie etc. for shopping and relaxation?

Has anybody ever monitored the traffic density on the Perth/Coupar Angus Rd. particularly between 4-6 p.m.? One can hardly cross the road for the volume of traffic--by no means 40 footers up and down from Aberdeen.

No one was able at the demonstration to answer these questions satisfactorily that I could find. It was repeated that the new bridge will solve it. Nonsense. All it will do will take through traffic away. What about all the new residents (and the existing ones) who want to shop and socialise in Perth?

Go back to your drawing board. Don't be too ambitious. Spread the new building around if you must, Coupar Angus, Pitlochry, Errol, Abernethy, Newburgh etc, etc. but not close to Perth.

As far as Scone is concerned I strongly object to the plan and the hundreds of houses to be built. We can hardly cope as it is. From Mr.(and Mrs.) W.G.Watson, 20 Spout wells Drive, Scone, PH2 6RR.

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1. Contact details (only representations that include full contact details are valid)

Name	A PROCTOR
Address and Postcode	INCHBAE NEWBURGH ROAD ABERETHY
Telephone no.	[REDACTED]
Email address	[REDACTED]

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☒

2. Which document are you making a representation on?

Proposed Plan	<input checked="" type="checkbox"/>	SEA Environmental Report – Addendum 2	<input type="checkbox"/>
Supplementary Guidance	<input type="checkbox"/>	SEA ER Addendum 2 - Appendices	<input type="checkbox"/>

If making a representation on Supplementary Guidance, please state the name of the document:

3. Which part of the document are you making a representation on?

Policy ref.	<input type="text"/>	or
Site ref.	E4	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☐**Or**

Would you like to see a change to the Plan? Please state this change.

This ground was for house development under the previous Plan.
I would like to see the proposed plan retain the area for housing.

Please include the reason for supporting the Plan/requesting a change.

Planning applications (2002) for this ground was for storage with bund and shrubs and a tree screen. This has not been completed. A sewer was routed along the south side of E4 at considerable cost, to service future housing development.

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The period of representation will end at **4pm on Tuesday 10th April 2012** and it is essential that you ensure that representations are with us by then.

Your representation will be considered as part of the Local Development Plan preparation process and will be processed by employees of Perth & Kinross Council's Environment Service. Representations and any information you provide (except signatures, email addresses and phone numbers) will be available for public inspection, published online and may be shared with other appropriate professionals and service providers. Under the terms of the Data Protection Act 1998 you are entitled to know what personal information Perth and Kinross Council holds about you, on payment of a fee of £10.

Once we have your representation(s) we will acknowledge them and inform you when the Proposed Plan has been submitted to Scottish Ministers for examination. Scottish Government guidance indicates that representations should be a maximum of 2000 words to provide the Examination Reporter with concise representations that can be resolved through written representations, hearings or a public inquiry as part of the examination process.

1. Contact details (only representations that include full contact details are valid)

Name	A PROCTOR
Address and Postcode	INCHBAE NEWBURGH ROAD ABERNETHY
Telephone no.	[REDACTED]
Email address	[REDACTED]

Note: email is our preferred method for contacting you – if you do not wish to receive correspondence by email, please tick this box: ☐

2. Which document are you making a representation on?

Proposed Plan	<input checked="" type="checkbox"/>	SEA Environmental Report – Addendum 2	<input type="checkbox"/>
Supplementary Guidance	<input type="checkbox"/>	SEA ER Addendum 2 - Appendices	<input type="checkbox"/>

If making a representation on Supplementary Guidance, please state the name of the document:

3. Which part of the document are you making a representation on?

Policy ref.	<input type="text"/>	or
Site ref.	H11	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

Perth and Kinross Local Development Plan – Proposed Plan **Representation Form****4. What is your representation?**Are you supporting the Plan? ☒**Or**

Would you like to see a change to the Plan? Please state this change.

50 UNITS IS TOO LARGE A NUMBER AND THE SITE SHOULD MIRROR THE DEVELOPMENT (MUIR HOMES) TO THE SOUTH AROUND THE SCHOOL.

Please include the reason for supporting the Plan/requesting a change.

MORE IN KEEPING WITH THE GENERAL AREA

Save a copy

Print

Submit

From: Alan Macdonald [REDACTED]
Sent: 21 February 2012 08:58
To: TES Development Plan - Generic Email Account
Subject: Ref 1201 : Land adjacent to North Mains Inchtute PH14 9QG
Follow Up Flag: Follow up
Flag Status: Green
Attachments: 1 201(00)001.pdf; ATT1266951.htm

Dear Sirs

Ref 1201 : Land adjacent to North Mains Inchtute PH14 9QG
Local Development Plan Review

With reference to the above site and further to my recent telephone conversation with your colleague, we write on behalf of our Client, Mr George Low, to make representation for the land as outlined in red on drawing 1201(00)001, be included within the Local Development Plan as a Housing Site.

It would be proposed that the site could accommodate a development of up to 4 dwellings.

The site area is approx 1.12hectares.

We would be most grateful for acknowledgement of this email and for the possibility of arranging a meeting with a member of the Local Development Plan team.

If you require any further information, please do not hesitate to contact me.

Regards

Alan

Alan S Macdonald B.Arch Dip.Arch Dip UrbDev RIBA RIAS
Director
for

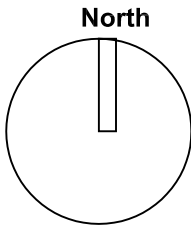
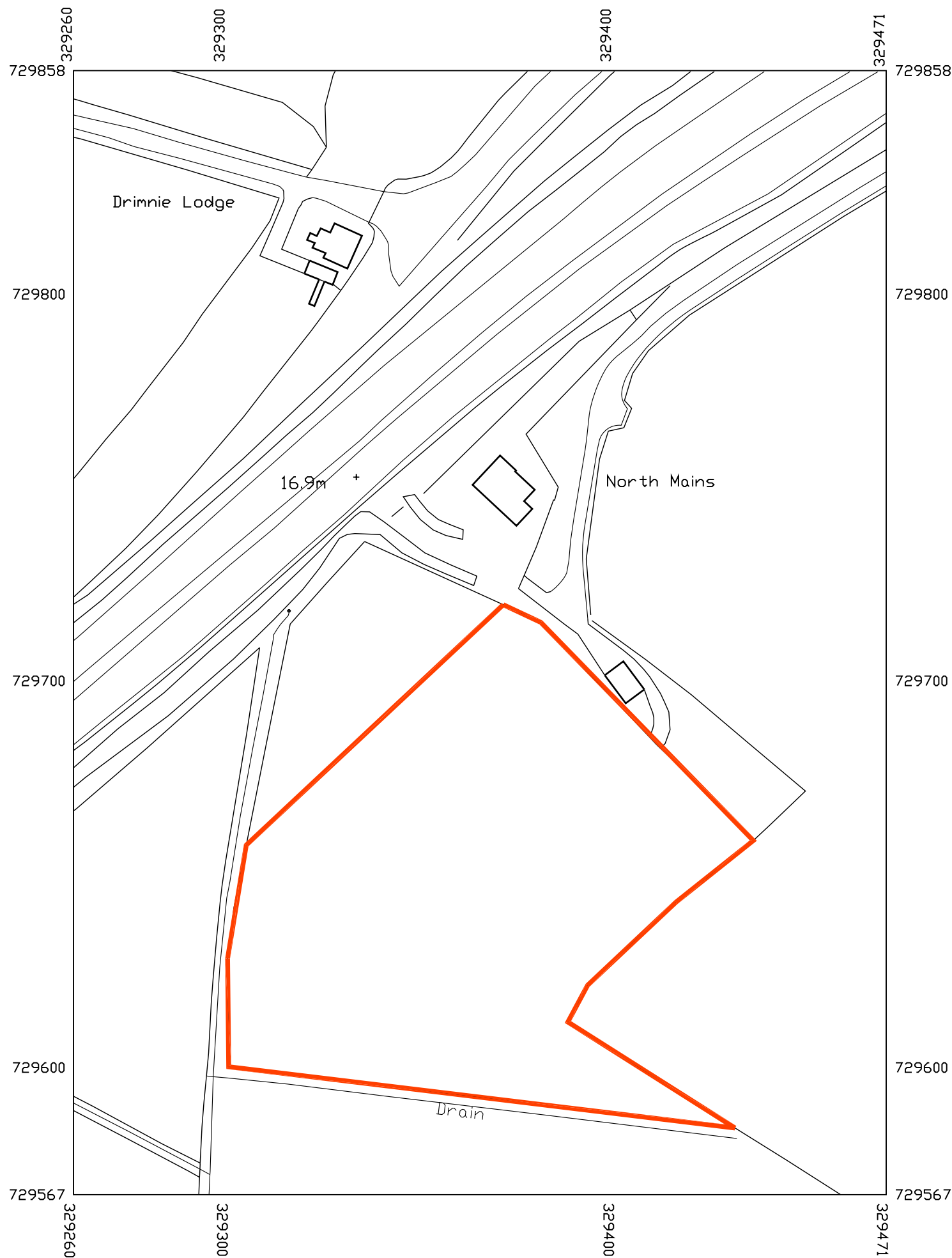
Atelier-M
architecture + design

The Studio 77 Main Street Longforgan Perthshire DD2 5EW

[REDACTED]
[REDACTED]
www.atelier-m.co.uk

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23/02/2012



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revision

project		job no.	
Proposals to North Mains Inchtute		1201	
client		drg no.	
Mr G Low Jnr		(00)001	
title		rev.	
Location Plan			
Planning Consultation		drawn	checked
		AM	AM
scale		date	
1:1250@A3		Feb'12	
<div>Atelier-M</div> <div>architecture + design</div>			
The Studio 77 Main Street Longforgan DD2 5EW			
tel	:	<div></div>	
fax	:	<div></div>	
email	:	<div></div>	
info	:	www.atelier-m.co.uk	
Registered Office:		2 Westbank Road Longforgan	
Company No :		SC289842	

Perth and Kinross Local Development Plan - Proposed Plan **Representation Form****Representation for Proposed Local Development Plan January 2012**

7 April 2012

1.0 Contact Details

Name George Low Jnr
 Address North Mains Inchtute
 Postcode PH14 9QG

Telephone no. [REDACTED]

Email address [REDACTED]

2.0 Which Document are you making representation on?

Proposed Plan

3.0 Which part of the document are you making representation on?

Policy Ref : 5.28 Longforgan & 5.23 Inchtute

Site Ref :

Chapter	Page No.	Paragraph No.
---------	----------	---------------

4.0 What is your representation?**4.1 Are you Supporting the Plan - Answer NO****4.2 Would you like to see a change to the Plan? Please state this change.**

4.2.01 Land to the South West of North Mains to be included in Plan to be considered as a potential Residential Development site.

4.3 Please include the reason for supporting the Plan/requesting a change.

4.3.01 This representation is submitted by Atelier-M Limited on behalf of Mr George Low Jnr of North Mains Inchtute Perthshire for the promotion of an area of land South West of North Mains for consideration as a potential residential development opportunity.

4.3.02 In accordance with the current Planning legislation, Stage 4 provides an opportunity for landowners to bring forward sites for consideration for inclusion in the Local Development Plan. The site was not brought forward as part of the Stage 2 MIR consultation period as our Client had just purchased the property in 2010 and was unaware of the preparation of the LDP.

4.3.03 The site to the South West of North Mains is identified by the red line on the attached Location Plan 1201(00)001, located south of the A90 between Longforgan and Inchtute in the Carse of Gowrie.

4.3.04 The site occupies an area of approximately 1.12 hectares and was formerly a farmed Holding.

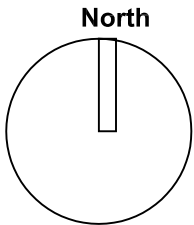
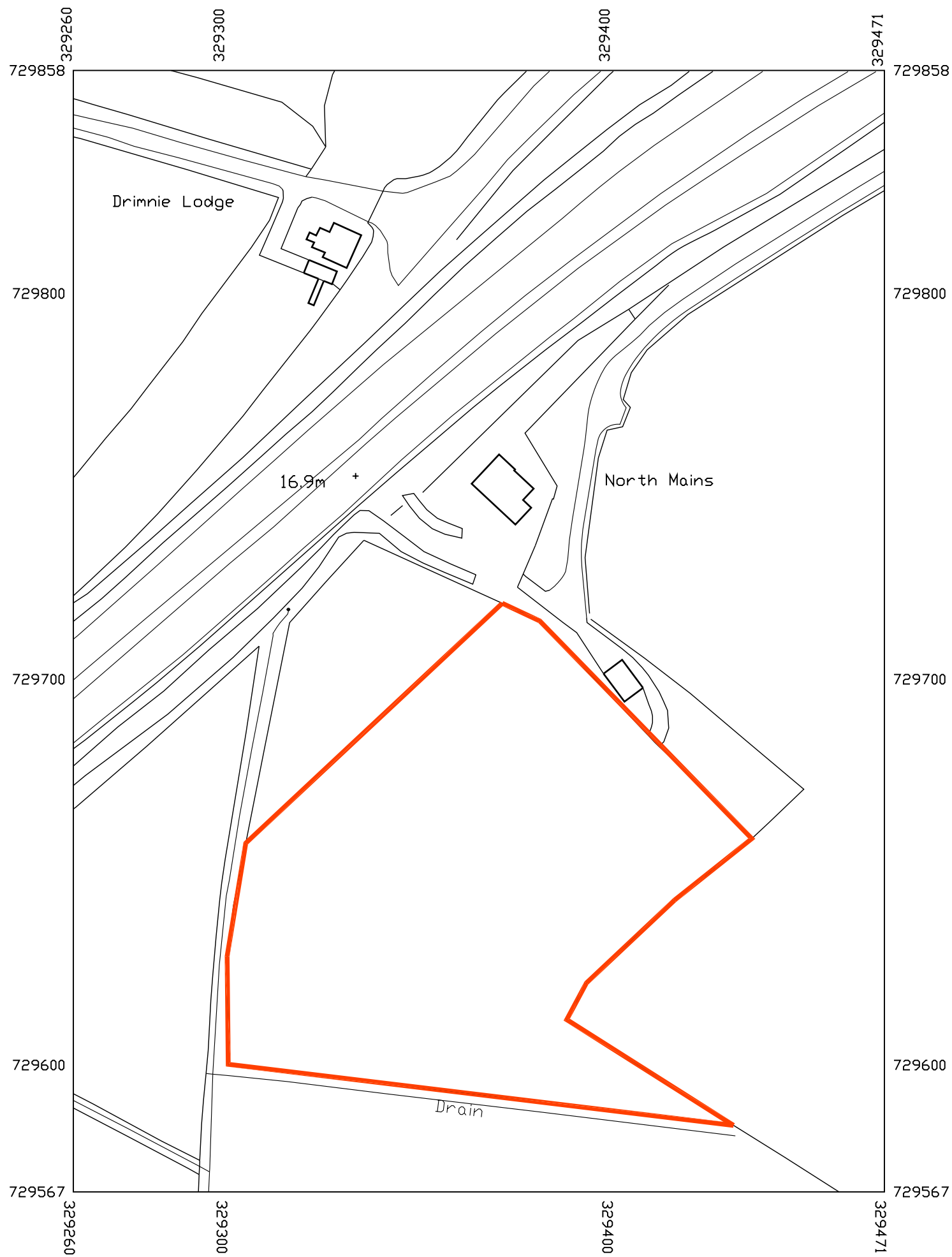
4.3.05 North Mains was originally part of the Rossie Priory Estate until after the First World War, when it was given to a returning serviceman from when the Holding was farmed independently.

4.3.06 The land was re-classified as non-agricultural in the 1990's and has not been farmed since and forms the extended gardens of the house.

4.3.07 North Mains has been isolated from its neighbours at the Rossie Priory Estate since the construction of the A90 in the 1950's.

Perth and Kinross Local Development Plan - Proposed Plan **Representation Form**

- 4.3.08 Access to the site is from the recently upgraded adopted road from the end of Kingsfield Road in Longforgan. Access was previously direct from the dual carriageway until 2001 with the introduction of the new road, which was then upgraded in 2010.
- 4.3.09 The site is being brought forward for consideration as a potential residential development of up to 4 dwellings in accordance with national and local planning policies which recognise that there are circumstances where housing in the countryside is essential and can be sensitively accommodated within their settings.
- 4.3.10 The national guidances that are relevant to the consideration of this site are;
 SPP3 : Planning for Housing
 SPP15 : Planning for Rural Development
 PAN 72 : Housing in the Countryside
- 4.3.11 The local Planning guidance that is relevant for considering this site is "The Housing in the Countryside Policy August 2009".
- 4.3.12 North Mains was part of a larger group of housing, including Drimmie Lodge to the North, that has been isolated by the A90. The setting of new dwellings would not detract from both the residential and visual amenity of the group.
- 4.3.13 The site is currently the extended garden ground of North Mains and the setting of the new dwellings would not fundamentally affect the qualities and integrity of the site.
- 4.3.14 The design and layout of any proposed dwellings would reflect the scale and local characteristics, to form a sympathetic new grouping taking cues from the Rossie Priory Estate and be maximum 1 - 1.5 storey height to match that of North Mains, including high quality materials such as natural slate roofs, natural stone walling and vertically proportioned painted timber windows..
- 4.3.15 Any proposed dwellings would be sustainably built and be eco friendly and would form a sustainable rural development.
- 4.3.16 New planting within the site would enhance the setting of any residential development creating a mature settlement.
- 4.3.17 Although visible from the southbound of the A90, due to the topography of site, a sensitively design development will not have an adverse visual impact on the area.
- 4.3.18 The land to the north of the proposed site and to the south of the A90, will be planted with Scots Pine, Birch, Ash, Lime Oak and Aspen as part of any noise attenuation measures.
- 4.3.19 It is proposed that the existing Longforgan to Inchtute cycle track adjacent to the dual carriageway could be redirected within the site as part of a wider core path network within Perth and Kinross.
- 4.3.20 It is not envisaged that there would be problems relating to the infrastructure of the site and that all service utilities could be extended to the site and drainage will connect to the Public Waste Water Treatment Works.
- 4.3.21 It is acknowledged that any dwellings built on the site would require Developer contributions towards the Education Department.
- 4.3.22 It is acknowledged that any dwellings built on the site would require Developer contributions towards transport infrastructure in accordance with any supplementary guidances.
- 4.3.23 It is acknowledged that any dwellings built on the site would require Developer contributions towards the provision of on or off-site public space and play facilities where required, in line with Council guidance
- 4.3.24 The site should be considered for inclusion within the LDP as part of providing an effective housing land supply for either Inchtute or Longforgan.



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revision

project		job no.	
Proposals to North Mains Inchtute		1201	
client		drg no.	
Mr G Low Jnr		(00)001	
title		rev.	
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Planning Consultation		drawn	checked
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email	:	<div></div>	
info	:	www.atelier-m.co.uk	
Registered Office:		2 Westbank Road Longforgan	
Company No :		SC289842	

From: margaret macleod [REDACTED]
Sent: 21 February 2012 11:27
To: TES Development Plan - Generic Email Account
Subject: 800 additional houses in scone
Follow Up Flag: Follow up
Flag Status: Green

I am sending this e mail to register my objection to the proposed plan of an additional 800 houses to be built in Scone. The village cannot cope with this amount of houses. The road infrastructure could not take the large increase in traffic, and the Robert Douglas Memorial School certainly could not cope with the influx of so many more pupils.

M.MacLeod



8th February 2012

Perth & Kinross Council

RECEIVED

2 High Street

17 FEB 2012

Perth PH1-5PH.

Dear Sir/Madam.

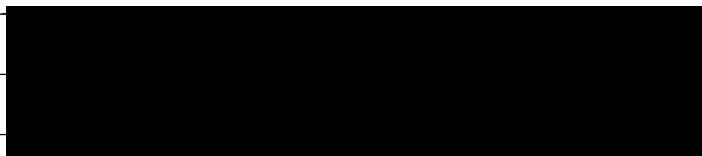
I write regarding the Almond Valley Village - glad to hear Councillors have voted 28-10 against.

Our area would loose all wild life, deer, in good numbers can be seen in broad daylight, and many other birds etc

Building houses under pylons, and on flood plains does not make sense.

Our roads are for country: not built for heavy transport.

The reasons for, as against not building are many



From: cathe rine wight [REDACTED]
Sent: 21 February 2012 11:37
To: TES Development Plan - Generic Email Account
Subject: proposed plan for 800 houses in scone
Follow Up Flag: Follow up
Flag Status: Green

I object to the proposed plan to build 800 additional houses in Scone. The roads certainly could not take that amount of extra traffic and the local school would not be able to cope with the extra amount of pupils. This plan would turn Scone from a large village into a small town and none of the local residents want that.

C. Wight

From: Jann Heigh [REDACTED]
Sent: 21 February 2012 17:28
To: TES Development Plan - Generic Email Account
Subject: PERTH DRAFT AREA LOCAL PLAN - ATTENTION MS B MURRAY
Follow Up Flag: Follow up
Flag Status: Green
Attachments: Draft Area Plan.doc; ATT1284168.htm

I attach a copy of my letter in relation to the Perth Draft Area Local Plan and especially concerning Almond Valley.

Please confirm that Ms Murray has received this email and letter.

Thank you.

Jann Heigh
[REDACTED]

4 Clocktower Mews
Huntingtowerfield
Perth
PH1 3US

21st February 2012

Ms B Murray
Local Development Plans Team Leader
Perth & Kinross Council
Pullar House
35 Kinnoull Street
Perth

Dear Ms Murray

PERTH DRAFT AREA LOCAL PLAN

I refer to the Draft Plan noted above and write in relation to site H5 (Almond Valley) and would agree that this remain out of the Local Plan in relation to major house building but, 25 hectares next to the existing industrial site be retained for employment use.

My reasons for this are that -

- . Perth & Kinross Council saw fit to take this out at a full Council meeting on 10th January 2012 so that the existing settlements should remain with their character and surrounded by countryside
- . it is a recognised flood plain and has flooded several times over the past years with surface run-off, underground springs and normal rainfall
- . there are more viable sites with less constraints such as the pylons, underground gas pipes, the Lade, underground springs etc
- . having looked at the Draft Plan there are approximately 7,700 possible house sites in the Perth Core area without Almond Valley plus Oudenarde of 1,600 which has planning
- . it is the local recreational area for Letham, Tulloch and the Westen Edge
- . 99% of the population are against any major development on this site
- . it depends heavily on the Almondbank Flood Defences going ahead which will cost £20m and may not go ahead for years
- . it is an historic site with the Castle and ruins etc

In relation to Perth City West H70 I would like to see a Master Plan produced for this site showing the access to and from the site and not dependant upon the A85 which is already overcrowded. I would also like to see the Settlement of West Huntingtower retained and tree planting or bunding surrounding same.

In relation to Bertha Park H7 and any other major site within Perth and Kinross I think it is vital that before any planning permission is given that a Master Plan for the site is prepared in conjunction with the local residents and Community Council. Too many applications are put to the Council where no prior discussion has taken place with the local community (although in many cases developers claim they have had discussions).

I shall be obliged if the above points are taken into consideration when finalising the Perth Area Local Plan.

Yours faithfully

Jann Heigh

18/2/12.

RECEIVED
21 FEB 20127, TARRY ROW,
RUTHVENFIELD,
BY PERTH.
PH 1 330.

Dear Madam,
re: Perth Draft Area Local Plan,
I refer to the above
draft plan + write in
relation to the site H5
(Almond Valley) + would agree
that this remain out of the
local plan in relation to
major house building but,
25 hectares next to the
existing industrial site be
retained for employment use.

My reasons for this are
that Perth + Kinross Council
saw fit to take this out at
a full council meeting on
the 10th January this year so
that the existing settlements
should remain with their

character + surrounded by countryside. It is a recognised flood plain + has flooded several times over the past years with surface run-off, underground springs + normal rainfall.

There are more viable sites with less constraints such as the pylons, underground gas pipes, the lake, underground springs, etc.

Having looked at the draft plan there are approx 7,700 possible house sites in the Perth Core area without.

Almond Valley plus Oudenarde of 1,600 which has planning.

It is a local recreational area for Letham, Tulloch + the Western Edge. 99% of the population are against any major development on this site.

It depends heavily on the Almondbank Flood Defences going ahead which will cost approx \$20 million + may not go ahead for years.

It is a historic site with the castle + mill ruins, etc.

In relation to Perth City West H70, I would like to see a master plan produced for this site showing the access to + from this site + not dependant on the A36 which is already overcrowded.

I shall be obliged if the above points are taking into consideration when finalising the Perth Area Local Plan,

