

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.

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	Kevin Marshall
Address and Postcode	6 Tummel Place Kinross KY13 8YT
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" value="n/a"/>	or			
Site ref.	<input type="text" value="H46"/>	or			
Chapter	<input type="text" value="7"/>	Page no.	<input type="text" value="207"/>	Paragraph no.	<input type="text" value="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.

I strongly object to the plan to build a residential development on the site known as H46 and I would like to see the plan scrapped completely. This area should be converted to allotments for use by the whole community.

There are at least 4 vacant (soon to be derelict) public buildings within a mile of this site. If the need for additional housing in Kinross is so great, plans should be prepared for the development of these sites before agricultural / recreational area are destroyed.

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

As a resident of the development immediately adjacent the H46 site, I feel the proposed development would have a detrimental effect on my family and me.

As a parent of two primary school children, we use this area on a daily basis. The public footpath allows us to walk to school with the minimum exposure to heavy traffic. The park, which would be destroyed under the plan, is a favourite with my daughters and allows them to enjoy everything from sledging in the winter to nature walks in the summer. The added bonus of this park is that the girls can walk there without being exposed to any traffic at all.

As well as destroying a well used and much loved public space, the plan would increase the volume of traffic in the immediate vicinity. This would have an impact in the short to medium term as the construction traffic would present a health & safety risk to members of the public. Building sites are also, unfortunately, hotspots for theft and having one right on our doorstep would attract all sorts of undersireables into our community.

In the longer term, the increase in residential traffic around Springfield Road, Gallowhill Road, Sutherland Drive and the surrounding side streets would be catastrophic. These streets are already plagued with heavy traffic and are in a poor state of repair as a result. Any plan to increase the volume of residential cars, work vans, delivery vehicles, amenity vehicles and speeding motorists shows a lack of vision and consideration from the planning authorities. It is clear to me that this plan was not proposed by anyone who will be affected by its outcome.

There is also the matter of the impact on the surrounding infrastructure of the local area. Schools, medical facilities, drainage, public amenities and town centre parking will all suffer as a result of increasing the size of the town. As a rural area, Kinross is already very poorly served by public transport, and with precious little in the way of localised employment it is essential for every family to have at least one car. At a time when we are being encouraged to consider our carbon footprint, this plan flies in the face of common sense. The planning authorities should be urged to utilise the area known as H46 for allotments, enabling people to reduce their carbon footprint and live a more environmentally sustainable lifestyle.

All the branding for Kinross-shire uses the strap "A Better Place To Live". If this ill-advised and foolish plan is allowed to go ahead, this statement would no longer be true.

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-----Original Message-----

From: [REDACTED]
Sent: 19 March 2012 21:22
To: TES Development Plan - Generic Email Account
Subject: objection re scone H29

3 Harper Way
Scone
PH2 6PW

March 19, 2012

developmentplan@pkc.gov.uk

Dear Sir/Madam

REF H29 Scone North

We objected previously to proposals to develop up to 700 homes on agricultural land to the north of the Scone village envelope. Having attended the recent planners' event at the Robert Douglas Institute, we are reiterating our opposition to this element of the draft local development plan.

We understand that sites for potential development have to be identified by the council but the burden Scone is being asked to bear is totally unacceptable and out of scale.

The large scale Balgarvie homes project is ongoing and we note land to the east of the Perth-Coupar Angus road has been left marked in white on the plan, suggesting that the council would like to see that expand in years to come.

This development, along with 100 homes pencilled-in for the Glebe School site, is already in danger of undermining the identity of the village, without a 700-home project being contemplated.

You will be aware the Balgarvie project only went ahead on appeal, with the local authority of the day expressing opposition to the scale of the development, particularly with regard to the impact on traffic congestion at Bridgend.

We note that, should the council fly in the face of public opinion and grant the development approval, no home will be occupied until the CTRLR is constructed - and, presumably, open to traffic.

Strangely, the site seems to be carved up by the proposed road and could lead to piecemeal development.

The impact of traffic from 700 homes - along with others coming on stream towards Blairgowrie and Coupar Angus - would give grounds for serious concern, especially given the traffic problems and alarming pollution levels already being recorded in Perth city centre.

The impact on the narrow road linking Scone with the Blairgowrie Road should also be a source of concern.

The scale of the housing proposed for site H29 - prime farmland but with areas prone to flooding - and the impact it would have on an historic village is totally unacceptable and has already been rejected in a poll of local residents.

Please take account of these objections when you are considering the draft local development plan.

Yours faithfully

Gordon and Elaine Bannerman

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

Name	Robert Hogg
Address and Postcode	Corrieway Upper, Easter Balgiedie, Kinross, KY13 9HQ
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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Chapter	<input type="text" value="7"/>	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 to ensure the boundaries are kept intact in the Easter Balgedie area.

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

The removal of the boundaries will provide further easier opportunities for additional developments in an area of considerable natural beauty. These further developments will not only detract from the surroundings but will lead to a greater risks of accidents and a higher degree of contamination of Loch Leven.

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

Name	Graeme Kerr
Address and Postcode	RES UK & Ireland 3rd Floor, STV Pacific Quay, Glasgow, G51 1PQ
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

Policy ref.	Policy ER1A	or			
Site ref.		or			
Chapter		Page no.		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.

Proposed Policy ER1A: New Proposals

Amendments

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

Clarification is necessary on what is meant when the Proposed Policy advises that Renewable Energy Developments will be supported where they are “well related to the resources that are needed for their operation”. Further explanation is required as to what is meant by “well related” and how it is intended to be assessed.

The reference to individual or cumulative effects on “wildness qualities” in bullet (a) of this policy should be reconsidered. At the very least an explanation of what the LDP means when referring to “wildness qualities” should be provided. Wildness or Wild Land are not concepts that are capable of definition in a scientific assessment. Furthermore, the human perception response to the landscape character is one defined by emotion, feeling and personal judgement. These are not factors that easily lend themselves to objective classification.

Similarly, we have concerns about the reference to “tranquil qualities” and also “visual integrity” within the policy without any definition about what is intended to be meant by this and how it and any effect on it is to be measured. As with wildness or wild land, “tranquil qualities” is not something that is capable of definition in a scientific assessment and is also a human perception defined by emotion, feeling and personal judgement. It is not something that can be adequately or impartially assessed within a planning application and as such reference to tranquil qualities within Policy ER1 should be deleted.

There no explanation within the Proposed Plan as what is meant by the term “visual integrity”. Without any definition within of the meaning it is unclear how the “visual integrity” of a future proposed development would be assessed and as such this reference within the proposed policy should be removed or defined with reference to published guidance.

“(h) The reasons why the favoured choice over other alternative sites has been selected” should be deleted from this policy. Bullet point (a) already identifies the requirement for cumulative effects of a proposal to be considered in the determination of an application. Local Planning Authorities are required to determine each planning application on its own merits and as such, where a development on a proposed site is considered acceptable, planning permission should not be refused due to the availability or suitability of other alternative sites. RES do provide a detailed explanation of our site selection process within every Environmental Statement that accompanies each of our planning applications however this is intended for information only and should not form part of the Local Authority’s assessment of our proposals. There is no requirement that, in terms of the benefits, any renewable energy project has to have demonstrated that it cannot be economically attained with less adverse impact elsewhere. No such position arises even within the EIA Regulations or indeed in advice on planning and energy at national level.

There is no requirement for a wind energy developer to provide proof that there is no alternative that has lesser environmental effects.

Clarification is required on the LDP’s definition of “community” and how the Planning Authority will identify what constitutes a community proposal, as detailed in the final paragraph of Policy ER1. One person’s understanding and definition of “community” can often be quite different to that of their neighbour. Such clarification would also assist in understanding the Council’s views as to what constitutes a ‘community’ that may be affected by a proposal in the event that such effects may be considered acceptable’.

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Local Development Plan Team
Perth & Kinross Council
Pullar House
35 Kinnoull Street
PERTH
PH1 5GD

Our Ref: RRL-003406

12 March 2012

Dear Sirs,

Re: PROPOSED LOCAL DEVELOPMENT PLAN

RES is one of the world's leading independent renewable energy developers with operations across Europe, North America and Asia-Pacific. RES, a British company, has been at the forefront of wind energy development since the 1970s and has developed and/or built more than 100 wind farms (5GW of wind energy capacity worldwide) including approximately 10% of the UK's wind energy. This includes seven wind farms in Scotland with a total generation capacity of more than 120 MW.

RES is a market leader with strong environmental, engineering and commercial credentials and has actively engaged in supporting the development of the renewable energy sector in the UK and abroad. Engaging with stakeholders, statutory authorities and policy makers is an important part of RES's business model both at a project and a national level and as such RES welcome the opportunity to contribute towards Perth and Kinross Council's Proposed Local Development Plan (LDP).

Proposed Policy ER1A: New Proposals

Clarification is necessary on what is meant when the Proposed Policy advises that Renewable Energy Developments will be supported where they are *"well related to the resources that are needed for their operation"*. Further explanation is required as to what is meant by *"well related"* and how it is intended to be assessed.

The reference to individual or cumulative effects on *"wildness qualities"* in bullet (a) of this policy should be reconsidered. At the very least an explanation of what the LDP means when referring to *"wildness qualities"* should be provided. Wildness or Wild Land are not concepts that are capable of definition in a scientific assessment. Furthermore, the human perception response to the landscape character is one defined by emotion, feeling and personal judgement. These are not factors that easily lend themselves to objective classification.

Similarly, we have concerns about the reference to *"tranquil qualities"* and also *"visual integrity"* within the policy without any definition about what is intended to be meant by this and how it and any effect on it is to be measured. As with wildness or wild land, *"tranquil qualities"* is not something that is capable of definition in a scientific assessment and is also a human perception defined by emotion, feeling and personal judgement. It is not something that can be adequately or impartially assessed within a planning application and as such reference to tranquil qualities within Policy ER1 should be deleted.

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We look forward to continuing to participate in the consultation process for the emerging Local Development Plan and future Supplementary Guidance, particularly on Renewable and Low Carbon Energy Generation, Climate Change, Carbon Reduction and Sustainable Construction referred to in Appendix 1.

As such we would be grateful if we can be kept informed of any future consultations.

Yours sincerely,

Graeme Kerr

Graeme Kerr

Development Project Manager



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

Name	Mr Harry Spawton
Address and Postcode	Gerald Eve LLP, No.1 Marsden Street, Manchester, M2 1HW
Telephone no.	[REDACTED]
Email address	[REDACTED]

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Proposed Plan	<input checked="" type="checkbox"/>	SEA Environmental Report – Addendum 2	<input type="checkbox"/>
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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.	E17, E36 and OP11	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.

We are proposing changes to policy wording in relation to site references E17, E36 and OP11.

Please refer to the attached "Comments 1".

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

Please refer to the attached "Comments 2".

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Comments 1

OP11 – we propose additional wording to the policy to enable further retail development whilst protecting the vitality and viability of existing centres. The proposed changes read as follows (proposed additional wording underlined):

“The motorway services at Turfhill are the focus of motorway services and tourism related retail. The Council will encourage improvements to existing facilities and creation of tourism related retail targeted at the travelling public using the strategic road network. The level of tourism related retail must be carefully balanced between the regeneration benefits of the motorway service area coming forward, with any potential impact on nearby district and local centres. The Council will support an appropriate level of tourism related retail, and other retailing, provided it can be demonstrated that no significant impact will occur to the vitality and viability of town and other retail centres (particularly Kinross)”.

E17 and E36 – we propose a change to the developer requirements to ensure sufficient highway improvements are made in order to service both new and existing land uses. The proposed wording of the policy reads:

“The appropriate access to the site must consider the existing traffic situation, and the potential of adjacent sites, to ensure a suitable long term highways solution is put in place along the A977.”

Comments 2

On behalf of our client, Moto Hospitality Limited (who own and operate the Motorway Service Area at Junction 6 of the M90 motorway), we set out below our comments on the proposed Local Development Plan for the Perth and Kinross area.

We provide general comments on the overall strategic objectives of the Plan, detailed comments in relation to the Turfhill Motorway Service Area, Kinross (Council Reference. OP11), and proposed development at Turfhill East and West, Kinross (Council References. E36 and E17). For completeness, we also attach a completed Representation Form.

Background Information

Our client is the owner of the Turfhill Motorway Service Area, Kinross (known as the Kinross MSA) and secured planning permission on 4 July 2011 (Council Reference. 11/00197/FLM) for:

'Demolition of existing motorway services and petrol filling station and erection of new motorway services building and petrol station, retail units, landscaping and junction improvements at Moto Services, Kinross'.

The above planning permission included an improved access to the new motorway services with the provision of a new 4-arm roundabout on the A977, which would replace the existing priority access.

The introduction of the new roundabout was supported by the Council as it not only provided an improved access to the motorway service area, but potentially improved the access to the restaurant and trout fishery (to the south). The roundabout would also act as a natural traffic calming feature that would assist in enforcing the reduced speed limit to be implemented by the Council and improve accessibility and safety in the vicinity of the motorway service area.

The proposed roundabout is predominately located within our client's ownership, with the southern boundary being at the edge of the adjacent highway.

The proposed uses at the motorway services included:

- Petrol filling station (including forecourt, shop and parking);
- Amenity building (including catering, restaurants, retail, customer facilities and associated servicing and storage);
- Parking facilities (for cars, coaches, HGV's and motorcycles); and
- Landscaping.

The 8 retail units proposed were restricted by a planning condition that states:

"Prior to the occupation of any of the 8 lettable retail units having a gross internal area of 288 sq.m, or less, an occupancy notice and a schedule of occupancy shall be submitted to and approved in writing by the Council. Permitted uses shall strictly accord with those details approved..."

The reason for the condition was to:

"To clarify the extent of the permission for the avoidance of doubt and to safeguard the vitality and viability of the existing Kinross local centre".

The development has not yet started.

General Policy Comments

We note the objective of the Scottish planning system being to promote and facilitate development while protecting and enhancing the natural and built environment (paragraph 1.1.1). We also note and support the objective of the proposed Plan being to identify future development sites while

acknowledging the scale of development which is considered appropriate on those sites. In addition, it is clearly important to set out what developers must do in order to deliver those sites. This is set out in paragraph 1.3.2 of the proposed Plan.

Policy PM3: Infrastructure Contributions is noted. In particular, the reference to 'cumulative impact of new developments' and the reference to additional infrastructure provision is considered to be entirely appropriate. (Page 24 of the proposed plan).

Detailed Comments

Set out below is a list of our client's detailed comments in relation to the proposed Local Development Plan for Perth and Kinross:

1. **Proposal for development at Turfhill Motorway Service Area, Kinross (Council Ref. OP11);**

The proposed Local Development Plan identifies the development opportunity of a 5 hectare site for the improvement of the existing motorway service area with tourism related retailing.

We note the wording of **OP11** which states:

"The motorway services at Turfhill are the focus of motorway services and tourism related retailing. The Council will encourage improvement to existing facilities and creation of tourism related retailing targeted at the travelling public using the strategic road network".

With regard to 'site specific developer requirements', reference is made to:

- Road and access improvements to the satisfaction of the Council as roads authority;
- Landscaping framework; and
- Archaeological investigation.

The above information is noted, although given the current economic climate and the need to secure new investment in the area, it is considered that consideration should be given to ensuring financially viable development takes place on this site in order to meet the Council's regeneration objectives.

The specific reference to tourism related retail is acknowledged, although the current provision is considered to be overly restrictive to facilitate the regeneration of this site to come forward and it is suggested that flexibility is included within the current policy to enable an 'appropriate level' of tourism related development, which could enable a financially viable proposal to come forward on this site.

Clearly the extent of the tourism related retail will need to be carefully managed, but it should also be balanced against the regeneration benefits of improvements to the Kinross Motorway Service Area and the creation of new jobs in the area.

It is suggested that the policy is amended as follows:

"The motorway services at Turfhill are the focus of motorway services and tourism related retail. The Council will encourage improvements to existing facilities and creation of tourism related retail targeted at the travelling public using the strategic road network. The level of tourism related retail must be carefully balanced between the regeneration benefits of the motorway service area coming forward, with any potential impact on nearby district and local centres. The Council will support an appropriate level of tourism related retail, and other retailing, provided it can be demonstrated that no significant impact will occur to the vitality and viability of town and other retail centres (particularly Kinross)".

2. Proposal for development at Turfhill West and Turfhill East, Kinross (Council Ref E17 and E36 respectively). The proposal includes two phases (2.3 hectares (Phase 1) and 13 hectares (Phase 2)) of general employment use. The proposal suggests the following 'site specific developer requirements':

- Masterplan submitted at the time of any planning application to ensure built form and layout respond appropriately to the landscape;
- Flood Risk Assessment;
- Access road to be delivered in conjunction with the adjacent site proposals to the satisfaction of the Council as Roads Authority;
- Transport Assessment;
- Improved pedestrian/cycle links with Kinross;
- Comprehensive landscape framework and specific proposals for its implementation;
- Noise attenuation measures adjacent to motorway; and
- Noise Impact Assessment.

The principle of bringing forward employment land on an existing green field site, in accordance with the Plan's economic development objectives is acknowledged. Nevertheless, given the type of use proposed (a range of employment) and the potential for a significant number of additional vehicle trips, given that the existing green field site currently generates no trips, must be carefully managed.

It is acknowledged through our client's recent planning application that the Council has concerns with the existing access arrangements from the motorway. In particular, our client's site required the provision of a roundabout for a marginal increase in overall floorspace. It must therefore follow that the proposed change from greenfield to employment uses would also require a new access and that that access must be delivered in conjunction with adjacent sites, e.g. the Kinross MSA.

It is suggested that the 'site specific developer requirements' relating to access is amended to read:

"The appropriate access to the site must consider the existing traffic situation, and the potential of adjacent sites, to ensure a suitable long term highways solution is put in place along the A977."

Summary

In summary, our client's representations are as follows:

- Broadly supportive of the overall objectives of promoting and facilitating development and ensuring the plan provides an appropriate framework against which planning applications are assessed:
- In relation to the Turfhill Motorway Service Area, Kinross (Ref: OP11) suggest that additional flexibility is included within the Policy to enable financially viable development to come forward which may include additional tourism related retailing, or other retailing, provided it can be demonstrated that the proposals would not cause significant impact on the vitality and viability of town and other centres (particularly Kinross).
- In relation to development at Turfhill West, and East, Kinross (Council References E17 and E36 respectively) it is suggested that the 'site specific developer requirements' is amended in relation to access to ensure that an appropriate access is secured along the A977, which will not only benefit the initial site that potentially comes forward (to the north or south of the A977), but that sufficient capacity exists for all potential development in that area.

We trust these comments are helpful, but should you require any further clarification please do not hesitate to contact Harry Spawton of this office in the first instance.



GERALDEVE

Brenda Murray
Team Leader – Development Plans
Perth & Kinross Council
Pullar House
35 Kinoull Street
Perth
PH1 5GD

No.1 Marsden Street Manchester M2 1HW

www.geraldeve.com

21 March 2012

Your ref:

Dear Madam

Comments on Proposed Local Development Plan

On behalf of our client, Moto Hospitality Limited (who own and operate the Motorway Service Area at Junction 6 of the M90 motorway), we set out below our comments on the proposed Local Development Plan for the Perth and Kinross area.

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Background Information

Our client is the owner of the Turfhill Motorway Service Area, Kinross (known as the Kinross MSA) and secured planning permission on 4 July 2011 (Council Reference. 11/00197/FLM) for:

'Demolition of existing motorway services and petrol filling station and erection of new motorway services building and petrol station, retail units, landscaping and junction improvements at Moto Services, Kinross'.

The above planning permission included an improved access to the new motorway services with the provision of a new 4-arm roundabout on the A977, which would replace the existing priority access.

The introduction of the new roundabout was supported by the Council as it not only provided an improved access to the motorway service area, but potentially improved the access to the restaurant and trout fishery (to the south). The roundabout would also act as a natural traffic calming feature that would assist in enforcing the reduced speed limit to be implemented by the Council and improve accessibility and safety in the vicinity of the motorway service area.

The proposed roundabout is predominately located within our client's ownership, with the southern boundary being at the edge of the adjacent highway.

The proposed uses at the motorway services included:

- Petrol filling station (including forecourt, shop and parking);
- Amenity building (including catering, restaurants, retail, customer facilities and associated servicing and storage);
- Parking facilities (for cars, coaches, HGV's and motorcycles); and
- Landscaping.

The 8 retail units proposed were restricted by a planning condition that states:

“Prior to the occupation of any of the 8 lettable retail units having a gross internal area of 288 sq.m, or less, an occupancy notice and a schedule of occupancy shall be submitted to and approved in writing by the Council. Permitted uses shall strictly accord with those details approved...”

The reason for the condition was to:

“To clarify the extent of the permission for the avoidance of doubt and to safeguard the vitality and viability of the existing Kinross local centre”.

The development has not yet started.

General Policy Comments

We note the objective of the Scottish planning system being to promote and facilitate development while protecting and enhancing the natural and built environment (paragraph 1.1.1). We also note and support the objective of the proposed Plan being to identify future development sites while acknowledging the scale of development which is considered appropriate on those sites. In addition, it is clearly important to set out what developers must do in order to deliver those sites. This is set out in paragraph 1.3.2 of the proposed Plan.

Policy PM3: Infrastructure Contributions is noted. In particular, the reference to ‘cumulative impact of new developments’ and the reference to additional infrastructure provision is considered to be entirely appropriate. (Page 24 of the proposed plan).

Detailed Comments

Set out below is a list of our client's detailed comments in relation to the proposed Local Development Plan for Perth and Kinross:

1. Proposal for development at Turfhill Motorway Service Area, Kinross (Council Ref. OP11);

The proposed Local Development Plan identifies the development opportunity of a 5 hectare site for the improvement of the existing motorway service area with tourism related retailing.

We note the wording of **OP11** which states:

“The motorway services at Turfhill are the focus of motorway services and tourism related retailing. The Council will encourage improvement to existing facilities and creation of tourism related retailing targeted at the travelling public using the strategic road network”.

With regard to ‘site specific developer requirements’, reference is made to:

- Road and access improvements to the satisfaction of the Council as roads authority;
- Landscaping framework; and
- Archaeological investigation.

The above information is noted, although given the current economic climate and the need to secure new investment in the area, it is considered that consideration should be given to ensuring financially viable development takes place on this site in order to meet the Council’s regeneration objectives.

The specific reference to tourism related retail is acknowledged, although the current provision is considered to be overly restrictive to facilitate the regeneration of this site to come forward and it is suggested that flexibility is included within the current policy to enable an ‘appropriate level’ of tourism related development, which could enable a financially viable proposal to come forward on this site.

Clearly the extent of the tourism related retail will need to be carefully managed, but it should also be balanced against the regeneration benefits of improvements to the Kinross Motorway Service Area and the creation of new jobs in the area.

It is suggested that the policy is amended as follows:

“The motorway services at Turfhill are the focus of motorway services and tourism related retail. The Council will encourage improvements to existing facilities and creation of tourism related retail targeted at the travelling public using the strategic road network. The level of tourism related retail must be carefully balanced between the regeneration benefits of the motorway service area coming forward, with any potential impact on nearby district and local centres. The Council will support an appropriate level of tourism related retail, and other retailing, provided it can be demonstrated that no significant impact will occur to the vitality and viability of town and other retail centres (particularly Kinross)”.

2. Proposal for development at Turfhill West and Turfhill East, Kinross (Council Ref E17 and E36 respectively). The proposal includes two phases (2.3 hectares (Phase 1) and 13 hectares (Phase 2)) of general employment use. The proposal suggests the following ‘site specific developer requirements’:

- Masterplan submitted at the time of any planning application to ensure built form and layout respond appropriately to the landscape;
- Flood Risk Assessment;

- Access road to be delivered in conjunction with the adjacent site proposals to the satisfaction of the Council as Roads Authority;
- Transport Assessment;
- Improved pedestrian/cycle links with Kinross;
- Comprehensive landscape framework and specific proposals for its implementation;
- Noise attenuation measures adjacent to motorway; and
- Noise Impact Assessment.

The principle of bringing forward employment land on an existing green field site, in accordance with the Plan's economic development objectives is acknowledged. Nevertheless, given the type of use proposed (a range of employment) and the potential for a significant number of additional vehicle trips, given that the existing green field site currently generates no trips, must be carefully managed.

It is acknowledged through our client's recent planning application that the Council has concerns with the existing access arrangements from the motorway. In particular, our client's site required the provision of a roundabout for a marginal increase in overall floorspace. It must therefore follow that the proposed change from greenfield to employment uses would also require a new access and that that access must be delivered in conjunction with adjacent sites, e.g. the Kinross MSA.

It is suggested that the 'site specific developer requirements' relating to access is amended to read:

The appropriate access to the site must consider the existing traffic situation, and the potential of adjacent sites, to ensure a suitable long term highways solution is put in place along the A977.

Summary

In summary, our client's representations are as follows:

- Broadly supportive of the overall objectives of promoting and facilitating development and ensuring the plan provides an appropriate framework against which planning applications are assessed:
- In relation to the Turfhill Motorway Service Area, Kinross (Ref: OP11) suggest that additional flexibility is included within the Policy to enable financially viable development to come forward which may include additional tourism related retailing, or other retailing, provided it can be demonstrated that the proposals would not cause significant impact on the vitality and viability of town and other centres (particularly Kinross).
- In relation to development at Turfhill West, and East, Kinross (Council References E17 and E36 respectively) it is suggested that the 'site specific developer requirements' is amended in relation to access to ensure that an appropriate access is secured along the A977, which will not only benefit the initial site that potentially comes forward (to the north or south of the A977), but that sufficient capacity exists for all potential development in that area.

We trust these comments are helpful, but should you require any further clarification please do not hesitate to contact Harry Spawton of this office in the first instance.

Yours faithfully

[Redacted signature block]

Gerald Eve LLP

[Redacted address block]

cc T Raven Esq – Moto Hospitality Limited

Encl. Representation Form

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.

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	Joseph Burns
Address and Postcode	21b Springfield Road Kinross KY13 8BT
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:

na

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

Policy ref.	na	or			
Site ref.	H46	or			
Chapter	7	Page no.	207	Paragraph no.	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.

I think there should be a change in the plan that does not include the building of more housing.

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

I do not think that Kinross needs more housing as the local infrastructure cannot support it. Kinross is already regarded as a "dormitory town" where growth in housing has not brought any benefits to the town, quite the opposite as the housing in the town has expanded our shops in the centre have dwindled.

Davies park is a well used public area and the local council have already removed the children's play areas in other parts of the town. The loss of this amenity would have a great impact on the surrounding area and it's residents.

Springfield Road where i live is a busy road and is the main artery for traffic from the West and the M90 going East and for Milnathort and surrounding areas, the last thing that i want to see is increased traffic on an already busy road. It must also be noted that this road is used by many pedestrian going to and from the park and ride / sainsbury's as well as numerous schoolchildren and young adults going to and from the primary school and new campus.

I think that a community use for area H46 would be better suited, i am informed that both allotments and community woodland have been suggested and i think that is a splendid idea, i also believe that building houses close to the motorway would not be viable the fact that the GS Brown houses at Levenfields have not been a success or would the developer simply propose the the "affordable" element of the application be built closest to the motorway!.

I also believe that the development of this area and the future proposed development of the adjoining area at Lathro would not only remove the distinct boundary between Kinross and Milnathort but it would also cause a lot of excess traffic on Gallowhill Road which is not suitable for heavy traffic from either the Stirling Road or the Muirs.

I also believe it would put a strain on the local health centre as well as the primary school (which already runs classes out of porta-cabins) it is impossible to get a NHS dentist as it is so the occupants of 125+ new houses will find the same problems also i would assume that a fair number would have children of nursery age so thereby requiring nursery places.

Please do not let Kinross become a place where people are not valued and their views are not heard and refuse the application and build something that the local people would use not more houses which only serve to make developers money without considering the need of the locals, we need the Davies park and H46 in the hands of the locals for local use.

J Burns

Save a copy

Print

Submit

UNCLASSIFIED



PERTH AND KINROSS LDP (PROPOSED PLAN CONSULTATION STAGE)

Consultation Deadline – 10 April 2012

Contact Details

Planning and Local Authority Liaison Department
The Coal Authority
200 Lichfield Lane
Berry Hill
MANSFIELD
Nottinghamshire
NG18 4RG

Planning Email: [REDACTED]
Planning Enquiries: [REDACTED]

Person Making Comments

Anthony B Northcote *Dip TP, Dip URP, MA, MInstLM, MCMI, MRTPI*
Planning Advisor to the Coal Authority

BACKGROUND ON THE COAL AUTHORITY

The Coal Authority is a Non-Departmental Public Body sponsored by the Department of Energy and Climate Change (DECC). The Coal Authority was established by Parliament in 1994 to undertake specific statutory responsibilities associated with the licensing of coal mining operations in Britain; handle subsidence claims which are not the responsibility of licensed coal mine operators; deal with property and historic liability issues and provide information on coal mining.

The Coal Authority re-engaged with the three planning systems across England, Scotland and Wales. The main areas of planning interest to The Coal Authority in terms of policy making relate to:

- the safeguarding of coal as a mineral in accordance with the advice contained in The National Planning Framework and Scottish Planning Policy in Scotland; and
- ensuring that future development is undertaken safely and reduce the future liability on the tax payer for subsidence and other mining related hazards claims arising from the legacy of coal mining in accordance with the advice in the National Planning Framework and Scottish Planning Policy in Scotland.

BACKGROUND TO COAL RELATED ISSUES IN PERTH & KINROSS

Surface Coal Resources and Prior Extraction

As you will be aware the Perth & Kinross area contains coal resources which are capable of extraction by surface mining operations, however this is limited to two small areas of resource in the very south of the area adjacent to Clackmannanshire & Fife. This information is available to Planning Authorities free of charge from The Coal Authority following signing a data sharing licence/memorandum of understanding and was given to the Council on the 19 September 2009.

The current Energy White Paper, published in May 2007, estimated that “by 2020 fossil fuels are expected to supply the great majority of UK energy needs and 14% of primary energy demand will be met by coal.”

Protecting the public and the environment in coal mining areas

In March 2008, the Rt Hon. John Hutton MP, Secretary of State for Business Enterprise and Regulatory Reform stated that *"...Fossil fuels will continue to play an important role in ensuring that flexibility of the electricity generation system as well. Electricity demand fluctuates continually, but the fluctuations can be very pronounced during winter, requiring rapid short term increases in production. Neither wind nor nuclear can fulfil that role. We therefore will continue to need this back up from fossil fuels, with coal a key source of that flexibility...."*

The UK Low Carbon Transition Plan White Paper builds on the 2007 White Paper, was published in July 2009 to set out the national strategy for climate and energy suggests that by 2020, clean coal will contribute 22% to the overall energy mix (this is actually an increase on that predicted in 2007 Energy White Paper). The 2009 White Paper re-confirms that *"coal and gas will remain important to ensure our electricity supply is reliable and secure as we move towards greater dependence on intermittent sources like wind...The UK needs to maintain security of supplies of fossil fuels, which will remain an essential input to our electricity supplies for many years to come. Around a third of this is supplied by the UK coal industry."*

In February 2010, Lord Hunt reiterated the role for coal within the UK's future energy mix and stated that: *"Take the 3 week cold spell after Christmas and over New Year as an example, coal generation accounted for a weekly average of nearly 40% and a daily average of 36% [of the UK's total electricity supply]. ... Coal has been fundamental to UK energy needs for more than two centuries, and will continue to be so. Providing that its carbon by-products can be managed. Fossil fuels are abundant and relatively cheap, are able to respond flexibly to variations in demand, and are likely to remain an important part of our energy supply for some time to come."*

In March 2011, Rt Hon Chris Huhne MP, Secretary of State for Energy and Climate Change confirmed that the Blueprint for our energy future rests on three pillars: renewable energy; nuclear energy without public subsidy; and clean coal and gas delivered by carbon capture and storage.

The Coal Authority is keen to ensure that coal resources are not unduly sterilised by new development. In cases where this may be the case, The Coal Authority would be seeking prior extraction of the coal. Prior extraction of coal also has the benefit of removing any potential land instability problems in the process. Contact details for individual operators that may be able to assist with coal extraction in advance of development can be obtained from the Confederation of Coal Producers' website at www.coalpro.co.uk/members.shtml.

As The Coal Authority owns the coal on behalf of the state, if a development is to intersect the ground then specific written permission of the Coal Authority may be required.

Coal Mining Legacy

As you will be aware, the small coal resource areas within Perth & Kinross have been subjected to coal mining which will have left a legacy. Whilst most past mining is generally benign in nature potential public safety and stability problems can be triggered and uncovered by development activities.

Problems can include collapses of mine entries and shallow coal mine workings, emissions of mine gases, incidents of spontaneous combustion, and the discharge of water from abandoned coal mines. These surface hazards can be found in any coal mining area where coal exists near to the surface, including existing residential areas. The new Planning Department at the Coal Authority was created in 2008 to lead the work on defining areas where these legacy issues may occur.

The Coal Authority has records of over 171,000 coal mine entries across the coalfields, although there are thought to be many more unrecorded. Shallow coal which is present near the surface can give rise to stability, gas and potential spontaneous combustion problems. Even in areas where coal mining was deep, in some geological conditions cracks or fissures can appear at the surface. It is estimated that as many as 2 million properties of the 7.7 million properties across the

Protecting the public and the environment in coal mining areas

coalfields may lie in areas with the potential to be affected by these problems. In our view, the planning processes in coalfield areas need to take account of the coal mining legacy issues.

Within the Perth & Kinross area there are approximately 105 recorded mine entries together with other coal mining related hazards. Mine entries may be located in built up areas, often under buildings where the owners and occupiers have no knowledge of their presence unless they have received a mining report during the property transaction. Mine entries can also be present in open space and areas of green infrastructure, potentially just under the surface of grassed areas. Mine entries and mining legacy matters should be considered by the Local Planning Authority to ensure site allocations and other policies and programmes will not lead to future public safety hazards.

Although mining legacy is as a result of mineral workings it is important that new development delivered through the Scottish Local Plans/Local Development Plans and the Strategic Development Plans, recognises the problems and how they can be positively addressed. Land instability and mining legacy is not a complete constraint on the new development, rather it can be argued that because mining legacy matters have been addressed the new development is safe, stable and sustainable.

SPECIFIC COMMENTS ON THE PERTH & KINROSS LDP (PROPOSED PLAN)

The comments and/or changes which The Coal Authority would like to make or see in relation to the above document are:

Representation No.1

Site/Policy/Paragraph/Proposal – Policy ER3, Minerals Safeguarding

Support – The Coal Authority supports Policy ER3 which sets out an appropriate framework to safeguard important minerals and to encourage and to facilitate prior extraction in appropriate circumstances.

Representation No.2

Site/Policy/Paragraph/Proposal – Policy ER4, Minerals Supply

Objection – Policy ER4 seeks to impose unduly restrictive criteria in relation to determining whether or not proposals are acceptable. In particular criteria (a) which requires proposals to ‘demonstrate that there are local, regional and/or national market requirements for the mineral that cannot be satisfied by greater efficiency at existing workings or other alternative sources’ is considered to be more onerous than National Planning Policy.

In particular in relation coal, SPP in paragraph 239 makes it clear that the continuing supply of coal extraction is ‘necessary and important in the national interest’, it goes on to make it clear that it is for planning authorities to only determine the acceptability of individual proposals.

Change Requested – Consequently the policy seeks to impose a burden on energy mineral development proposals that is unnecessary and as such policy ER4 should be amended by the deletion of criterion (a)

Reason – In order to ensure that the Policy conforms to National Planning Policy in paragraphs 225 to 247 of SPP

Representation No.3

Site/Policy/Paragraph/Proposal – Policy EP14: Blairingone Ground Conditions

Protecting the public and the environment in coal mining areas

Support – The Coal Authority supports this policy that rightly identifies that Blairingone is the main location within Perth & Kinross where mining legacy is concentrated. Whilst we would normally wish to see a policy that applies over a wide area, given that the issue of mining legacy is concentrated into only two small areas in the south of Perth & Kinross this locationally specific policy is considered to be effective and justified in the Perth & Kinross context. This is particularly the case given that such a low level of new development is anticipated across Kinrossshire but an employment proposal is being considered in Blairingone the only settlement where such allocated proposals are envisaged on the coalfield.

CONCLUSION

The Coal Authority welcomes the opportunity to make these comments, we are of course willing to discuss the comments made above in further detail if desired and would be happy to negotiate alternative suitable wording to address any of its concerns.

Thank you for your attention.

For and on behalf of

Miss Rachael A. Bust *B.Sc.(Hons), MA, M.Sc., LL.M., AMIEnvSci., MIPSM, MRTPI*

Chief Planner / Principal Manager

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Dr Margaret Crombie"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="18 Duff Avenue"/>
Address 2	<input type="text" value="Moulin"/>
Address 3	<input type="text" value="Pitlochry"/>
Postcode: *	<input type="text" value="PH16 5EN"/>
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:

6 Highland Perthshire Area Spatial Strategy - 6.4 Pitlochry

I agree that the green belt boundary between Moulin and Pitlochry should be kept as it acts as a positive element in retaining the character and separate identity of the village of Moulin. I agree that development at Manse Road should also be left out of the plan.

6 Highland Perthshire Area Spatial Strategy - 6.4 Pitlochry - Paragraph 6.4.4

The addition of 90 houses to the area H39 at Robertson Crescent would be detrimental to the character of the area as the housing density is too high and out of keeping with the character of the town.

The requirements for road access and drainage would require terraced housing which would not fit with the other buildings in the area. There are more appropriate building sites within the town with buildings becoming derelict - for example, the former ambulance station.

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Alan M Crombie"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="18 Duff Avenue"/>
Address 2	<input type="text" value="Moulin"/>
Address 3	<input type="text" value="Pitlochry"/>
Postcode: *	<input type="text" value="PH16 5EN"/>
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:

2 The Vision and Objectives - 2.4 Strategy - Paragraph 2.4.6

Migration to/from P & K (and thus demand for housing) is affected by the level of employment and pay on offer in the area. Pay in Highland Perthshire is well below the Scottish and UK averages. This is a result of the seasonal nature of many jobs (this also distorts the demand for housing) and the relatively high level of unemployment both registered unemployed and the "hidden" unemployment so the plan needs to address the generation of full-time permanent year round employment

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Alan Crombie"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="18 Duff Avenue"/>
Address 2	<input type="text"/>
Address 3	<input type="text"/>
Postcode: *	<input type="text" value="PH16 5en"/>
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:294069 N:758931 with Scale 1:10000 relating to: The Park and Ride p layer|The Significant Housing Planning Consent layer|The new road layer|The indicative new road layer|The Opportunity p layer|The Mixed Use p layer|The Employment p layer|The Housing p layer|The sam2 layer|The sam3 layer|The housing layer|The op layer|The employment layer|The Motor Mile layer|The mixed layer|The Tourism layer|The Transport layer|The Retail layer|The Town and N layer|The city centre 2nd layer|The Commercial Centre layer|The Landscaping layer|The open space perth layer|The open space layer|The lade layer|The Waste Management layer|The conservation area layer|The Settlement Boundary layer|The Greenbelt layer|The HMA layer
"http://eplanning.pkc.gov.uk/usecase2/?projectId=138&spatialKey=49"

The development of 90 houses on H38 is far too dense and will detract from the character of the area. The map does not show existing houses in Duff Avenue and thus exaggerates the extent of the open land between the two settlements.

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="AM Crombie"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="18 Duff Ave"/>
Address 2	<input type="text"/>
Address 3	<input type="text"/>
Postcode: *	<input type="text" value="PH16 5EN"/>
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:294277 N:759202 with Scale 1:2500 relating to: The Park and Ride p layer|The waste layer|The new road layer|The indicative new road layer|The Opportunity p layer|The Mixed Use p layer|The Employment p layer|The Housing p layer|The airfield layer|The sam1 layer|The sam2 layer|The sam3 layer|The housing layer|The op layer|The employment layer|The Motor Mile layer|The mixed layer|The Tourism layer|The Transport layer|The Retail layer|The Town and N layer|The city centre 2nd layer|The Commercial Centre layer|The Landscaping layer|The open space perth layer|The open space layer|The lade layer|The Waste Management layer|The conservation area layer|The Settlement Boundary layer|The Greenbelt layer|The Loch Leven layer|The lunan valley layer|The HMA layer|The NP layer
["http://eplanning.pkc.gov.uk/usecase2/?projectId=138&spatialKey=50"](http://eplanning.pkc.gov.uk/usecase2/?projectId=138&spatialKey=50)

The road in the extension to Duff Avenue is not shown on the map and the settlement boundary should coincide with the southern boundaries of numbers 17 & 18 Duff Avenue.

Map Location E:294354 N:759279 with Scale 1:2500 relating to: The Park and Ride p layer|The waste layer|The new road layer|The indicative new road layer|The Opportunity p layer|The Mixed Use p layer|The Employment p layer|The Housing p layer|The airfield layer|The sam1 layer|The sam2 layer|The sam3 layer|The housing layer|The op layer|The employment layer|The Motor Mile layer|The mixed layer|The Tourism layer|The Transport layer|The Retail layer|The Town and N layer|The city centre 2nd layer|The Commercial Centre layer|The Landscaping layer|The open space perth layer|The open space layer|The lade layer|The Waste Management layer|The conservation area layer|The Settlement Boundary layer|The Greenbelt layer|The Loch Leven layer|The lunan valley layer|The HMA layer|The NP layer
["http://eplanning.pkc.gov.uk/usecase2/?projectId=138&spatialKey=51"](http://eplanning.pkc.gov.uk/usecase2/?projectId=138&spatialKey=51)

I concur with the proposal to not develop the land around Moulin in particular the open ground between Manse Road and the A924

Map Location E:294968 N:747870 with Scale 1:1000000 relating to: The airfield layer|The Settlement Boundary layer|The Greenbelt layer|The Loch Leven layer|The lunan valley layer|The NP layer
["http://eplanning.pkc.gov.uk/usecase2/?projectId=138&spatialKey=52"](http://eplanning.pkc.gov.uk/usecase2/?projectId=138&spatialKey=52)

The open space between Moulin and Pitlochry needs to be maintained.

20 MAR 2012

102 Tregyll Road

KINROSS KY13 8BL

19 March 2012

Dear Sir

Proposed Development Plan Site H46 Kinross

I am writing to make known my protest to the above.

Firstly, it appears to me that there is very little requirement for this large number of houses to be built in the area. At present there are numerous houses for sale in Kinross and Milnathort, of good quality and varied price, which take a long time to sell. There is also a housing development next to Sainsbury's where sales seem to be slow. This does not suggest a desperate need, if any, for yet more housing.

Secondly, there is the question of the proposed access road which would destroy Davies Park, a popular and much used amenity.

The suggestion of alternative access off Sutherland Drive is frankly ludicrous as this is a residential area with overmuch car use

With regard to the Springfield Road → Davies Park
→ Gallowhill Road proposal there carry a high
pedestrian load especially children walking to
school, and it seems likely that ~~they~~ this
route is likely to become a 'RAT RUN'
for those accessing supermarket and motorway
by car, especially large 4x4s.


In conclusion, the addition of this estate
does not appear to provide any benefits, will
overload local services and alter the character
of the area to the detriment of the neighbour-
hood. So why on earth are Perth and Kinross
Council even considering it??!!

Yours faithfully



RECEIVED

20 MAR 2012

11 LEVEN PL,
KINROSS
KY13 8BE


Dear SIR/MADAM

I am objecting to the building of the houses. HLG. We have a engagh traffic already, and the park is important for the children to play. Also the services are full to capacity. There are not enough local jobs as it is. Who are the houses for, probably not local people, immigrants etc.

Yours faithfully


THE LOCAL DEVELOPMENT PLAN TEAM,
THE ENVIRONMENT SERVICE,
PERTH AND KINCROSS COUNCIL,
PULLAR HOUSE
35 KINNULOCK STREET
PERTH. PH15 4D

7 MORAR PLACE
KINCROSS
KY13 8YX
20TH MARCH 2012

21 MAR 2012

- OBJECTION TO PLANNED HOUSING DEVELOPMENT
1. HAD THE REASON BEING ACCESS TO / FROM SPRINGFIELD ROAD VIA THE CULDESAC ON TO SUTHERLAND DRIVE FROM MORAR PLACE WHERE I STAY.
 2. THE WALKWAY FROM SPRINGFIELD ROAD TO CALLOCHILL ROAD IS CONSTANTLY USED BY ALL PEOPLE WALKING TO AND FROM THIS AREA.
 3. ANY INCREASE IN TRAFFIC WOULD BE A MAJOR HAZARD TO ALL PEDESTRIANS WALKING IN THIS AREA ALSO CYCLISTS, CHILDREN AND PENSIONERS.

I Am Yours. Faithfully



13 LOMOND PLACE

KINROSS

KY13 8BH

20-3-12

LOCAL DEVELOPMENT PLAN TEAM

THE ENVIRONMENT SERVICE

PERTH & KINROSS COUNCIL

PULLAR HOUSE

35 KINNOULL STREET

PERTH

PH1 5GD

RECEIVED

21 MAR 2012

DEAR SIRS,

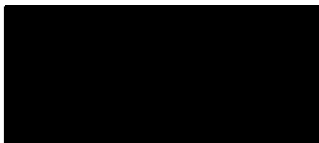
I WISH TO LODGE AN OBJECTION AGAINST THE PROPOSED
HOUSING DEVELOPMENT IN KINROSS KNOWN AS H46.

MY OBJECTIONS ARE:-

- 1) THIS WOULD AFFECT A WELL USED PATH BETWEEN SPRINGFIELD
AND GALLOWHILL ROAD
- 2) IT WOULD CAUSE SERIOUS SAFETY PROBLEMS FOR CHILDREN WALKING
TO SCHOOL, WITH THE INCREASED LEVELS OF TRAFFIC.
- 3) IT WOULD MEAN THE LOSS OF DAVIES PARK WHICH, AT PRESENT, IS
USED BY ~~ALL~~ CHILDREN OF ALL AGES.
- 4) THE INCREASE IN RESIDENTS WOULD PLACE INTOLERABLE PRESSURE
ON THE ~~PR~~ PRIMARY SCHOOL, AS WELL AS CAUSING PROBLEMS FOR THE
HEALTH CENTRE.

PLEASE ACKNOWLEDGE THIS LETTER

YOURS FAITHFULLY,


I. M. McDONALD

Perth and Kinross Local Development Plan – Proposed Plan Representation Form

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

Name	DAVID M. N. TINCHE
Address and Postcode	5 LATROU LANE KINROSS TAYSIDE 124 13 8RX
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:

PLEASE SEE ATTACHED LETTER

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

Policy ref.				or	
Site ref.				or	
Chapter		Page no.		Paragraph no.	

Mr and Mrs. D. Tinch, 5 Lathro Lane Kinross, KY13 8RX [REDACTED]

PROPOSED NEW HOUSING DEVELOPMENT AT LATHRO. KINROSS

As the space provided in the enclosed form is not enough to put forward our objections to the housing proposed in the area between Lathro and the neighbouring farm I have enclosed this letter, which I might add covers the views of the many people I have spoken to in this area.

Regarding the proposed new housing development between Kinross and Milnathort we would be grateful if the following concerns were addressed.

From a Lathro resident's point of view I suspect that if all the people living in Kinross were asked the question "Do you want to see Kinross expanded dramatically by the introduction of around 345 new families in addition to those moving into the houses being built behind Sainsbury's" the answer would be an overwhelming "No". It would seem that the wishes of the locals should in fairness be given some consideration. Also the standard of housing would certainly be a concern. If the development is to consist of quality housing as is the case in the Lathro Estate then that may be acceptable, but if cheap 'affordable' housing was to predominate then that would certainly de-value the properties in Lathro.

Clearly with no new employment of any significance visualised for the area the expansion of the commuter population has to be a factor. Commuter or 'Dormitory' towns may be essential in some areas but not in Perth and Kinross and clearly the traffic congestion on the roads around Kinross would be aggravated considerably by such a scheme. It would seem that some of our very attractive small towns and villages are planned to be sacrificed to alleviate the overspill of the major towns in the area. This is neither practical nor realistic and it would seem that the plan has not been properly thought through.

The School Complex and Health Centre are relatively new, designed to comply with the requirements of the time they were built but it would appear that as they stand they would be unable to cope with an additional 345 families thus enforcing yet another expansion of the education and medical provision in the town. Other local services would also be severely stretched.

A consideration which influenced buyers in Lathro Lane at the time the houses were built comes from the Advertising material produced by the builders describing the properties as being in "A quiet cul-de-sac, in a Select Development in an attractive location on the outskirts of town". Many of the residents are pensioners and opted to buy in this quiet cul-de-sac for that reason. Next to a farm, with open fields to look out on was part of the attraction.

On a more practical issue access roads to the new scheme are causing some concern. From a resident of Lathro Lane's point of view the main reason why Vehicle Access to the new development should not be considered via our street concerns pedestrian safety. This street is crossed regularly by many young children, often on their own, as an access point from the many houses in the Wimpey Estate, Lathro Park Estate and other areas of the town to the small lane alongside the Play Park, leading to, the Swimming Pool, the School, The Library and Leisure complex, The Health Centre, the Skate Board Park, etc. As it stands it is a relatively safe means of reaching these locations but if Lathro Lane was to become a through access road to the new estate this would no longer be the case. It should also be remembered that the housing on the East side of the street consists of 10 flats, each with one parking space and no garages possible - hardly adequate in this day and age. Thus, by necessity, there are always

cars parked on what is a narrow street and therefore totally unfit for a main access road to such a large scheme.

We would be grateful to receive your assurances that all these points will be taken into consideration before the final plans are approved for Kinross.

David M.N.Tinch
Moyra Tinch

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

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

Name	Mc Kenzie Strickland Associates
Address and Postcode	23 Bank Street Aberfeldy, Perthshire PH15 2BB
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.	site to the South of Moness Avenue	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.

Change to proposed use of land shown as the part of green belt /open space, land to the south of Moness Avenue, Aberfeldy.

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

- planning permission has been granted to erect staff accommodation building (ref 09/01474/FLL)
- land plays crucial role in future development of Moness House & Country Club - resort with ambitions to become Major Tourism Resort. Plan should seek to promote and enhance existing and future tourism developments as they contribute to employment .
Policy ED5: Major Tourism Resorts
Policy ED4: Caravan Sites, Chalets and Timeshare Developments
- land represents opportunity to provide affordable housing adjacent to existing housing estate

Save a copy

Print

Submit

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

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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.	HE4: Gardens and Designed Landscapes	or			
Site ref.	site to the West of Giorra, Weem Aberfeldy Perthshire PH15 2LD	or			
Chapter	<input type="text"/>	Page no.	196	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.

Change to proposed land use to provide recreational ground for cricket pitch along with cricket pavilion along with changing facilities and public access toilets. Single house adjacent to existing group of houses at Weem utilising exiting driveway and set within existing scrub ground, site to the West of Giorra, Weem Aberfeldy Perthshire PH15 2LD

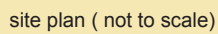
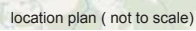
Please include the reason for supporting the Plan/requesting a change.

Land represents an opportunity to improve amenity and recreational facilities and provision of public toilets adjacent to wood land walk

Site is suitable for a single house ,

- screened from public road,
- set within identifiable site,
- adjacent to grouping of houses (within 75 m from the nearest residential property)
- screened from Castle Menzies with no visual impact on the setting of the castle.

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22 MAR 2012

Perth and Kinross Local Development Plan – Proposed Plan Representation Form

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CUSTOMER SERVICE
POINT
21 MAR 2012
RECEIVED

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

Name	Diana Corrier
Address and Postcode	7 Renton Drive Kinross KY13 8FN
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?

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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" value="7"/>	Page no.	<input type="text" value="202"/>	Paragraph no.	<input type="text" value="7.2.3"/>

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.

Development should not take place until assurances are received from Scottish Water that the capacity of Kinross treatment plant is sufficient for the total number of proposed new units in order to ensure no further pollution of Loch Leven will take place.

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

See attached Letter (insufficient space for 2000 words) Five pages

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Perth and Kinross Local Development Plan – Proposed Plan Representation Form (Cover Form for representation Adapted from original due to fact that there is insufficient space for 2000 words.)

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

Name

Diana Corrieri

CUSTOMER SERVICE
POINT

21 MAR 2012

RECEIVED

Address and Postcode

7 Renton Drive Kinross, KY13 8FN

Telephone no.

Email address

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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:

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

Policy ref. or

Site ref. or

Chapter

7

Page no

202

Paragraph no.

7.2.3

4. What is your representation?

Are you supporting the Plan?

No

Or

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

Development should not take place until assurances are received from Scottish Water that the capacity of Kinross treatment plant is sufficient for the total number of proposed new units in order to ensure no further pollution of Loch Leven will take place.

Please include the reason for supporting the Plan/requesting a change. CONTINUED OVER 5 PAGES

Ref DAC 20/03/2010 7.2.3 I.C.

DIANA CORRIERI, 7 RENTON DRIVE, KINROSS, KY13 8FN. REF TO CHAPTER 7, 7.2.3 Infrastructure Considerations PAGE 202

Loch Leven and Waste water

7.2.3 Infrastructure Considerations

The proposed Local Development Plan states that with regards to Kinross-shire, that Loch Leven is a naturally rich eutrophic loch that enjoys statutory protection. However, Loch Leven is much more important than this statement suggests. The importance of Loch Leven to the local economy, local environment and to science means cannot be understated and concerns with regards to further pollution of the Loch must be upper most in the Local Authority's mind when in any considerations for future development(s) in Kinross that are likely to impact on the loch.

The importance of Loch Leven more than a nutrient rich shallow lake;

- The largest naturally eutrophic loch (lake) in the British Isles. (Ref. Information Sheet on Ramsar Wetlands)
- One of the CEH's (Centre for Ecology and Hydrology) most important long term monitoring sites and forms part of the Environmental Change Network.
- Not only an important site of research national, but also internationally.
- Used not only for research but also as an important resource in the education of future ecologists and hydrologists in the UK.
- A Special Protection Area
- A Ramsar Site.
- An important local economic asset with regards to tourism with the potential for further development and internationally recognised for its fishing and the economic benefit this brings to the community.

The statement with regards to the loch in the current proposed LDP is weak; the previous plan was much stronger with regards to the statement on Loch Leven.

"The emphasis of the NPPG for international sites such as Loch Leven goes beyond protection and places an obligation on Local Authorities to seek to enhance the natural heritage attributes of these areas." (Kinross area Local Plan Adopted 31 July 2004.)

However, mere statements will not prevent adverse effects on the ecology and natural environment of the loch, as has occurred in recent years (1992). Any future reoccurrences could have significant implications with regards to all of the above. The problems and pollution that have occurred in the past have the potential to be an ongoing problem and has been recognised as such, as testified to in a Courier article in 2009,

"Loch Leven has permanent notices displayed advising the public about the appearance and risks of algal blooms." Courier 2009

The level of pollution has also been recognised in national media and frankly it is a disgrace that the Loch has become one of Scotland's worst polluted waters.

"Some of Scotland's worst polluted waters - Loch Leven, near Kinross." Glasgow Herald 2009

DIANA CORRIERI, 7 RENTON DRIVE, KINROSS, KY13 8FN. REF TO CHAPTER 7, 7.2.3 Infrastructure Considerations PAGE 202

The signs, warning the public to be on the lookout for algal blooms' would not been put in place if there were not concerns with regards to reoccurrence of these toxic and potentially health threatening events [Algal Blooms] along with their effect on the loch's ecology and environment.

Simply to state as it does in the proposed LDP that, "the Waste Water Treatment Works will require to be upgraded to allow future development needs. Drainage from all development should connect to Public Waste Water treatment Works." is insufficient, and gives rise to a specific concern with regards to Kinross and the LDP.

When specifically questioned on the specific spare capacity of the water treatment plant in Kinross an official from Perth and Kinross Council could not give a definitive answer. He stated that when Scottish Water, was asked this question, they said that the spare capacity was sufficient for perhaps around 100 additional homes but this capacity could be as high as 400 home. This is no basis upon which to allow the proposed level of development. If the lower value is correct then there is insufficient capacity for the proposed number of additional homes and if the latter is correct the proposed additional home along with those currently being built will in all likelihood surpass this capacity.

Given that the Euro-Limpacs Project has shown that the most marked phase of impact on Loch Leven has occurred since 1940 and that phosphorus inputs from sewage treatment works has been a amongst the larger contributors with regards to phosphorus (phosphates) pollution for years, and has thus contributed significantly to this problem, the capacity of the treatment works in Kinross must be a major contributing factor in determining the level of new developments which feed waste water into this system.

Euro-Limpacs Project also shows that climate change is likely to have a confounding effect on recovery. The data in this project's report on pollution of the Loch [Loch Leven] shows that peak increases of pollutants, particularly with regards to phosphorus, have occurred on a regular and ongoing basis. One set of data shows sharp rises in annual mean total phosphorus levels occurring in 1954, 1969, 1972, 1985, 1998, and 2004 while another data set shows peaks in 1969, 1972, 1976, 1981, 1986, 1991, 1994, and 1999. While this research shows an overall downward trend, it demonstrates that the problem has not been resolved and it highlights concern with results from 2003 onwards. The mean levels of phosphorus as determined by diatom-inferred total phosphorus from 1950s to 1969 was of the order of 110 µg/l, from 1969-1987 70 µg/l, 1988-1996 65 µg/l however the levels rose again in the period 1996-1999 to an average of around 100 µg/l before falling during the following two year to 60 µg/l. However, levels in recent years have yet again risen to levels in excess 100 µg/l with mean levels in of around 69 µg/l. It is also evident from SEPA data that while phosphorus levels as measured in the vicinity of the treatment plant have not reach the level measured in the early 1990's they have been on the increase in recent years and during the summer of 2009 and 2010 surpassed a level not seen since 1996. The level of phosphorus has been increasing since 2000 especially during the summer months when algal blooms are more likely.

The problem of phosphorus pollution has not been resolved and as sewage has been shown to be a major contributor to phosphorus pollution in British water ways (Defra) it has to be a major consideration.

"The higher resolution of the instrumental record does, however, reveal that recovery was not a simple monotonic reversal of the enrichment trend, but was punctuated by a second deterioration in the early 1990s and that large inter-annual variability is still typical, with relatively high concentrations occurring in 2003 and 2004 (68 and 69 µg TP

DIANA CORRIERI, 7 RENTON DRIVE, KINROSS, KY13 8FN. REF TO CHAPTER 7, 7.2.3 Infrastructure Considerations PAGE 202

l-1 respectively) compared with the previous three years.” Ref Integrated Project to evaluate the Impacts of Global Change on European Freshwater Ecosystems)

Any impact on Loch Leven’s ecology is not only an environmental issue but has the potential to have a significant economic impact on Kinross.

In response to an F.O.I. to SEPA (Scottish Environment Protection Agency) with regards to Loch Leven SEPA State in a letter dated 19th March, 2012 that their data base on measures and pressures have 3 point source phosphorus pressures attributed to sewage disposal, 1 diffuse source phosphorus attributed to sewage and 1 diffuse phosphorus pressure attributed to mix farming. The letter then goes on to state,

“These pressures are listed as not being primary pressures on the waterbody (when assessed individually), however two or more contributory pressures may cause a parameter to fail classification due to a cumulative effect. This waterbody is failing phosphorus standards in the current (2010) classification”

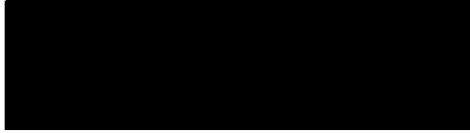
It should also be noted that recent research has show that domestic sewage is a major contributor to phosphorus pollution of rivers and lakes.

- “In fact, phosphorus from domestic sewage, in addition to fertilizer runoff, has traditionally been a nuisance, because it triggers blooms of algae that deplete local waters of oxygen. “(Ref Sewage Industry Fights Phosphorus Pollution How flushing the toilet can lead to phosphorus for fertilizers, November 10, 2009 Scientific America)
- “Household sewage waste rather than farm slurry should be the target of tough pollution measures to reduce phosphorus levels in English rivers” (Ref, Water companies, not farmers, to blame for river pollution. Ecologist 15th April, 2010)
- “Phosphorus pollution from sewage, rather than in agricultural fertilisers, is the main culprit for polluting English rivers.” (Ref Sewage to blame for phosphorus river pollution - 30 March 2010: CEH)
- “Phosphorus levels are at their highest in the summer when the volume of the river water is low, and the sewage entering the water is not diluted. This is also the time of year when algae and plants are most active.” (Ref Sewage to blame for phosphorus river pollution - 30 March 2010: CEH)

This link between sewage and phosphorus pollution coupled with the fact that from SEPA data Loch Leven appears to be failing phosphorus standards, supports the fact that the capacity of the water treatment works in Kinross must be a major factor in determining the level of development permitted by PKC in Kinross. Until such times as Scottish Water can guarantee that the water treatment works in Kinross has sufficient and preferably surplus capacity no further homes should be built as domestic sewage and waste water could without such guarantees contribute even more significantly to pollution of Loch Leven. Simply making it a condition that new developments must be connected to the sewage system does not mean that this connection will resolve any potential

DIANA CORRIERI, 7 RENTON DRIVE, KINROSS, KY13 8FN. REF TO CHAPTER 7, 7.2.3 Infrastructure Considerations PAGE 202

problems as it is the capacity of the treatment plant to treat this waste water and sewage properly that will determine the level of discharge pollutants into the local water ways and Loch Leven.



20/03/12.

Diana Corrieri

(prepared on her behalf)

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

Name	Diana Corrien
Address and Postcode	7 Renton Drive Kinross KY13 8FN
Telephone no.	
Email address	

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?

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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.	H46 (H47)	or			
Chapter	7	Page no.	205	Paragraph no.	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.

H46 should not proceed as access could create major problems not least to younger members of the community. Due to the potential to create major accident black spots and other issues this site is wholly inappropriate

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

See attached Letter (insufficient space for 2000 words) Five pages

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

Perth and Kinross Local Development Plan – Proposed Plan Representation Form (Cover Form for representation Adapted from original due to fact that there is insufficient space for 2000 words.)

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Name

Diana Corrieri

Address and Postcode

7 Renton Drive Kinross, KY13 8FN

Telephone no.



Email address

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Proposed Plan



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Supplementary Guidance



SEA ER Addendum 2 - Appendices



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. or

Site ref. or

H46 (HA7)

Chapter

7

Page no

205

Paragraph no.

1 (TABLE)

4. What is your representation?

Are you supporting the Plan?

No

Or

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

Development of H46 should not go ahead and alternative use for the site for non residential or industrial use should be sought. If it is possible to acquire the land then it could form an extension to the proposed woodland park adjacent to H47 as these sites are contiguous. Otherwise it should remain in agricultural use.

Please include the reason for supporting the Plan/requesting a change. CONTINUED OVER 5 PAGES

Ref DAC10/03/2012 H46

DIANA CORRIERI, 7 RENTON DRIVE, KINROSS, KY13 8FN. REF TO CHAPTER 7 PAGE 205 SITE REF H46

SITE REF H46 Chapter 7 Page 205 West Kinross.

The Main Issue Report (MIR) showed that this site would be suitable for 75 houses this has increased to a higher density the Local Development Plan (LDP) it is now 125 units.

Development on this site should for reasons listed below not go ahead. If however, it does the original number of units should be reinstated and the mix of housing should match adjacent property like for like at all locations.

There are a number of issues with this site as to why it would be an inappropriate site for development.

Site Access

Currently, side streets which could provide access are quiet safe residential streets that enjoy no through traffic. They are only used for access by residents and provide safe living environment for all ages.

It should also be noted that within the older developments the number of parking spaces at each home are limited necessitating on street parking. This is primarily due to the fact that at the time of the original development insufficient parking facilities were provided at each residence, planning which was passed by the local authority. Therefore access from these locations would be severely restricted and potentially aggravate problems which already occur.

The proposed access at Springfield Road will create a potentially hazardous junction given the level of traffic which is likely to use this access and traffic levels on Springfield Road. It would be impossible to create an access at this point without impinging on an important children's play area, Davis Park. At present this park enjoys a safe, traffic free approach from a footpath and cycleway. Davis Park is also a memorial park and land was acquired and the park set up for the current purpose. A local Councillor has stated with respect to this proposed access and Davis Park that, *"I can't see how access can be taken of Springfield Road without compromising the Davis Park. Davis Park is a very important play area for local children and as far as I am concerned play areas and roads don't mix."*

At the most likely point of ingress and egress from the site would create a junction at the apex of a blind bend. Its location would be in one direction, close to a junction of the main road leaving Kinross and leading to M90 junctions (150m from junction). Currently this junction can suffer from some level of congestion. The access would also be on the main route that diverts traffic away from Kinross centre and is used by all types of vehicular traffic.

In the opposite direction it is close to the exit from Sunderland Drive where in recent years PKC introduced a roundabout in order to facilitate entry and exit from a large

DIANA CORRIERI, 7 RENTON DRIVE, KINROSS, KY13 8FN. REF TO CHAPTER 7 PAGE 205 SITE REF H46

residential development as well as to calm traffic. At the same time a road island with hatching was placed at the location of the proposed entry for safety reasons.

Access at this location would result in a number of homes having a road at the front of the property and to the rear thus not only affecting the level of equity in these homes but would also increasing noise levels within the homes.

Therefore, access from Springfield Road would be wholly inappropriate and potentially dangerous as line of site for drivers is restricted by the bend, trees and vegetation, not forgetting the presence of a children's play area currently safe from traffic.

The other access to H46 to be explored is onto Gallowhill Road a secondary access from H46, West Kinross to Gallowhill Road the connecting with a secondary access to H47 and on to the A922 North of Kinross.

With regards to this location, at the likely points of egress and ingress on Gallowhill Road, for both sights, there is the potential to create an accident black spot, given that there is a blind summit which would be difficult to be removed as this would involve altering the fly over on the motorway M90. Access from Gallowhill Road to the current Lathro Park development was previously refused in 1991. Upon requesting information in reference to this refusal from PKC I was informed that the documents have been destroyed. However, there is evidence in the records showing that the temporary access that was granted during the development was being used as an access and this was stopped by PKC. PKC then insisted that a footpath be put in place, post development, in the interest of safety.

A more important issue regarding the Gallowhill Road access to both sites arises as a result of the move from the old high school to the new high school site. The southern end of Gallowhill Road has become a shortcut for pupils several times a day, occurring post publication of the Main Issue Report (MIR) and preparation of the LDP.

Pupils use the footpath beginning at the junction of Gallowhill Road and Mavisbank. This path provides a link from Gallowhill Road through to Argyll Road and during these times there is a high level of young pedestrians. The opening to this footpath occurs on a blind bend thus severely restricting the view of drivers driving towards the A922. Pupils tend to cross the road at points between the bend and the A922 and are thus unsighted by vehicles approaching this corner from the north. There is currently a potential risk and any increase of vehicular traffic can only increase that risk.

Officials of PKC stated at an information day that these links would reduce congestion elsewhere. The only way this can occur is if vehicles use Gallowhill Road instead of any alternative exit to sites, thus in all probability these junctions are more than likely to increase the amount of traffic on this road thus greatly increasing the

risk of RTA's (Road Traffic Accidents) involving school pupils. This would become an even greater issue if the site earmarked for the primary school was to go ahead as this is to the rear of the current high school at location Op 15, and would most likely result in an increase in pupil numbers using this route.

Realignment of the road would be extremely difficult if not impossible as currently land on both side of this bend is occupied by private residences and the limited width of Gallowhill Road. I do not believe that the introduction of a controlled crossing would not solve this problem as the nature of this bend would leave it unsighted to drivers travelling towards the A922.

Therefore consideration has to be taken as to the appropriateness of such junctions/connections from both H46 & H47 onto Gallowhill Road. Access from the current site at Lathro Park onto Gallowhill Road was refused at the time of the development in 1991. The situation with respect to Gallowhill Road has become potentially more hazardous with the opening of the High School and will likely increase again if the Primary School does go ahead on Option 15.

The second aspect of having through access on this site, as intimated above, is that if agreed it will give continuous access from Springfield Road through Lathro Park Phase two and onto the A922 with the potential to create a rat run. Even with traffic calming measures if this connection was allowed in all likelihood satellite navigation systems would select this as the shortest route and therefore there is a serious potential for heavy goods vehicles to be directed along this route as opposed to more suitable routes thus posing a danger to the public and residents of these developments.

Drainage

While this site is not currently liable to flooding the area of H46 does experience poor drainage as testified to by the standing water that exists on the site each winter, especially in the area to the rear of Renton Drive. At the time of writing there has been standing water on this site since late October 2011 (12 weeks). In the early days of the development at Renton Drive this was a problem especially at the bottom of the garden of numbers 7 & 10 Renton Drive. Even today part of the garden at number 7 experiences a drainage problem which in summer does not appear on the surface but in places is present at a depth of no more than 18 inches. There is a distinct possibility that this standing water will have to go somewhere and may end up on established neighbouring properties.

Noise Attenuation

The close proximity of the M90 and the fact that surface of the motorway is constructed of concrete along this stretch means that noise will be an issue requiring serious noise attenuation measurements. The WHO has set out guideline for night noise, which while applying to noise emanating from new developments would be appropriate to be used as guidance. The close proximity of the M90 to H46 will cause noise nuisance and a bourne or earth banking with a wooden fence as proposed by one developer, would be inappropriate, inefficient and problematic on this site. This site is exposed to high winds and it is unlikely that the type of fencing suggested would survive for any appreciable length of time. If blown onto the M90 it would pose a major and significant hazard to traffic.

While it is proposed that a woodland screen should be planted along the western edge unless this is of significant depth and of an appropriate mix of tree species with under planting, this would have little effect in attenuating noise from the M90. Research has shown that tree depth of 50 metres is required to reduce noise to a standard level. (Ref Maleki K, et al INT J. ENV SC Volume 1, No 2 ,2010). Other research has shown that 30 m is required to give a 9dB reduction in noise. (Ref Road Traffic Noise A study of Skåne region, Sweden June, 2008 Florentina Farcaş ISBN: LIU-IDA/FFK-UP-A-08/015—SE Linköping University Department of Computer and Information Science International Master's Programme in Geoinformatics) This would equate to a perceived reduction in noise of about half the previous level. As a common rule of thumb a 10 dB increase in sound gives the perception of a doubling of the noise level thus the obverse also holds true i.e. that to achieve a perceived halving of noise there would need to be a reduction of 10 dB. [Ref ATCO Environmental Noise Control Handbook] A dense band of vegetation of 5 m will result in a barely perceptible reduction of 2 dB. Thus in order to attenuate noise with woodland virtually the whole of this site would have to be planted.

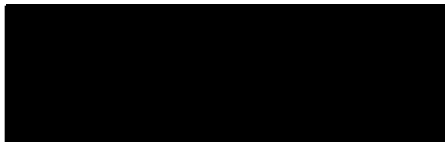
Given the problems that this site could present it would be better to have this area as a continuation of the woodland park as proposed adjacent to H47. This would soften the edge of Kinross, screen the motorway and provide an amenity for the community.

DIANA CORRIERI, 7 RENTON DRIVE, KINROSS, KY13 8FN. REF TO CHAPTER 7 PAGE 205 SITE REF H46

Core Path

The core path between Springfield Road and Old Gallows Road has recently been upgraded and it should be maintained in its current status as a foot path and cycleway only and any enhancement should be in lines with its current use. It has been suggested that street lighting is to be placed along this route. This has the potential to cause light nuisance in the bedrooms of homes which overlook this path and full consultation should take place with residents prior to any planning application be made and preferably at the planning stage.

Development of H46 should not go ahead and alternative use for the site for non residential or industrial use should be sought. If it is possible to acquire the land then it could form an extension to the proposed woodland park adjacent to H47 as these sites are contiguous. Otherwise it should remain in agricultural use.



14th March, 2012 .

Diana Corrieri

22 MAR 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.

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.

CUSTOMER SERVICE
POINT

21 MAR 2012

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

Name	DIANA CORRIERI
Address and Postcode	7 RENTON DRIVE, KINROSS, KY13 8FN
Telephone no.	
Email address	

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.	H46 & H47	or
Chapter	7	Page no. 205 Paragraph no. <input type="text"/>

REF DAC 21/3/12 H46+H47 GHR

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.

Access to Gallowhill Road will not be provided from either of these sites. H46 or H47

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

It is proposed in H46 to explore a secondary access from West Kinross site to Gallowhill Road and then one from Gallowhill road through H47 to A922.

The first issue with regards to this is that at the likely points of egress and ingress to and from both sights on Gallowhill Road there is the potential to create an accident black spots, given that there is a blind summit which would be difficult to be removed as this would involve altering the fly over on the motorway M90. An application to have an access to Gallowhill Road from Lathro Park (Phase 1) was granted only on a temporary basis during construction. This access had to be changed to a footpath at the end of the development for the reason of safety and no vehicular access apart from the temporary one was allowed. (PKC File No. 029126 1995).

The second issue arises as a result of the move from the old high school to the new high school site. The southern end of Gallowhill Road has become a shortcut for high school pupils several times a day. Large numbers of the high school students use this short cut when leaving the school at lunchtime and at the end of the school day (The two times of high concentration although pupils do use it when returning to school). Any access from H46 & H47 will result in an increase volume of traffic on this road.

This issue has arisen since the publication of the Main Issue Report (MIR) and preparation of the LDP as the new high school was opened post MIR publication. Pupils use the path which begins at the junction of Gallowhill Road and Mavisbank. This path provides a link from Gallowhill Road through to Argyll Road and as such this opening becomes something of a bottle neck during these periods of use, with a large number of pupils being present. As this opening occurs on a bend, the view of the road ahead for drivers is severely restricted and as pupils tend to cross the road prior to this point and thus due to the nature of the bend are unsighted by vehicles approaching this corner when driving towards the A922. There is currently a potential risk and any increase of vehicular traffic can only increase that risk. Officers of PKC expressed the opinion that proposed connections from West Kinross and Lathro sites may actually alleviate the congestion at Gallowhill Road. However, currently there is little congestion. The idea that such connections would reduce congestion is unlikely and in all probability they are more than likely to increase the amount of traffic on this road thus producing potentially a greater risk of RTA's (Road Traffic Accidents) involving school pupils on what is a blind corner. This would become even more important if the site earmarked for the primary school was to go ahead as this is to the rear of the current high school and community campus at location Op 15, and would most likely result in an increase in pupil numbers using this route.

Realignment of the road would be extremely difficult if not impossible as currently land on both side of this bend is occupied by private residences and also due to the limited width of Gallowhill Road. The introduction of a controlled crossing would not solve this problem as the nature of this bend would leave such a crossing unsighted to drivers travelling towards the A922.

Therefore consideration has to be taken as to the appropriateness of such junctions/connections from both H46 & H47 onto Gallowhill Road. Access from the current site at Lathro Park onto Gallowhill Road was refused at the time of the development in 1991. However, an attempt to get the information as to why this was refused was not possible as PKC have destroyed these records. If anything the situation with respect to Gallowhill Road has become potentially more hazardous with the opening of the High School and will likely increase again if the Primary School does go ahead on Option 15.

Therefore, any proposal to create access onto Gallowhill Road should be refused as it was previously and in light of the increased potential risk.

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

Ref DAC 21/3/12 H46 + H47 GR.

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

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CUSTOMER SERVICE
POINT
21 MAR 2012

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

Name

Address and Postcode

Telephone no.

Email address

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 ☐

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Policy ref. or

Site ref. or

Chapter Page no. Paragraph no.

REF DAC 21/3/12 KPS

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.

No development should take place until sufficient school places at both primary and secondary are ensured. Addition pupils from these developments could well result in increased class sizes particularly at primary school level.

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

While I agreed with the statement that, "The level of development identified in Kinross and Milnathort, and existing planning permissions, will require a new primary school and a site is indentified for this use." The LDP states that while large developments will have to make a contribution to education it makes no provision to ensure that this money is ring fenced for Kinross/Milnathort. In fact within the LDP there is nothing to indicate that these funds could not be use within other location in Perth & Kinross. I would argue that until such funding for a new primary school is available for Kinross and no further developments should be allowed.

As identified from the HM Inspectorate of Education ((2006) and as reported on the current school web site) Kinross Primary School has already four temporary classrooms. Therefore it is apparent that Kinross primary is reaching, if not already reached, its capacity.

However, when this matter was raised with an official of PKC he stated that PKC's Education Department's Estate Plan, while identifying a potential site for a new primary school (Op15), does not have within their current plan or budget any provision for this to progress at the present time.

In order to meet this need for additional places both from the current community and any future developments, PKC's hope to meet this demand by a drop in school roll or a decrease in demand for places until such times as this a new primary can be entered into the estates plan and budget. However, taking figures from recently released Scottish Government birth rate projections, the trend for the number of children of P1 age in Kinross shows an increase year on year of around 2%, from 2014 up to and beyond 2024, thus it appears highly unlikely that there will be the decrease in demand hoped for by PKC especially if this is compounded by extra demand from these proposed new developments.

In recent years the Kinross Primary School Roll number has been steady at around 420 pupils and has been since 2008. (Average 421) (Numbers 2008=423, 2009 =418, 2010=428, 2012=418.source of data PKC & ISDN).

While, in some documents it is claimed that there is space at the school for 530 pupils, this does not take into account the number of teachers presently employed or the recent Scottish Government guidelines and rulings on class sizes but appears to be based on the 1999 regulations governing class size. Using the most recent figures for the school that are within the public domain ISD (2010), in which there is a structure shown for Kinross Primary, the total number of pupils enrolled at this time was 424. This was made up from a number of classes from P1 through to P7 including a number of composite classes. Using the 'SPICe Briefing' recommendations and ISD data, it is therefore possible to determine the number of total places available given current SNCT and Scottish Government guidelines and regulations on class sizes. Thus the actual number of places available is not 530 but would be 479 without the addition of extra class rooms and teaching staff. This calculation is based on ISD 2010 figures and using this data set the total number of additional places available would be in the order of 55. Based on the 2012 School Roll (source PKC) this would be 61 places. The demand arising from new residential developments will be of the order of 70-100.

From information I have received the secondary school has a current spare capacity of 100 places. If all development goes ahead in Kinross-shire this will take the roll close to its maximum. The infrastructure is not in place to support the level of proposed development both at primary and secondary school level.

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

Ref Doc 21/3/12 KPS

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

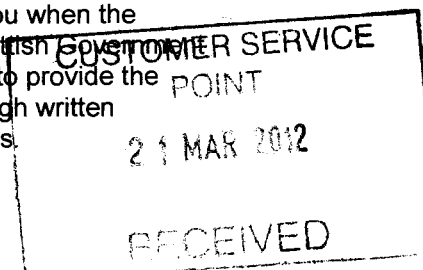
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1. Contact details (only representations that include full contact details are valid)

Name	DIANA CORRIERI
Address and Postcode	7 RENTON DRIVE, KINROSS, KY13 8FN
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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Policy ref.	<input type="text"/>	or			
Site ref.	<input type="text"/>	or			
Chapter	<input type="text" value="7"/>	Page no.	<input type="text" value="202"/>	Paragraph no.	<input type="text" value="7.2.2"/>

REF DAC 21/3/12 KNHS

• 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.

While Kinross and Milnathort have a range of services and infrastructure some of these, such as the NHS Primary Care Services based in the new health centre, will have to be further developed in order to ensure that the same level of service is maintained. This should be a minimum requirement and it would be preferred if these could be improved prior to further major residential development going ahead with funding being in place through NHS Scotland and Tayside to provide these additional services.

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

The LDP states " Kinross and Milnathort have a range of services and infrastructure including a new community campus, health centre...

By implication this gives the impression that the current health centre is adequate to meet the future Primary Care Service needs of the community. However, it is people who provide services and not buildings, the fact that a new health centre has been build in itself that does not mean that the current number of GP's and Nurses can provide the same level of service to an enlarged community.

The current national average for a GPs list size in Scotland (from ISD Scotland data 2012) is 1087, while the average list size for NHS Tayside is 1044, however, at present the list size in Kinross from this ISD data as at 1st January 2012 is 1351. This represents a level of 24% above the national average and 29% above the average list size in NHS Tayside.

The BMA's 'The Way Ahead' report proposed controlling workload by reducing the average number of patients per GP on practice lists. These proposed developments would in fact increase the list sizes by around 150-200 patients.

Therefore without additional medical personnel the current proposals would result in significant increase GP list sizes which are already well above the Scottish national average and NHS Tayside average.

In order to maintain the current level of Primary Care Service the number of GP's would have to increase. This increase would need to be in the order of 1.5 to 2 G.P's requiring additional funds for family health and primary care services from NHS Scotland or Tayside of around £780,000 based on recent cost data with an additional knock on effect of around £3,000,000 to cover secondary care services.

However, from information in response to a specific question on this subject, a PKC officer stated that no funding provision has been taken into account as this would be the responsibility of NHS Scotland and not PKC and as such would have to be reviewed post development or as and when the situation required a review. Thus it would appear that no provision has been taken into account for this at the present time

Given that within the population of Kinross the percentage of older people (over 50) [35.32%] and also younger people (under 15) [21.2%], are both higher than the national average, there is a significant potential for increasing the GP's workload as these two age groups represent a significant part of a GP's workload. Therefore before any major housing development is allowed to take place this situation must be reviewed and funding secured. Failure to secure this funding will inevitably lead to the potential knock on effects from the increased population, resulting in additional pressure on the current level of Primary Care service to all the population.

Save a copy

Print

Submit

REF 21/3/12 KNHS

Recorded Delivery

"Tigh-na-Craig"

4 Laggan Road

Crieff PH7 4LQ

16th March, 2012

Ms Brenda Murray

Team Leader – Development Plans

Perth and Kinross Council

Pullar House

35 Kinnoull Street

Perth PH1 5GD

RECEIVED
19 MAR 2012

Dear Madam

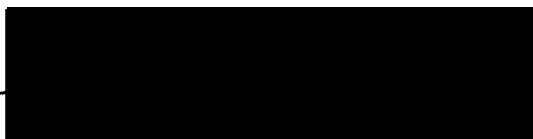
Proposal of Development at Laggan Road, Crieff

Further to your Display/Exhibition at Strathearn Campus, I wish to object to the proposed housing development at Laggan Road, on the following grounds:

- (1) The Infrastructure of Laggan Road will not be suitable for the increased volume of traffic
- (2) When Walkers park on the Laggan Road, to access Lady Mary's Walk and other lovely walks in the area, other vehicles can hardly get past
- (3) The Local Community Bus struggles to overtake vehicles that are parked on the road and sometimes has to mount the pavement
- (4) Oakbank Limited are still trying to sell and build houses on ground adjacent to Laggan Road. Why do we need more housing in Crieff?

Please register my complaints at the next planning meeting.

Yours faithfully



Moyra A Turnbull

Brenda Murray

25 Highland Crescent

Team Leader- Development Plans

Crieff

Planning and Regeneration

PH7 4LH

Pullar House

19 MAR 2012

35 Kinnoull Street

Perth

PH1 5GD

Wed. 14/03/12

Re. Proposal for Development at Laggan Road, Crieff, site reference H55.

Dear Ms. Murray,

We are writing to express our opposition to the proposed residential development of 50 units within the 3.2 hectare site at Laggan Road, Crieff, as set out in the Proposed Local Development Plan.

Our house backs directly onto Laggan Road and the view from our kitchen and both back bedroom windows is of the field where the development is proposed. We bought this house 4 years ago, with one of the main reasons being its location and the open views to the field and hills behind the house. We believe that in addition to the loss of these views, the proposed development will also result in a loss of privacy for our property and a decrease in its value.

Noise is also likely to impact our property, not only from the development itself, but also from the large number of vehicles that will be owned by the residents of the proposed 50 new houses, within such a close proximity

We are also dismayed by the prospect of this agricultural land being used for housing as we have often seen deer in the field itself, and a housing development will obviously negatively impact this wildlife. We also regularly use the field for sledging with our children in winter, when the farmer is not using it for crops and this opportunity will be lost as well.

In addition to these impacts, it seems to us that the lack of a large access road at Laggan Road will create problems with traffic safety. The existing road network, particularly the

bridges at Turretbank Road, will struggle with the additional level of traffic and additional traffic management measures would more than likely have to be introduced. This would mean a financial burden on the road provider, namely the Council, who in turn would tax the local residents to cover this cost – so in effect we would be paying for work in conjunction with a development that we are totally against. Laggan Road is also the main pedestrian access to Lady Mary's Walk, used by many tourists to the town as well as local people, and further development and increased levels of traffic in the area will surely make it less attractive.

We are fully aware that housing is a requirement for all people and that new and affordable housing is needed. However we feel that a lack of thought has gone into this proposal - why have a new housing estate on the outskirts of a town that has been centralising many services at the Community Campus, and why not have an additional number of properties built along with the main proposed site at Brioch Road?

One final issue is the way the proposals have been advertised, and although this has been done through local papers, letters to property owners adjacent to the proposed site and via the internet, many of our neighbours/local residents have been completely unaware of what has been put forward. These people are surprised and dismayed and cannot understand why this particular area has been put forward as a possible housing area. It would have been better to have lettered everyone within the town or at least within the adjacent existing housing estate letting people know what was happening.

We are totally opposed to Perth and Kinross Council seeking to allow development of this area at Laggan Road and we expect that given the above points, you will reconsider and find a brownfield site elsewhere that can be redeveloped, rather than using land that has not previously been built on.

Thank you for taking the time to read our letter and we look forward to hearing that Perth and Kinross Council has decided against the proposals to allow development of the land at Laggan Road.

We really would appreciate an individual response to this letter rather than a standard reply as we feel it is a matter of immense importance to our family.

Yours sincerely,



Tam and Gwen McNutt.

RECEIVED

29 MAR 2012

Brenda Murray

25 Highland Crescent

Team Leader- Development Plans

Crieff

Planning and Regeneration

PH7 4LH

Pullar House

35 Kinnoull Street

Perth

PH1 5GD

Wed. 28/03/12

Re. Proposal for Development at Laggan Road, Crieff, site reference H55.

Dear Ms. Murray,

We are writing once again to express our opposition to the proposed residential development of 50 units within the 3.2 hectare site at Laggan Road, Crieff, as set out in the Proposed Local Development Plan.

Although we do not want to see the land used for anything other than its current form, the reason for a second letter is to offer an alternative use of the land proposed for redevelopment, namely some sort of garden allotment scheme. This could incorporate a communal childrens' play area and facilities for the various allotments. Residents within the Highland Road/Highland Crescent/Angus Crescent/Galloway Crescent/Laggan Road area would be offered first choice to take up this scheme, and thereafter it would be open to Crieff residents.

Once again, we reiterate that we are totally opposed to Perth and Kinross Council seeking to allow residential development of this area at Laggan Road and we expect that the above suggestion will be carefully considered.

Thank you for taking the time to read our letter and we look forward to hearing that Perth and Kinross Council has decided against the proposals to allow development of the land at Laggan Road.

Yours sincerely,


Tam and Gwen McNutt.

RECEIVED

29 MAR 2012

Brenda Murray

25 Highland Crescent

Team Leader- Development Plans

Crieff

Planning and Regeneration

PH7 4LH

Pullar House

35 Kinnoull Street

Perth

PH1 5GD

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Once again, we reiterate that we are totally opposed to Perth and Kinross Council seeking to allow residential development of this area at Laggan Road and we expect that the above suggestion will be carefully considered.

Thank you for taking the time to read our letter and we look forward to hearing that Perth and Kinross Council has decided against the proposals to allow development of the land at Laggan Road.

Yours sincerely



Tam and Gwen McNutt.

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

25 Highland Crescent
 Crieff
 PH7 4LH

RECEIVED
 02 APR 2012

Wed. 30/03/12

Re. Proposal for Development at Laggan Road, Crieff, site reference H55.

Dear Ms. Murray,

Further to our letters of 14/03/12 and 28/03/12, we would like to add the following comments:

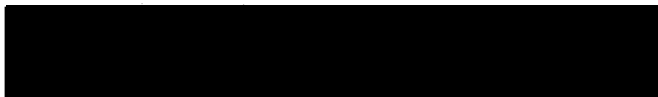
1. Having read the development proposals put forward by Mr Simpson and his planners, it would appear that the only real 'justification' for this site is that it would apparently 'consolidate' or 'define' the north-western boundary of the town. Currently, there all ready is a satisfactory boundary to the town, namely Laggan Road which runs past the back of our property – it forms an excellent boundary where people wishing to reach the countryside in general or Lady Mary's Walk and Curroch's Walk can leave the town and prepare to access these beautiful areas. Horseshoe Drive has been developed in recent years, but the land owner has been sensitive to the surrounding environment and its presence is not a good reason proposing to develop this land. How Mr Simpson's planners can justify the above proposed development as consolidating the town's boundary is absurd, it simply further encroaches on greenfield land – where would this stop? Is the next step to develop land both north and west of the proposed site and threaten Lady Mary's Walk and the countryside in this area?
2. The overall plan for this town/area is to increase housing by around 500 units. This would mean an increase in population from around 7000 to possibly 8-9000. Although the council will have taken this matter into account, the town is not prepared for this increase in population, unless social issues within the town are addressed. These issues may well be addressed at some point, namely roads altered, school accommodation increased etc but a town that is struggling to sell its property

(both 'affordable' and private) and has only one petrol station cannot realistically cope with this and a rethink is surely required. The Council, elected members and planning departments could possibly justify some housing within the locale near the newly centralised public amenities at the Strathearn Community Campus but surely not with regards to a site that is at the very edge of the town and arguably furthest from these services.

Once again, we reiterate that we are TOTALLY opposed to Perth and Kinross Council seeking to allow residential development of this area at Laggan Road.

Thank you for taking the time to read our letter and we look forward to hearing that Perth and Kinross Council has decided against the proposals to allow development of the land at Laggan Road.

Yours sincerely,

A black rectangular box redacting the signature of the sender.

Tam and Gwen McNutt.

23 MAR 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.

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

Name	MRS PATRICIA G. MACLEAN
Address and Postcode	CLACH AN THIRC FEARNAN ABERFELDY PH15 2PG
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.	H41 (Fearnan)	or			
Chapter	6.13	Page no.	179 -180	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.

Remove site H41 from the Plan and replace it with Tomdarroch, the site on Quarry Road used as an unofficial vehicle scrap yard, as the area zoned for housing development in Fearnan. Redraw the settlement boundary to exclude H41 and so retain the current shape of the village.

Change the designation of the Quarry from 'employment' to 'housing use' or 'agricultural use'.

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

(1) Replacement of Site H41 with Tomdarroch.

Site H41 is inappropriate as it would both use agricultural land and expand the village at its northern end, and could open the door to 'ribbon' development in adjacent fields towards Easter Auchtar.

The use of Tomdarroch as an unofficial vehicle scrap yard is unsightly, is not in keeping with the character of the village, and is a potential environmental hazard. Its use in this way has been a contentious issue for a considerable time, and it has been the subject of complaints and enforcement orders.

Replacing H41 with Tomdarroch would mean using 'brownfield' land instead of quality agricultural land in active use, and would minimise any adjustment to the village boundary, and eliminates creeping development.

It would allow for housing development at the same time as resolving local issues and concerns over the current use of Tomdarroch. It would meet the Council's requirements that future development should have minimal visual impact from the loch and that the rigg field pattern should be safeguarded in order to retain the character of Fearnan.

(2) Change the Designation of the Quarry

The designation of the Quarry site 'for employment use' in the Plan is a matter for concern, as it could result in noise and activities inappropriate to the peaceful nature of the village. The re-classification of the Quarry to housing, or agricultural use, eliminates these concerns.

The above proposals reflect the views of a meeting of members of the Fearnan Village Association.

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

DRUMHEAD
PERTH ROAD
ABERNETHY
PERTHSHIRE
PH2 9LW

1:3:2012

RECEIVED
08 MAR 2012

Planning & Regeneration,
Perth & Kinross Council,
Pulgar House,
Perth.
PH1 5GD.

Dear Sir or Madam,

Proposal for Development at Hatton Rd. Abernethy

We were most surprised to receive your letter dated 26th January 2012, intimating the above proposed development at Hatton Rd., Abernethy, REF NO 48, especially as no contact had been made to us by any builder or developer, for this area.

At the present time there is no thought for this proposal to go ahead in the foreseeable future

Yours faithfully,



36 St Magdalene's Road
Craigie
Perth
PH2 0BT

7th March 2012

Ref S13/2

David Littlejohn,
Head of Service,
Planning & Regeneration,
Pullar House,
35 Kinnoull Street,
Perth, PH1 5GD.

RECEIVED

08 MAR 2012

Dear Sir,

In reply to your letter of notification of the proposed development at Thimblerow Car Park Perth.

We own 24 Vasart Court and wish to object to any construction over one storey which would obscure the view of Kinnoull Hill and parks of the city.

Have tried on numerous occasions to contact you on-line @ www.pkc.gov.uk Proposed LDP without success - opening this file might damage your computer always displayed.

P.T.O.

My husband went to the library and was handed a book in which he found ref. OP2. You ask if we would like to see a change to the plan. We would like to see explicit plans.

Yours faithfully,


RECEIVED
08 MAR 2012

Mr P Williamson,
3, Wester Tarsappie,
Rhynd Road,
Perth
PH2 8PT
24/02/12

Ref: Perth & Kinross
LT Plan

Dear Sirs,

I went to see your recent presentation at the Concert Hall. Firstly, it was obvious that a great deal of thought had gone into its preparation. It was very professional and the two planning staff on duty were very courteous and helpful in explaining some of the less obvious points. It was more comprehensive than expected.

Overall, it had a lot to commend it and I would certainly vote for it. Obviously there were some areas that I am less familiar with, but if the same thought has gone into those that I am familiar with, then I couldn't fault it.

I was particularly pleased to see the commitment to green belt areas to protect the areas of great landscape value. I also thought that the considered localities for potential business ventures was a very worthwhile element. The relative proposals for housing development seemed to me to be well considered.

The thorny one of road and traffic movement was well considered and in many ways, due to growth and expansion, seemed very logical and necessary. If the plan includes demolition of the City Hall, I would agree with that.

A final point of good planning was the proposal of Park & Ride at the Walnut Grove area in Kinfauns. I believe this to be essential and better than more and more town centre parking, or the idea of free parking. The latter sounds good but it doesn't pay the bills. Might I add that the populist freebies are all very well, but it doesn't pay the piper or enable local authorities to carry out their commitments.

I wish you very good luck with the plan.

Yours faithfully



Peter Williamson

RECEIVED

12 MAR 2012

Mrs A Thom
West Huntingtower House
West Huntingtower
Perth
PH1 3NU

RECEIVED - 8 MAR 2012

29 February 2012

Dear Sir

RE – PERTH DRAFT AREA LOCAL PLAN

I REFER TO THE ABOVE DRAFT PLAN 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 reason for this are that Perth & Kinross Council saw fit to take this out at a full council meeting on 10 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 fewer constraints such as the pylons, underground gas pipes, the Lade, underground springs etc. It is also an area of great conservation with deer, bats and kingfishers being visibly present.

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

Yours faithfully



Aileen Thom and family

Dr Andrew Reid, The Cottage, 36 Main Street, Longforgan, Dundee DD2 5ET

Tel - [REDACTED] Email - [REDACTED]

Development Plan Team

8.3.2012

Fhe Environment Service

Perth and Kinross Council

35 Kinnoull Street

Perth PH1 5GD

Dear Sirs

RECEIVED
09 MAR 2012

Re:Perth and Kinross Local Development Plan: Areas H25 and H26 Longforgan

We refer to the above proposal for a very large development of 75+ new houses which, we consider, will place an intolerable strain on the existing road and school facilities as follows.

All the traffic from these developments will come up Station Road to the bottleneck at the junction of Station Road with Main Street. There is just not enough room for large construction vehicles and buses to manoeuvre round this T-junction, particularly when cars are parked on the North side of Main Street. Additional traffic will make it very difficult to ensure reliable unimpeded passage of emergency vehicles through this bottleneck.

There is already a major traffic problem at the S-bend in the road by the school, and buses and local car traffic regularly get stuck, particularly at school set-down and collection times.

The school is excellent and has flourished over recent years under the energetic and imaginative leadership of the present headmistress. There is very little space for expansion, however, or for parking, and a further increase in numbers could generate a significant safety problem for children at times of set-down and collection, and place an unsustainable load on the existing facility.

The proposed development is disrespectful to the nature of Longforgan as a Conservation area. The village will be swamped by this large development and its character will be irrevocably altered. The development in H26 in particular will extend way South of the existing village envelope and, if to that is added "Planning Creep", the situation will be further exacerbated.

Finally we are concerned that developers and builders pay lip-service only to local amenities during the process of construction. We have seen dirt and disruption during previous developments with complaints resulting in consideration and improvements lasting a few hours only.

We trust you will give these comments careful consideration.

Yours faithfully,

[REDACTED]
Dr and Mrs Andrew Reid

RECEIVED

09 MAR 2012

7 Westbank Road,
Longforan,
By Dundee,
Perthshire.
DD2 5FB
17/3/12

Planning department,
Perth & Kinross Council,
Pullar House,
35 Kinnoull Street, Perth .
PH1 5 GD

Dear Sir/ Madam

Proposal of Development Plan reference: H25

With regard to the above. We do not consider either site suitable for development of any sort, far less 75 units.

Access by road either from Rosamunde Pilcher Drive or Station Road, neither roads could sustain the traffic.

The local school is full to overflowing. The amount of housing envisaged would smother our "village".

Proposal of Development Plan reference H26


Traffic through Station Road, Westbank Road, and Main Street would cause congestion, with the possibility and/or accidents, apart from the rest of the village, as there is enough congestion as it is.

This area is a floodplain, where housing should not be placed. (Looking at situations down south where housing has been built on flood plains with terrible consequences.)

The cost of sewage and drainage would be prohibitive, possible causing untold damage to properties nearer the river.

These are our objections.

Yours faithfully,

A large black rectangular redaction box covering the signature area.

Mrs. N. Rattray.

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

15 MAR 2012

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

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

Name	Grandtully and Strathtay Conservation Trust
Address and Postcode	Auchenross Strathtay Pitlochry PH9 0PG
Telephone no.	
Email address	

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.	HE3A and proposed settlement boundary for Strathtay	or			
Site ref.	-	or			
Chapter	3.8	Page no.	39, 182 & 183	Paragraph no.	3.8.3 & 6.15

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.

Policy HE3a states there is a presumption in favour of development within a conservation area that preserves or enhances its character or appearance. This statement requires clarification to avoid the sort of development agreed for Strathtay in the large few years (3 identical houses agreed and built and a further 3 house development agreed). As drafted the policy may unintentionally support development within a conservation area but outwith the settlement boundary. The proposed change to the Strathtay settlement boundary causes us concern for the reasons given below.

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

The Trust is grateful that the Council has largely confirmed our present settlement boundaries and acknowledges the need to preserve and protect conservation areas from undesirable or detrimental development. We note that the draft plan represents the Council's settled view on the appropriate use of land in Perth and Kinross for the period up to 2024 and therefore hope that any appeals from landowners/developers for the sort of unsuitable development we feared having seen various site applications will continue to be rejected. In this direct context, we are therefore also grateful to the Council for their references in the draft plan that the historic character and setting of the conservation area should be protected and that provision is therefore made within the settlement boundaries for only limited further development. The plan proposes the redrawing of the boundary at the western end of Strathtay to include, for the first time, the small field and steep and heavily wooded hill pertaining to the property called Beechwood. The land has no independent vehicle or pedestrian access and can only be reached from Beechwood itself. The hill is an environmentally sensitive and important area which contributes substantially to the unique bio-diversity to be found in and around Strathtay village. Red squirrels, woodpeckers and owls live in the many mature trees on the site. Pine martens have been seen and deer frequently graze on the slopes. Additionally, the land provides the setting to the northern vista of the conservation area and the key views from the Weem Road. The field is narrow, badly drained and currently fallow though it has been used successfully for grazing in the past. Any development in the field would not only very adversely affect the wildlife on the nearby hill but also the even closer row of Victorian houses situated immediately to its front. Given that the current occupant of Beechwood is a builder/developer there is much concern among our members that informal discussions may already have taken place and of the possibility of this land being unsuitably developed if it is included within the settlement boundary. The Council Officer responsible for the Highland Area section of the proposed plan has told us that she is unaware of any specific proposal for the land which has led to its inclusion within the settlement boundary and this may simply be a tidying up exercise to include all of the landholdings pertaining to a property or to provide protection for the land. We are concerned at the lack of a definitive answer as to why this change is proposed. We are additionally concerned that, if it is confirmed, it might not only lead to unsuitable development but also set a precedent for other landowners/developers to use to lobby for all of their land holdings to be included within the settlement boundary and so open the door to the unsuitable and detrimental development the Council wishes to prevent. Including all of the land belonging to any one property would anyway be an anomaly in Strathtay where the land of some properties lies both within and outwith the settlement boundary. We therefore respectfully ask that the Council remove the present ambiguity by either maintaining the current settlement boundary or by including this whole area within the conservation area boundary and acknowledging it as a site of such environmental sensitivity, that it should be considered as unsuitable for development involving construction of any kind.

Thank you for this opportunity to comment further on the draft plan. We hope that the Council will consider our comments favourably and is able to acknowledge that they are made entirely in the spirit of protecting and enhancing the Conservation area in line with the firm commitment given by the planning authority in the conservation status appraisal for Strathtay.

Jeffrey Thomas
Chairman

23 MAR 2012

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

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

Name	MRS PATRICIA G. MACLEAN
Address and Postcode	CLACH AN TUIRC FEARNAN ABERFELDY PH15 2PG
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"/>

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Policy ref.	<input type="text"/>	or
Site ref.	H41 (Fearnan)	or
Chapter	6.13	Page no. 179 -180 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.

Remove site H41 from the Plan and replace it with Tomdarroch, the site on Quarry Road used as an unofficial vehicle scrap yard, as the area zoned for housing development in Fearnan. Redraw the settlement boundary to exclude H41 and so retain the current shape of the village.

Change the designation of the Quarry from 'employment' to 'housing use' or 'agricultural use'.

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

(1) Replacement of Site H41 with Tomdarroch.

Site H41 is inappropriate as it would both use agricultural land and expand the village at its northern end, and could open the door to 'ribbon' development in adjacent fields towards Easter Auchtar.

The use of Tomdarroch as an unofficial vehicle scrap yard is unsightly, is not in keeping with the character of the village, and is a potential environmental hazard. Its use in this way has been a contentious issue for a considerable time, and it has been the subject of complaints and enforcement orders.

Replacing H41 with Tomdarroch would mean using 'brownfield' land instead of quality agricultural land in active use, and would minimise any adjustment to the village boundary, and eliminates creeping development.

It would allow for housing development at the same time as resolving local issues and concerns over the current use of Tomdarroch. It would meet the Council's requirements that future development should have minimal visual impact from the loch and that the rigg field pattern should be safeguarded in order to retain the character of Fearnan.

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The designation of the Quarry site 'for employment use' in the Plan is a matter for concern, as it could result in noise and activities inappropriate to the peaceful nature of the village. The re-classification of the Quarry to housing, or agricultural use, eliminates these concerns.

The above proposals reflect the views of a meeting of members of the Fearnan Village Association.

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

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

Name	ALISTAIR HALDEN
Address and Postcode	BURNSIDE FEARNAN PH15 2 PQ
Telephone no.	[REDACTED]
Email address	—

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"/>

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Site ref.	H41 (Fearnan)			or	
Chapter	6.13	Page no.	179 -180	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.

Remove site H41 from the Plan and replace it with Tomdarroch, the site on Quarry Road used as an unofficial vehicle scrap yard, as the area zoned for housing development in Fearnan. Redraw the settlement boundary to exclude H41 and so retain the current shape of the village.

Change the designation of the Quarry from 'employment' to 'housing use' or 'agricultural use'.

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

(1) Replacement of Site H41 with Tomdarroch.

Site H41 is inappropriate as it would both use agricultural land and expand the village at its northern end, and could open the door to 'ribbon' development in adjacent fields towards Easter Auchtar.

The use of Tomdarroch as an unofficial vehicle scrap yard is unsightly, is not in keeping with the character of the village, and is a potential environmental hazard. Its use in this way has been a contentious issue for a considerable time, and it has been the subject of complaints and enforcement orders.

Replacing H41 with Tomdarroch would mean using 'brownfield' land instead of quality agricultural land in active use, and would minimise any adjustment to the village boundary, and eliminates creeping development.

It would allow for housing development at the same time as resolving local issues and concerns over the current use of Tomdarroch. It would meet the Council's requirements that future development should have minimal visual impact from the loch and that the rigg field pattern should be safeguarded in order to retain the character of Fearnan.

(2) Change the Designation of the Quarry

The designation of the Quarry site 'for employment use' in the Plan is a matter for concern, as it could result in noise and activities inappropriate to the peaceful nature of the village. The re-classification of the Quarry to housing, or agricultural use, eliminates these concerns.

The above proposals reflect the views of a meeting of members of the Fearnan Village Association.

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

23 MAR 2012

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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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	Fearnan Village Association
Address and Postcode	c/o Susan Gardner, Cala Sona, Fearnan, Perthshire, PH15 2P 2P G
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.	H41 (Fearnan)	or			
Chapter	6.13	Page no.	179 -180	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.

Remove site H41 from the Plan and replace it with Tomdarroch, the site on Quarry Road used as an unofficial vehicle scrap yard, as the area zoned for housing development in Fearnan. Redraw the settlement boundary to exclude H41 and so retain the current shape of the village.

Change the designation of the Quarry from 'employment' to 'housing use' or 'agricultural use'.

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

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It would allow for housing development at the same time as resolving local issues and concerns over the current use of Tomdarroch. It would meet the Council's requirements that future development should have minimal visual impact from the loch and that the rigg field pattern should be safeguarded in order to retain the character of Fearnan.

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

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

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RECEIVED

21 MAR 2012

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

Name	ALEX GLYNN. (ME)
Address and Postcode	16, DALCHIANAN FEARNAN ABERDELOY PERTHSHIRE PH15 2QW.
Telephone no.	[REDACTED]
Email address	—

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.	M41 (FEARNAN NORTH)	or			
Chapter	6.13.	Page no.	179-180	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.

REMOVE SITE H41 FROM THE PLAN & REPLACE IT WITH TOMDARLOCH. THE SITE ON QUARRY ROAD USED AS AN UNOFFICIAL VEHICLE SCRAP YARD, AS THE AREA ZONED FOR HOUSING DEVELOPMENT IN FERNAN. REDRAW THE SETTLEMENT BOUNDARY TO EXCLUDE H41 & SO RETAIN THE CURRENT SHAPE OF THE VILLAGE.

CHANGE THE DESIGNATION OF THE QUARRY FROM 'EMPLOYMENT' TO 'HOUSING USE' OR 'AGRICULTURAL USE'.

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

1/ REPLACEMENT OF SITE H41 WITH TOMDARLOCH.

SITE H41 IS INAPPROPRIATE AS IT WOULD BOTH USE AGRICULTURAL LAND & EXPAND THE VILLAGE AT ITS NORTHERN END, & COULD OPEN THE DOOR TO 'RIBBON' DEVELOPMENT IN ADJACENT FIELDS TOWARDS EASTER ALCHIVAR.

THE USE OF TOMDARLOCH AS AN UNOFFICIAL VEHICLE SCRAP YARD IS UNSIGHTLY, IS NOT IN KEEPING WITH THE CHARACTER OF THE VILLAGE, & IS A POTENTIAL ENVIRONMENTAL HAZARD. ITS USE IN THIS WAY HAS BEEN A CONTENTIOUS ISSUE FOR A CONSIDERABLE TIME & IT HAS BEEN THE SUBJECT OF COMPLAINTS & ENFORCEMENT ORDERS.

REPLACING H41 WITH TOMDARLOCH WOULD MEAN USING 'BROWNFIELD' LAND INSTEAD OF QUALITY AGRICULTURAL LAND IN ACTIVE USE, & WOULD MINIMISE ANY ADJUSTMENT TO THE VILLAGE BOUNDARY, & ELIMINATE CREEPING DEVELOPMENT.

IT WOULD ALLOW FOR HOUSING DEVELOPMENT AT THE SAME TIME AS RESOLVING LOCAL ISSUES & CONCERNS OVER THE CURRENT USE OF TOMDARLOCH. IT WOULD MEET THE COUNCIL'S REQUIREMENTS THAT FUTURE DEVELOPMENT SHOULD HAVE MINIMAL VISUAL IMPACT FROM THE LOCH & THAT THE BIGG FELD PATTERNS SHOULD BE SAFE - GUARDED IN ORDER TO RETAIN THE CHARACTER OF FERNAN.

2/ CHANGE THE DESIGNATION OF THE QUARRY.

THE DESIGNATION OF THE QUARRY SITE 'FOR EMPLOYMENT USE' IN THE PLAN IS A MATTER FOR CONCERN, AS IT COULD RESULT IN NOISE & ACTIVITIES INAPPROPRIATE TO THE PEACEFUL NATURE OF THE VILLAGE. THE RE-CLASSIFICATION OF THE QUARRY TO HOUSING OR AGRICULTURAL USE, ELIMINATES THESE CONCERNS.

B

2 MAR 2012

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

Name	MRS MAIRI H. TAYLOR
Address and Postcode	ARD TAIGH, FEARNAN, ABERFELDY PERTHSHIRE. PH15 2PF
Telephone no.	[REDACTED]
Email address	—

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"/>
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Policy ref.	<input type="text"/>	or			
Site ref.	H41 (Fearnan)	or			
Chapter	6.13	Page no.	179 -180	Paragraph no.	<input type="text"/>

Perth and Kinross Local Development Plan – Proposed Plan Representation Form

4. What is your representation?

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Or

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

Name	MRS. SAMANTHA GLYNN.
Address and Postcode	16, DALCHILARAN FEARNAN ABERFELDY PERTHSHIRE PH15 2QN.
Telephone no.	[REDACTED]
Email address	/

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

Policy ref.	<input type="text"/>	or	
Site ref.	H41 (Fearnan) (NORTH).	or	
Chapter	6.13	Page no. 179-180	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.

REMOVE SITE H41 - (FEARNAN NORTH) FROM THE PLAN & REPLACE IT WITH TOMDARROCH THE SITE ON QUARRY ROAD CURRENTLY USED AS A SCRAPYARD, IF THERE IS A NEED FOR HOUSING IN FEARNAN. REDRAW THE SETTLEMENT BOUNDARY TO EXCLUDE H41 & SO RETAIN THE CURRENT SHAPE OF THE VILLAGE.

CHANGE DESIGNATION OF QUARRY FROM 'EMPLOYMENT' TO 'HOUSING USE' OR

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

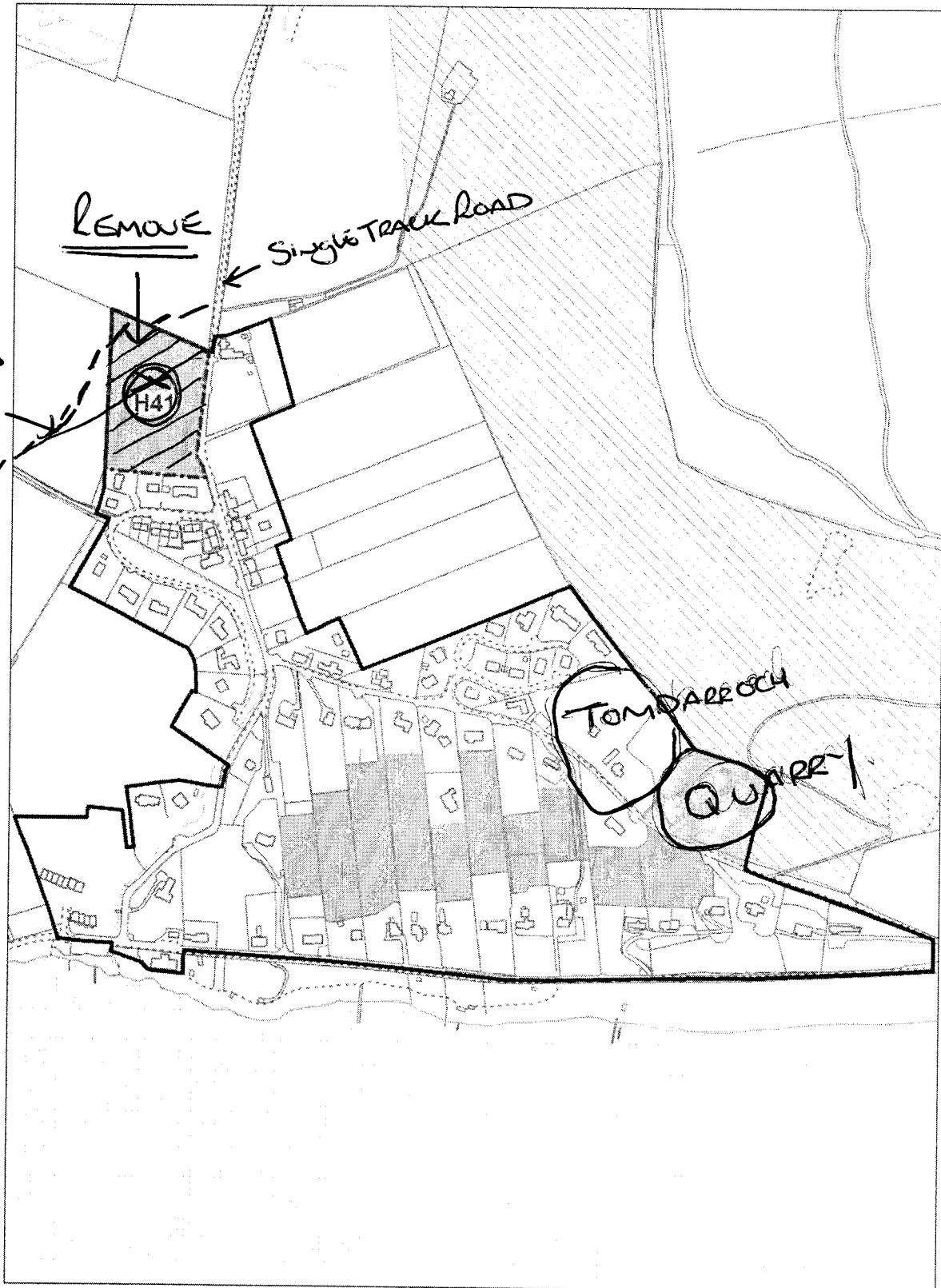
1/ REPLACEMENT OF SITE H41 WITH TOMDARROCH
 SITE H41 IS INAPPROPRIATE AS IT WOULD BOTH USE AGRICULTURAL LAND & EXPAND THE VILLAGE AT ITS NORTHERN END & COULD OPEN THE DOOR TO 'ARBOR DEVELOPMENT' IN ADJACENT FIELDS TOWARDS EASTER AUCHTAR, + BEYOND.
 REPLACING H41 WITH TOMDARROCH WOULD MEAN USING BROWN-FIELD LAND INSTEAD OF QUALITY AGRICULTURAL LAND IN ACTIVE USE & WOULD MINIMISE ANY ADJUSTMENT TO THE VILLAGE BOUNDARY.
 THERE IS NO INFRASTRUCTURE TO SUPPORT 20 UNITS ON SITE H41. SEWERS/ DRAINAGE - H41 SITE FLOODS AS DOES ROAD, PUBLIC TRANSPORT LIMITED, PRIVATE TRANSPORT NEEDED TO ACCESS DOCTORS, DENTIST, SHOPS, AMENITIES ETC, 20+ VEHICLES WOULD INCREASE CO2 EMISSIONS. ACCESS FROM H41 ON TO SINGLE TRACK ROAD WOULD BE DANGEROUS. ROAD OFTEN IMPASSABLE IN WINTER WEATHER CONDITIONS. ADDITIONAL 20 UNITS IN SMALL VILLAGE TOO MANY, 1/3 OF VILLAGE ALREADY HOLIDAY HOMES.
 IMPACT ON COMMUNITY OF USING H41 FOR HOUSING WOULD BE BOTH STRESSFUL & WORRYING FOR MANY YEARS AS MANY DEVELOPMENTS MORPH INTO SOMETHING ELSE IN THIS LOCALITY IE TIGH NA LOAN/ SHORELANDS. ALREADY LIVING UNDER THREAT OF AN ECO-VILLAGE FOR 30 UNITS ON H41 SITE OWNERS LAND.
 H41 SITE IS DESIGNATED FOR AIR AMBULANCE (ONLY FLAT FIELD SUITABLE FOR LANDING WITHOUT POWER LINE OBSTRUCTION)
 THE USE OF TOMDARROCH AS AN UNOFFICIAL VEHICLE SCRAPYARD IS UNSIGHTLY & NOT IN KEEPING WITH THE CHARACTER OF THE VILLAGE. 2 IS A POTENTIAL ENVIRONMENTAL HAZARD. ITS USE IN THIS WAY HAS BEEN A CONTENTIOUS ISSUE FOR A CONSIDERABLE TIME & IT HAS BEEN THE SUBJECT OF COMPLAINTS & ENFORCEMENT ORDERS.
 IT WOULD ALLOW FOR HOUSING DEVELOPMENT AT THE SAME TIME AS RESOLVING LOCAL ISSUES & CONCERNS OVER THE CURRENT USE OF TOMDARROCH. IT WOULD MEET THE COUNCIL'S REQUIREMENTS THAT FUTURE DEVELOPMENT SHOULD HAVE MINIMAL VISUAL IMPACT FROM THE LOCH & THAT THE RIGG FELD PATTERN SHOULD BE SAFEGUARDED IN ORDER TO RETAIN THE CHARACTER OF FEARNAN.
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Fearnan



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Perth and Kinross Local Development Plan – Proposed Plan Representation Form

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

Name	Mr D. Glyn
Address and Postcode	16 DALCHARAN FEARNAN, ABERFERNY, PERTSHIRE PH15 2QW
Telephone no.	
Email address	

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.	H41 (Fearnan) NORTH	or			
Chapter	6.13	Page no.	179-180	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.

REMOVE SITE H41, FERNAN NORTH FROM PLAN
& REPLACE IT WITH TOMDARROCH, THE SITE ON
QUARRY RD, CURRENTLY USED AS A SCRAP YARD
IF THERE IS A NEED FOR HOUSING IN FERNAN.
REDRAW THE SETTLEMENT BOUNDARY TO EXCLUDE H41 & RETAIN
VILLAGE

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

1. REPLACEMENT OF SITE H41 WITH TOMDARROCH
 SITE H41 IS INAPPROPRIATE AS IT WOULD BOTH USE AGRICULTURAL LAND & EXPAND THE VILLAGE AT ITS NORTHERN END AND LEAD TO RIBBON DEVELOPMENT IN ADJACENT FIELDS TOWARDS EASTER AUCHTAR & BEYOND.
 REPLACING H41, WITH TOMDARROCH WOULD MEAN USING BROWNFIELD LAND INSTEAD OF QUALITY AGRICULTURAL LAND IN ACTIVE USE, & WOULD MINIMISE ANY ADJUSTMENT TO VILLAGE BOUNDARY
 THERE IS NO INFRASTRUCTURE TO SUPPORT 20 UNITS ON SITE H41
 SEWERS/DRAINAGE, H41 SITE FLOODS AS DOES ROAD, LIMITED PUBLIC TRANSPORT
 PRIVATE TRANSPORT NEEDED TO ACCESS, DOCTORS, DENTIST, SHOP, AMENITIES, ETC.
 20+ VEHICLES, WOULD INCREASE CO₂ EMISSIONS, ACCESS FROM H41 ON TO SINGLE TRACK ROAD WOULD BE VERY DANGEROUS, ROAD OFTEN IMPASSABLE IN WINTER
 ADDITIONAL 20 UNITS IN SMALL VILLAGE TOO MANY, 1/3 ALREADY HOMES
 IMPACT ON COMMUNITY OF USING H41 FOR HOUSING WOULD BE BOTH STRESSFUL & LASTING FOR MANY YEARS, AS MANY DEVELOPMENTS MURPH INTO SOMETHING ELSE IN THIS LOCALITY. E.TIGH NA LOU/ SHORELAND, ALREADY LIVING UNDER THREAT OF AN ECO VILLAGE OF 30 UNITS ON LAND OWNED BY THE SAME PERSON AS H41
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 THE USE OF TOMDARROCH AS AN UNOFFICIAL VEHICLE SCRAP YARD IS BOTH UNSIGHTLY AND NOT IN KEEPING WITH THE CHARACTER OF THE VILLAGE AND IS A POTENTIAL ENVIRONMENTAL HAZARD, ITS USE IN THIS WAY HAS BEEN A CONTENTIOUS ISSUE FOR MANY YEARS, AND HAS BEEN THE SUBJECT OF COMPLAINTS & ENFORCEMENT ORDERS.
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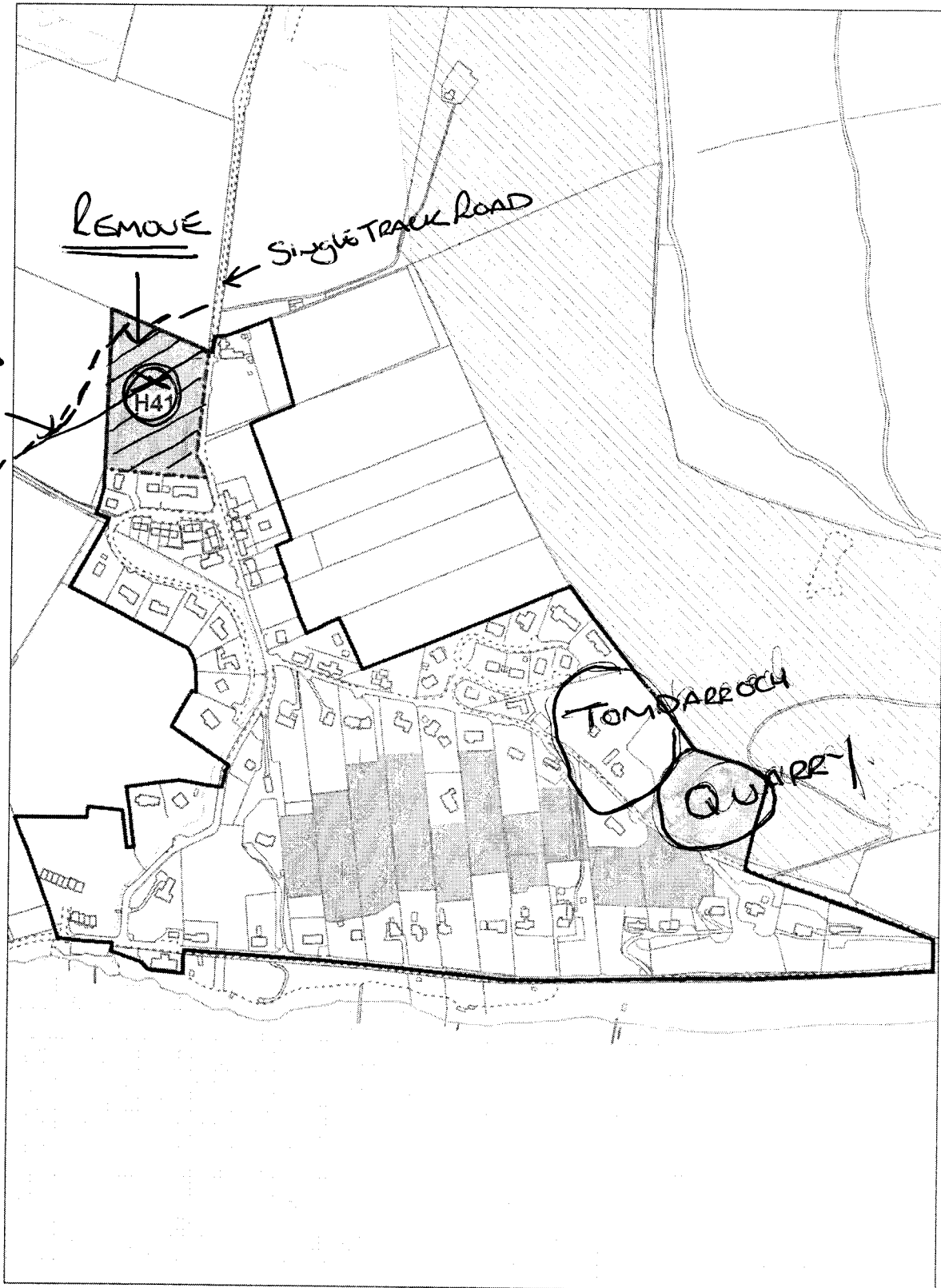
Save a copy

Print

Submit

* CHANGE DESIGNATION OF THE QUARRY FROM "EMPLOYMENT" TO
 "HOUSING USE" OR "AGRICULTURAL USE"

Fearnan



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

Name	IAN MARSHALL
Address and Postcode	"BEULAH" FEARNAN By ABERFELDY PERTHSHIRE PA15 2PF
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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Policy ref.	<input type="text"/>	or			
Site ref.	H41 (Fearnan)	or			
Chapter	6.13	Page no.	179-180	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 TO SEE PLAN CHANGED

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

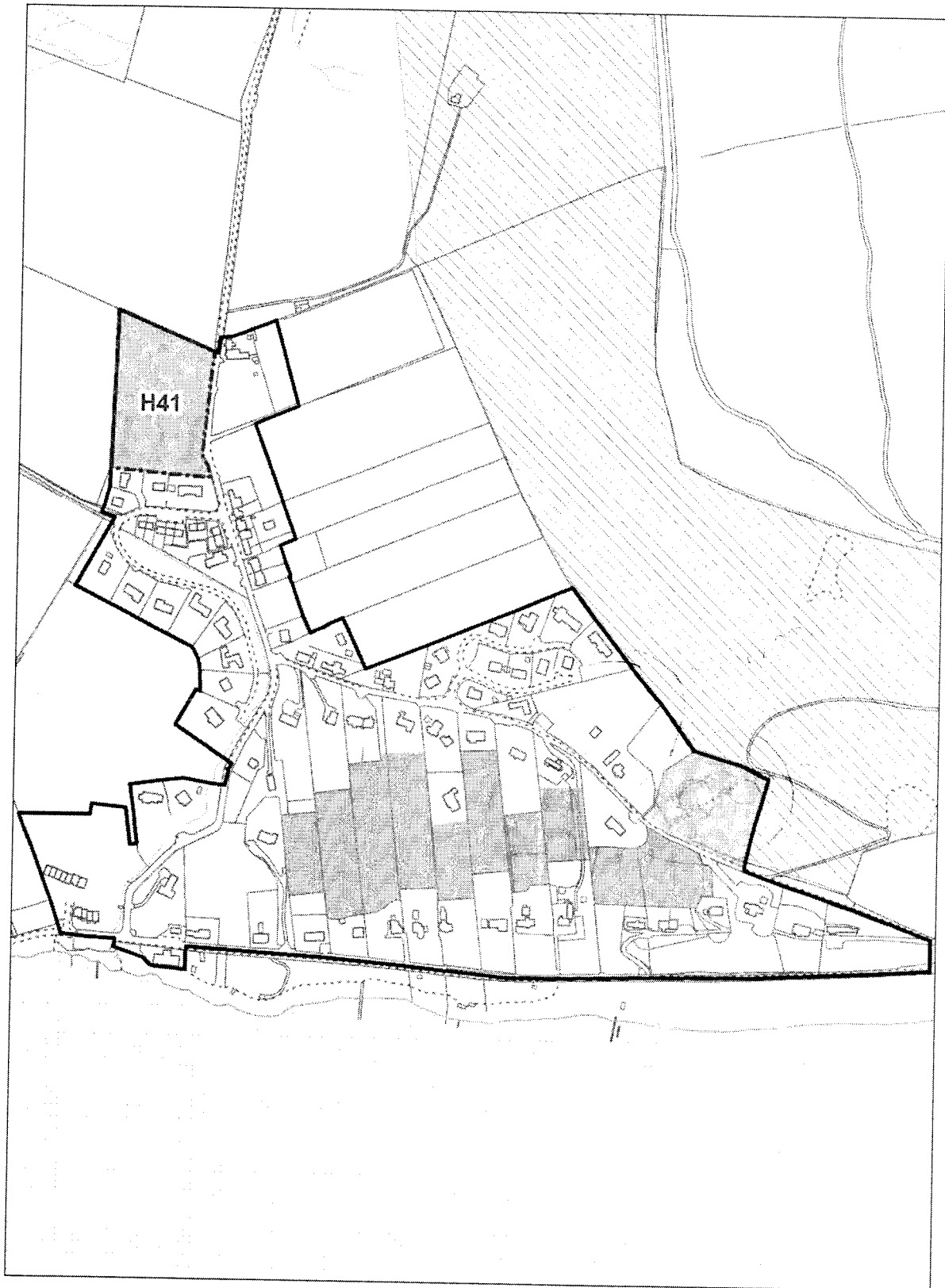
I would like to see site H41 changed to Londonrock as it is an unsightly, vehicle scrap yard. It is an environmental hazard and has been a contentious issue in the village for a long time

Save a copy

Print

Submit

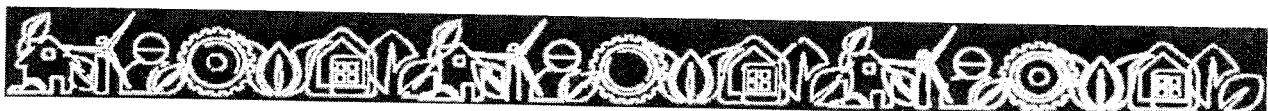
Fearnan



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Scale:
1:5,500



21/03/12

RECEIVED

Planning and Regeneration
Perth and Kinross Council

23 MAR 2012

Homeport
Laggan Road
Crieff PH7 4LQ

Dear Sir,

Proposed Local Development Plan at Laggan Road **H55**.

I wish to ask you to **exclude** this particular part of the proposed development plan for housing for the reasons outlined below:

- A** On your website under the heading "What are the benefits of controlling development?" point 4 says : "Conserving countryside and good farmland."

This field is particularly productive agricultural farmland which lies to the north of the private old drove road known as Laggan Lane. The renowned and loved circular Laggan Valley/Lady Mary's Walk starts where Laggan Road becomes privately owned and where vehicular access is strictly restricted to authorized vehicles. At this starting point the fine views to the north over the proposed building zone to the Blue Craigs and Loch Turret hills are an ever changing colour of crop, heather hills, and trees. Glorious mixed countryside indeed, and certainly views worth preserving, not blocking out.

- B** On your website under the same heading, point 5 says : "Ensuring that the road system can handle new development"

Laggan Lane is narrow single track shared by authorized vehicles servicing the existing countryside domestic dwellings, agricultural and sporting interests, and the many users of this very special "core path"(numbered in three figures on a summers day). Access to this 3.2 hectare site from Laggan Lane is quite out of the question.

Yours faithfully


Charles Campbell-Crawford