

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	Hansteen Property Investments Ltd
Address and Postcode	c/o James Barr Ltd 226 West George Street Glasgow G2 2LN
Telephone no.	0141 300 8000
Email address	rhightgate@jamesbarr.co.uk

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.	ED1 and MU1	or			
Site ref.	Cherrybank/Pitheavlis (MU1 and ED1)	or			
Chapter	various	Page no.	various	Paragraph no.	various

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

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

- The whole site should be zoned for mixed-use (and not aligned under Proposal MU1 with other land under separate ownership)
- Policy EDB1 should be re-worded, and
- The site should not include a specific landscaping designation.

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

4.0 SUMMARY AND CONCLUSIONS

4.1 Hansteen is committed to the redevelopment of the Cherrybank/Pitheavlis site and this objection to the Proposed Local Plan seeks to secure the successful future development of the site.

4.2 Perth and Kinross Council has already recognised the potential for mixed-use development across the whole site in their granting of planning consent 08/00122/OUT in 2008, and the more recent granting of an extension in timescale of this consent. This shows a clear commitment from the Council to see the site development for mixed uses.

4.3 The aim of this objection to the Proposed Plan is to ensure that the Cherrybank/Pitheavlis site receives the policy assistance required to fulfill mixed-use development across the site and to ensure that there is flexibility in place to allow an appropriate development solution to be realised.

4.4 With this in mind the objection is threefold in its approach –

- The whole site should be zoned for mixed-use (and not aligned under Proposal MU1 with other land under separate ownership)
- Policy EDB1 should be re-worded, and
- The site should not include a specific landscaping designation.

4.5 Hansteen are committed to the delivery of a credible and viable development at the site. The principle objective of the proposal is to deliver a development that will assist in employment generation and residential development and the economic growth and prosperity of Perth.

4.6 Key to this realisation is the ability for flexibility across the site, in line with policy guidance contained in SPP and commentary in the Proposed Plan. This flexibility allows for the terms of the extant planning consent to be adhered to and also reflects the current difficult economic climate.

4.7 On this basis it is requested that the Proposed Plan be modified to include the whole site within a mixed-use zoning, that the wording of policy ED1B be modified to remove the sentence “Proposals for a mixed use opportunity site that comprises predominantly one use will not be acceptable” and that the specific landscape zoning on the Cherrybank part of the site be removed.

4.8 Hansteen respectfully request that Perth and Kinross Council consider these points as formal objections to the Proposed Plan and that the modifications stipulated above be incorporated.

This representation was submitted with supporting documents, due to size these are unavailable on the website, but are available to view at Pullar House, 35 Kinnoull Street, Perth, PH1 5GD.

Save a copy

Print

Submit

Iain and Kirsty Fisher
 37 Rosamunde Pilcher Drive
 Longforgan
 Perth and Kinross
 DD2 5EF.
 29th March 2012

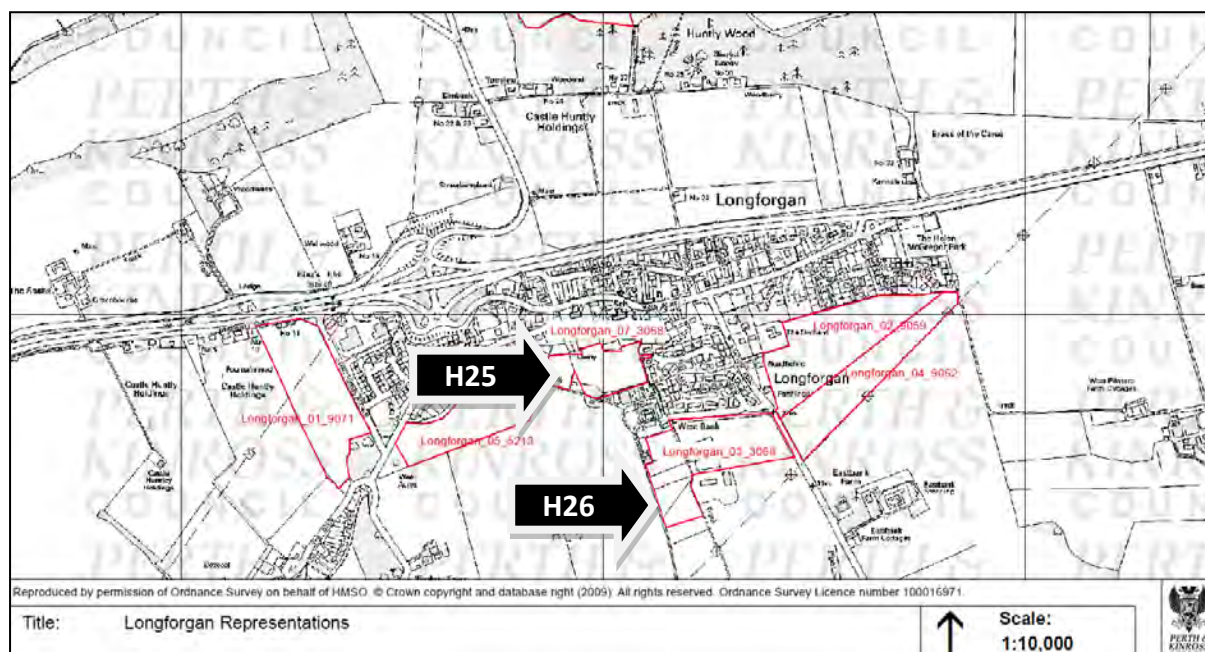
Local Development Plan Team
 Perth and Kinross Council
 Pullar House
 35 Kinnoull Street
 Perth PH1 5GD

To whom it may concern,

Re: Objections and Comments on Sites H25 and H26 of Proposed Local Development Plan (08/01890/IPM and 08/01889/IPM).

I am writing to raise major issues and concerns over sites H25 and H26 of the proposed development plan. I have broken these concerns up into key themes and have attached changes and/or recommendations to each of these.

The diagram below highlights a number of original possible sites for home building in Longforgan. This is readily available on Perth and Kinross Council's (PKC) website and is from a document in 2009. From left to right Premier Properties, Stephen Homes and the Rennie Trust all submitted proposals for planning. Of these sites the only ones moving forward are sites H25 and H26 relating to Stephen Homes.



Having completed research into the feasibility of the proposed sites, there seems to be a mismatch of expectations at PKC. These sites were first identified as preferred in 2008 and since then there have been numerous objections to these sites.

I highlight the themes raised by research below

1. The Community Council and Perth and Kinross outweighing the need for housing against the local appetite and opinion

PKC has received a number of objections from across the community which will be impacted by the proposed development plans on sites H25 and H26. There appear to be common themes throughout these which represent the community telling PKC loud and clear that the community can neither accommodate nor operate without major upheaval should these changes go ahead. To that end, I have undertaken analysis of PKC's own planning application website

Analysis of the Council's own planning website sites

	H25 - 08/01890/IPM	H26 – 08/01889/IPM
Number of Letters of Objection	30	38
Number of Letters of Support (non applicant)	0	1 (employee of land owner)
Number of Objection Comments	8	13
Number of Neutral Comments	2	4
Number of Positive Comments	0	1

The number of objections raised as at 27 February 2012 to both sites totals 89 out of 97 comments since 2008, which represents approximately 92% of all respondees object to the plans. It would seem inappropriate to for PKC and Government Ministers to push through planning permission or in fact to leave sites H25 and H26 in the Local Development Plan given the information below regarding the need and availability of housing stock nearby

2. Historical precedent for declining planning permission and lack of physical need for sites H25 and H26

Precedent has been set by the refusal of planning permission for GS Brown in June 2009 for a site by Castle Huntly and adjacent to Plot H25. The Scottish Government's Planning Appeals Directorate commented in its findings that "no matter the form of housing proposed, the development would likely have a negative impact on the character and appearance of the conservation area"

Change Sought

- As both these sites combined are of larger size than the previously denied planning permission sought and as the village does not have the infrastructure to support such a development the change sought is the removal of both H25 and H26 from the Local Development Plan.**

If PKC is looking for expansion of areas which can accommodate housing, the developments at Errol and Inchtute – not more that 7 miles away - can and do accommodate hundreds of houses including the pre-requisite for affordable housing as per PKC's policy. Also both of these areas are much closer to Perth. PKC published its Housing and Land audit in October 2011. A copy of the page for Errol and Inchtute is copied below for information. Clearly seen is the amount of housing still to be built in Inchtute by Muir homes (underway), Barratt (to commence) and in Errol by Morris Leslie (to commence). The number of homes is 119 in Inchtute and 240 in Errol.

PERTH AREA LANDWARD											Programming										
Site ref	Settlement	Name	Developer or Appl	Appr Date	Status	LP ref/year	Area	Capacity	Built	To build	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/23	Constraints		
PEL173	Stanley	Manse Crescent	Private	Nov-00	ALP	H22 2000	1.84	30	0	30						5	10	15			
PEL174	Stanley	Mill Street	MacTaggart and Mickel Ltd	Nov-00	ALP	H23 2000	1.25	30	0	30				10	10	10					
PEL191	Stanley	Mill Street, 63	Client of Murdoch Chartered Architects	Nov-04	UC		0.16	5	1	4		1	2	1							
PEL242	Stanley	North Range	Albyn Developments Ltd	Jul-09	UC	H44 2000	0.05	9	5	4		4									
PEL175	Stanley	Station Road / Linn Road	Zurich Assurance Ltd	Apr-10	O	H24 2000	1.70	35	0	35			5	5	5	10	10				
PEL169	Tibbermore	Tibbermore Central	N G Sinclair/ David Soppit Architect	Nov-08	D	H7 2000	1.51	7	0	7				1	1	2	2	1			
PEL209	Waterloo	Meikle Obney	Tayvalley Homes Ltd	Mar-10	D		1.03	18	0	18			2	2	4	4	4	2			
PEL154	Wolfhill	Guildtown Road	C G Fenton	Jul-09	O	H67 1996	1.36	12	0	12					4	4	4				
PEL240	Wolfhill	Wolfhill Farm Steadings	P & L McArthur	May-09	D		0.75	8	0	8				2	4	2					
TOTAL :- PV							=	1967	401	1566	67	88	186	196	188	117	87	337			
PV/HA																					
PEL208	Bridge of Earn	Kintillo Road West	Sovereign House Ltd	Feb-08	UC		2.35	59	39	20		2	5	5	8						
PEL251	Errol	Errol Airfield	Morris Leslie Ltd	Oct-10	O		57.31	240	0	240				20	20	20	20	20	100		
PEL137	Guildtown	Northfield Road 2	A & J Stephen/ Perthshire HA	Jan-11	D	H43 1996	4.02	64	0	64			4	10	10	10	10	10			
PEL163	Inchture	Mains of Inchture 1	Muir Homes/ Servite HA	Aug-10	UC	H13 2000	15.12	249	186	63		20	20	20	3						
PEL182	Inchture	Mains of Inchture 2	Barratt East Scotland	Feb-10	UC	H13 2000	2.52	56	0	56		12	18	22	4						
PEL025	Methven	Drumgrain Avenue 1	G S Brown/ HA	Mar-96	ALP	H65 1996	6.37	166	0	166					5	10	15	15	50		
TOTAL :- PV/HA							=	834	225	609	38	53	77	50	40	45	45	150			
TOTAL :- Effective							=	3167	722	2445	158	141	286	269	251	182	152	595			

PKC Housing Land Supply and Potential Output at March 2011 on Sites of 5+ Houses

PERTH AREA LANDWARD

Perth Area

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PKC Housing Land Supply and Potential Output at March 2011 on Sites of 5+ Houses

PERTH AREA LANDWARD

Perth Area

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The lack of need in Longforgan is further evidenced through a copy of the page for Longforgan which is shown below for reference. It shows that there are 16 homes to be built from between 2013 – 2018 which backs up the lack of need in the coming future in Longforgan.

Housing Land Supply and Potential Output at March 2011 on Sites of 5+ Houses

Perth and Kinross Council

DUNDEE HOUSING MARKET

Programming

Site ref	Settlement	Name	Developer or Appl	Appr Date	Status	LP ref/year	Area	Capacity	Built	To build	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/23	Constraints
Effective																			
PV																			
DHM014	Longforgan	Coaching Inn, Main Street	Glencoast	Apr-09	D		0.21	9	0	9				1	4	2	2		
DHM003	Longforgan	Main Street, Castle Huntly Road	Private	Aug-04	UC	H17 1998	0.57	5	3	2					1	1			
DHM013	Longforgan	Rawes Farm	Hadden Homes	Oct-06	UC		1.60	15	10	5			1	1	1	1	1		
TOTAL :- PV							=	29	13	16			1	2	6	4	3		
TOTAL :- Effective							=	29	13	16			1	2	6	4	3		
TOTAL ESTABLISHED SUPPLY :-										16			1	2	6	4	3		

PKC Housing Land Supply and Potential Output at March 2011 on Sites of 5+ Houses

DUNDEE HOUSING MARKET

Dundee Housing Market

Page 1

PKC Housing Land Supply and Potential Output at March 2011 on Sites of 5+ Houses

DUNDEE HOUSING MARKET

Dundee Housing Market

Page 1

With this information at PKC's disposal and the proximity of Longforgan to the Inchture and Western Gateway developments starting shortly, it makes no sense to pack 75 homes into a tiny village which has no infrastructure to accommodate such change.

Change Sought

1. Removal of H25 and H26 from the Local Development Plan

Furthermore, Stephen Homes has been in negotiation with Dundee City Council over its objection to these sites. The reason for this is the proximity of Longforgan to the western Gateway. A significant infrastructure change is occurring in the transport route between the Swallow roundabout at the landmark hotel and Liff village to allow for heavier traffic flow. The reason for the expected traffic increase is Cala, GL Residential and Bett Homes are to begin building significant numbers of houses on the land between Liff village and the Landmark hotel. This is no more than 3 miles away from a village that does not have the transport infrastructure to accommodate the vehicles that will occupy the village in its present state. The addition of 75 homes (assume an average of 2 cars per home) plus 33 spaces for a sports centre could bring approximately 185 more vehicles to the village – representing more than a doubling of the current number of vehicles in the village.

3. Stephen Homes omissions from planning application

When applying for planning permission Stephen homes ticked the box which stated that they would not impact any trees on the proposed site however the marked plans issued to the residents, on the PKC website highlight the boundary will require the removal of trees and semi wooded areas to the rear of the Longforgan Primary School and the Church.

Change Sought

- 1. Refuse Planning Permission for site H25 or**
- 2. Restrict Stephen Homes to the original 15 low density homes with a revised boundary.**

4. Site Justification for H25 and H26 & Stephen Homes Deviation from previous plans

The December 2004 Draft Perth Area/Central Area Local Plan envisaged new housing between Westfield Steading and the village. Several options were generated which highlighted community centres and car parks. The preferred option which is part of H26 and under option to A & J Stephen Limited will see approximately ¼ of this land being handed over to the Longforgan Community trust. A copy of the preferred proposal is copied below.



Site H26 incorporates 4.5 acres of the 5.4 hectares for the community hall, football pitch, skate park, 2 tennis courts and 33 car parking spaces – all accessed off station road. The proposal is to build these within 500 metres of an already existing play area, football pitch and tennis courts which are on the Dundee side of Longforgan. The proposal means that the community development would be accessed from the boundary of a National Speed limit to 30 miles per hour section of road which is also single country road. Station road then heads up to the main road through narrow sections. Despite a transport planning report stating that these roads are “capable” of handling the traffic, the reality is that the road is barely wide enough for two cars to pass at the narrowest part and closest to the blind junction of station road with the main street. There is the strong possibility of accidents at the development junction to both cars and people due to the increased number of cars using the area.

Having spoken with Stephen Homes, this proposed development arose through an approach from the Community Council as they could not afford to build a new community hall. The proposal is that **IF** the planning permission goes through for sites H25 and H26 then Stephen Homes would sell the land off for the community amenities to the community council for £1. It sounds as if the development has arisen from the community Council’s need for a new hall – which they have publicly supported but which does not follow from the 51 objection statements raised by residents on PKC’s website. Their support does not align with the 200 objectors as at 11 March 2012 who have signed a petition in the village – which will be sent into the Council – and highlights that the support claimed does not exist within the village.

It is also noted that H25’s planning permission is a joint application between Perth Housing Association and Stephen Homes however having spoken to Stephen Homes, they consider the Ninewells and surrounding areas of Dundee as good customer bases with Longforgan being

commercially attractive from a Dundee point of view. They also note that it was the community Council who approached them and who would receive the land for £1 should this go through.

If Dundonians are primarily to buy Stephen's homes then the only benefit to PKC is the affordable homes which would be allocated to the Perth Housing Association. I am informed however that a number of residents in the Housing Association sections of Inchtute are actually from Dundee City Council Area so it begs the question as to what benefit if any Perth and Kinross expect to get if these houses are used for Dundee Housing Association residents.

Change Sought

- 1. As H25 is linked to H26 and the proposal links H26 to the new community centre and park remove H25 and H26 from the plan and**
- 2. Upgrade the current amenities (park and Tennis courts) in an area which has no objections or issues arising**

The proposal however is not just for H26 but also for H25 which is 2.2 hectares of land behind the Longforgan Primary School. The builder has stated in its letter of 20 October 2010 that the proposals for site H25 are in contrary to the Adopted Local Plan of 1995 (incorporating Alteration No1 Housing Land 2000). It also requests permission to fundamentally change the original land designation for this site. In the draft plan, area VH32 (H25) is zoned as low density housing for 15 homes (app ref 08/01890/OUT). Stephen homes has now submitted an application for more than double this for 33 homes to be built on the site.

Between sites H25 and H26 Stephen homes believe that the land is suitable for 75 homes, 56 of which will be private and 19 affordable. The planning permissions show that only site H25 will have the affordable housing as it is in both the names of Stephen homes and the Perth Housing Association. This would mean that of the 33 homes to be built that only 15 would be private requiring the rest to be more densely packed into the site. All of these properties would be accessed through Rosamunde Pilcher Drive, a winding narrow road which is the only access to the site and is not sufficiently capable of handling the volume of traffic that would result - 66 cars or an approximate 140% increase on current resident car numbers.

Change Sought

- 1. Remove site H25 from the Local Development Plan or**
- 2. Restrict Stephen Homes to the original 15 low density homes.**

5. Site Suitability for H25 and H26

Clean and Waste Water Drainage

On 7th October 2008, Scottish Water responded to PKC regarding clean and waste water requirements and possible issues. A summary comparison of the two sites in the Local Development Plan is highlighted below.

	Site H25	Site H26
Water Treatment Works Capacity	No Issues	No Issues
Water Network	Possible Issues. Scottish Water have highlighted there may be works required by the developer to ensure no loss of service to existing residents	No Issues
Tay PFI Waste Water Treatment	No Issues	No Issues
Wastewater Network	Possible Issues. Scottish Water have highlighted there may be works required by the developer to ensure no loss of service to existing residents	No Issues
Drainage	Scottish Water require a surface drainage system discharging to sustainable urban drainage system (SUDS)	Scottish Water require a surface drainage system discharging to sustainable urban drainage system (SUDS)
SUDS in Plan	No	Yes

The comparison above clearly shows that there are issues for site H25 which may have considerable impact on existing residents. This is part due to it being situated on a slope to the rear of Longforgan Primary School.

Change sought

1. Removal of H25 from the Local Development Plan
2. Only Site H26 is built upon

The local transport Infrastructure of Longforgan and attached developments

Longforgan is a linear village with a single main road running through it. Already due to the lack of driveways, the main road has numerous cars double parked outside homes, the local shop and school. At certain times of the day the village can resemble a single track road through which buses and cars can arrive head to head around corners.

At the centre of the main street is Station Road off of which the proposed developments will join. The junction of station road onto the main road is a blind junction with a road narrowing immediately before. Major road improvements would be required to the main street from the school to station road as well as this junction to incorporate the number of residents' cars which would travel through Longforgan at peak times without which the Council's LDP raises the distinct possibility of collisions and traffic jams in the village.

After speaking with Stephen Homes, I am informed that the current drive from Government and planning is to have short winding roads through developments with narrow areas for road safety. However as the number of cars rises, more and more residents' park on the road outside their

homes which turns a large amount of the current development (from which H25 and H26 will join) into single track road. As H25 will join at the top of Rosamunde Pilcher Drive and it is expected that 33 houses are to be built there, one could expect another 66 or so cars to travel this route each day. This is more than 100% increase on the current number of cars on this stretch of the road

Change sought unless major infrastructure change is delivered

1. Removal of H25 from the Local Development Plan

H26 has the benefit of not going through an existing housing estate but has the dis-benefit of joining the road in and out of the current estate. The roads would form points of access like a river delta with Station Road being the start of the delta. All this traffic in H26 coming out of one junction – which already joins to a housing state at one point will form a bottleneck at the entrance to Rosamunde Pilcher Drive and will need addressing for H26 to progress.

Change sought unless major infrastructure change is delivered

1. Removal of H26 from the Local Development Plan

Access to Local Education

The Longforgan Primary School is currently at or near capacity. In 2007, PKC's Education department commented on the planning applications. The School has an approved capacity of 144 and on 5th December 2008, the roll was 133. This meant that if the planning application was approved then the school capacity would be breached by 24 pupils.

According the PKC's September 2011 census and as displayed on the School website, the school roll is 128 pupils – so roughly static to that of 2008, 3.5 years ago. By adding extra houses to Longforgan there would be nowhere for the school to accommodate these children. And assuming a reduced average children per house of 1.5 then with 75 homes it is easily possible for the number of youths of school age in the development to be 112. Obviously not all these children would be of primary school age but is logical for a good percentage to be of primary school age which means that the 2008 school figures would stand up to challenge requiring an alternative educational solution to be found. I understand from parents at the Longforgan Primary school that a new school is being looked at in Invergowrie, however it would be short sighted and against the Government's curriculum for excellence should PKC's LDP force Longforgan residents to be forced to use another school because the village has become overcrowded. How are parents to teach children independence and become greener by walking to school when being forced to drive their children to another village 4 miles away? And in another village which also has road infrastructure problems of its own.

Possible options are:

- to build a new school in Longforgan or to extend the school further
- To reduce the number of homes being planned for the sites considerably (from 75 to approximately 20)
- Not to progress with any proposed developments in Longforgan until more capacity at the school has been created

Change sought

- 1. Extend the school into the field behind the primary school, removing H25 and reduce the capacity of H26 to 25 homes due to School restrictions**
- 2. Removal of H25 and H26 from the Local Development Plan through lack of School capacity in the area.**

Conclusions

Looking back over the changes sought to points raised above there are only two possible and overwhelming options which the village of Longforgan could accommodate at this time and for the foreseeable future.

1. Unless the infrastructure of Longforgan is upgraded, roads etc so that the Main street is not the only way through the village and the school is extended, the **preferred change** to the Local Development Plan is for **the removal of H25 and H26**.
2. Should these infrastructure changes be made however, there is the possibility that Longforgan could cope with small scale change of approx 20-25 homes focussing on using H26 as the only site on which to build requiring the removal of site H25 from the local development plan. H26 would be the better option to build as this site would be right next to all the new amenities which the Community Council say they so desperately need and would also be better land to build on with reduced water and drainage issues for current residents. Current residents would also not be hemmed in with increased traffic flow through a narrow estate road

The investment required by PKC and Stephen Homes to make the necessary changes to Longforgan is considerable and time consuming. Given the current and foreseeable fiscal climate, one which makes option 2 almost redundant, Option 1 (the removal of H25 and H26) is our preferred change to the Proposed Local Development Plan. **We therefore request that sites H25 and H26 are removed from PKC's Proposed Local Development Plan**

Yours Sincerely

Iain and Kirsty Fisher

From: Dou glas Cleeton [REDACTED]
Sent: 29 March 2012 20:49
To: TES Development Plan - Generic Email Account
Cc: [REDACTED]
Subject: Proposed Local Development Plan, Abernethy, Reference H9
Follow Up Flag: Follow up
Flag Status: Green

Dear Sir/Madam

I refer to the notification of Proposed Local Development Plan dated 26th January 2012.

My wife, daughter and I object to any development of the 0.6 hectare site for a number of reasons.

The site for inclusion in the Proposed Local Development Plan is currently the only 'green' area within the village of Abernethy out with the Powrie Park, and park at the top of the village. This area was once part of a golf course, a nursery, an orchard and is now a steading. The site is a popular area for residents, and always has been, be it for any one of the previous uses and now as a steading where horses are keenly observed by many families.

Whilst this is simply emotion, the reality is that the village has no other area that attracts families, offers a village feel associated to rural Perthshire and is a focal point of the village. To deny residents this focal point by planning to develop would ruin the aesthetics of the village and simply turn Abernethy into another dormitory town whose sole remit is to house people.

Added to this is the extremely poor infrastructure in this area. At this time, with parking being a risk on Back Dykes, there is scant parking available in Station Road. The road to Cordon farm is a private road which then alienates Station Road as the only access and egress to any development. Parked cars cause a single track effect. Houses in this area require oil deliveries for heating, let alone any other HGV deliveries. Any development would only exacerbate congestion problems that already exist, and would seriously devalue the existing residencies in this area. On this subject I would urge you to personally visit the site and look at what you are planning to do; it is criminal to plan to develop an area that is only 70 yards from a conservation zone, where even the erection of a satellite dish meets with derision and objection.

Based upon the current 2 adults and 2 children that is an average for any one house, that adds 64 possible new people to this area. Surrounding the site there are 7 houses with a total of 14 adults, 8 children, 11 cars and 2 vans. Added to this there are 6 cars from properties on Back Dykes; there is no doubt that any development is going to create completely unnecessary congestion, ill-feeling and resentment, on a site where development is simply not required. The foregoing does not account for properties who require to use Station Road simply to access their house

Amenities in the village deplete all the time. There are 2 pubs, 1 of which is permanently for sale; 1 grocer shop and until recently a newsagent. The newsagent was robbed and closed permanently. The village enjoys a once a week bank and post office service. The primary

school is full to bursting with residents already trying to move from Abernethy as there are no places for their children at the primary school where instead they must attend Dunbarney. However, the primary school is now being extended in order to cope with the current population of Abernethy, and any other development in the village will only recreate this problem.

Houses in Abernethy do not sell quickly at this time, and have not done for several years now. Many have removed their houses from the market as they simply won't sell. The intention to create even more housing, at the expense of the only green area left in the heart of the village, would deprive Abernethy of one of the main attractions in the village. Abernethy should be an attractive place to stay; it currently is and should remain that way.

Perthshire is synonymous with rural beauty, yet we are living in a time where these Perthshire villages are looking a little tired and run down. A housing plan on the outskirts of the Bridge of Earn, bordering the Baigle straight has capacity for many houses, yet not a brick has been laid. Why? GS Brown construction know that new build houses are not selling and they amongst other building contractors are sitting on millions of pounds worth of built houses that they can only rent at this time. This site in particular has about 5 times the capacity of the site within Abernethy, if not more. It is a tired looking area, no better than scrub land, yet the plan is to propose to turn a beautiful green within Abernethy into something similar.

The Baigle Inn has shut down in Aberargie, just 2 miles from Abernethy – why? No-one was using it. Glenfarg has one derelict hotel on the Main Street and limited amenities. Further afield Guildtown has lost the Anglers Inn and has no amenities what so ever. Rosemount has fields that synonymise Perthshire beauty yet even they have plans to be developed. These are just a few examples of the disregard of amenities and history within Perthshire villages, which must be considered surely before arbitrary decisions affecting the lives of many, are made.

In relation to this particular site I object on the grounds of common sense to retain an area within Abernethy village that is an area of beauty, a local attraction and is not suitable for development for the reasons detailed herein. I would urge you to completely disregard this area for any sort of development, but instead place some time and resource into retaining Perthshire villages and redeveloping them with amenities that make them attractive to stay in, not drive through.

To summarise the foregoing and to answer points 4 and 5 within your letter, we want to see a change to plan by removing this site from any future Proposed Local Development Plan, and redesignating it 'green belt' for the reasons detailed herein.

Douglas, Christina and Jennifer Cleeton
Cordon Cottage, Station Road
Abernethy, PH2 9JS

Dougie Cleeton


Scotlandwell



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COMMENTS ON PERTH & KINROSS PROPOSED LOCAL DEVELOPMENT PLAN FOR SCOTLANDWELL: H54

APRIL 2012

IAIN WD FORDE FRIAS

Causewayend, Main Street; Scotlandwell; Kinross-shire; KY13 9JA

Proposed Development: Perth & Kinross Local Development Plan in PKC Proposed Plan Document - ref H54; Location Scotlandwell

The Proposal Development of the land to the south of Scotlandwell (H54) is not a good one. There are Alternative Proposals for areas which can provide a much better result, namely the development of the area between Scotlandwell and Portmoak Church; and the infill of the site behind the former shop on the Leslie Road, once a caravan site.

Illustrations: *see Appendices A B C

The following are comments on the alternatives:

GEOGRAPHICAL

*see Appendix A

- Scotlandwell is a linear village built on the shelf between the Lomond Hills to the north and the old prehistoric lake bed to the south. The Proposed Development does not fit into this pattern, but the alternative proposals do.
- The road from the south into Scotlandwell which lies across the old lake bed is built upon as a causeway and is a distinctive feature. The Proposed Development increases the loss of this feature and its distinctive 'gateway' into the village. The present development at Wellside Park has already unfortunately started this process.

HISTORICAL -

*see Appendix B

- Scotlandwell is a well preserved example of a farmtoun, a village in which the people communally farmed the surrounding land. This pattern of usage must be protected. It is a more important record than many historic buildings. The parts of the farmtoun



the concept of Historic Scotlandwell as a visitor hub associated with the Loch Leven Heritage Trail, the Michael Bruce Trail and the Lomond Hills paths. The problem of visitor parking and access is still not resolved and new developments must assist in providing these requirements.

- Value of footpaths:

Historical – The son of the last man to collect peat as fuel in Scotlandwell told me that many old footways have been lost. For example the Gliding Centre cuts off an old footpath between the causeway and an old graveyard towards the Loch side. This attrition should be reversed. It is therefore a case of restoring a facility, not creation of a new one:

Social – Footpaths are some of the main meeting places for residents and non-residents alike.

Health – Walking, running, riding and standing talking are all healthful activities associated with footpaths, which also separate old and young from the dangers of vehicles.

Infrastructure – A network of footpaths is a fundamental requirement, coming before roads, canals and railways.

- It has varied housetypes that appear to be reasonably priced.
- It incorporates a footpath to the loch side and improvements to the road junction while having suitable minimum roadway and pavement widths

Scotlandwell, a Conservation Village and twice a Britain in Bloom Silver Gilt Award Village should be accorded the same care.

This representation was submitted with supporting documents, due to size these are unavailable on the website, but are available to view at Pullar House, 35 Kinnoull Street, Perth, PH1 5GD.

COMPARISONS

*see also Appendix D

Under the aegis of the same Planning Authority a scheme of commercial housing has been recently built in Pitlochry at Lagreath Brae. Like the proposed alternative for Scotlandwell it is on a slope and is most successful in the following ways:

- It reflects the style of the Victorian tourist town of Pitlochry without slavish copying, just as this proposal should refer to the old buildings in Scotlandwell which are varied in finish, form and colour.
- It has well considered detailing, including real stone walls, slate roof and good landscaping.

RECEIVED

30 MAR 2012

Mrs. Veda Scott,
13 Maree Place,
KINROSS,
KY13 8YZ.

28th March, 2012.

Local Development Plan Team,
The Environment Service,
Perth and Kinross Council,
Pullar House.
35 Kinnoull Street,
PERTH,
PH1 5GD.

Plan for the construction of 125 Houses at site named H46 off Springfield Road, Kinross

I refer to the above and wish to put forward my objections to this proposed, ridiculous, plan. I have lived on Springfield Estate for the past 36 years, 31 of those at this address. I have seen Kinross grow over this period into a highly populated town with continual addition of facilities to accommodate the population explosion. However this amount of incomers to the town has not improved our town in any way. Primarily because the majority of people commute daily and are not using our local shops, restaurants, hotels etc. This is not good for any town. However. Regarding this proposed plan H46 this has a different and more serious implication for the residents of this area as I will intimate.

As I live next to the main Springfield Road I am aware that at certain times of the day it is almost impossible to get out from Springfield Road on to Station Road or on to The Muirs, I see cars piling back to my house, while they wait to get access to these particular roads. I also have personal experience of this. We have the Davies Park off this road and many children use this facility, especially after school and during holidays, my own son was knocked off his bike, many years ago before we had the amount of traffic we have now, fortunately he was not badly injured, I feel more traffic on this road would be a disaster. Also talking about the Davies Park, am I to assume that this will be lost to our children if access is to be off Springfield Road, I was lead to believe that this park was donated to the people of Kinross and shouldn't think this could be taken away. Now, the path off the Davies Park is of personal interest to me as a walker. I find that this is the only country walk within Kinross. I know we have Loch walks etc. but I would not be happy to do that on my own, especially first thing in the morning or in the evenings. I strongly object to houses being built on this land as it will be like walking within two housing estates.

I would also like to say that I feel sorry for anyone living in the houses adjacent to this proposed site, they bought these houses knowing that it would be impossible for anyone to build on this piece of land as it would be too near the motorway, that I would agree with and find it hard to believe that any person or company can be so desperate to make money that they should even consider this piece of land to be suitable.

Yours faithfully


Veda Scott (Mrs)

From A F & D McBain

RECEIVED

30 MAR 2012

'Andus'
10 Maree Place
KINROSS
Perth and Kinross
KY13 8YZ

Local Development Plan Team,
The Environment Service,
Perth & Kinross Council,
Pullar House,
35 Kinnoull Street,
Perth PH1 5GD

28 March 2012

Dear Sirs

KINROSS ACTION GROUP – AGAINST H46 DEVELOPMENT

I have read with dismay of the plan to develop the site known as H46 to build 125+ houses, this being between the path of the old railway line leading to Gallowhill Road and the M90 motorway.

I understand that access to the development is via Springfield Road and Davies Park. As a nearby resident, and as a parent whose son in earlier years used to frequent the park to play with his friends, I am appalled that the building of this development will require the closure of Davies Park to all the local children in order to build an approach road. May I ask where the replacement to this popular facility is to be sited? Furthermore, it has been muted that access may be made through several of the cul-de-sacs leading off Sutherland Drive. This also is unacceptable due to their narrowness, and which are also used by children who wish to play in the comfort that they live within that cul-de-sac. Their use will obviously have a terminal effect in the use of the old railway line which is a well used pathway used for leisurely pursuits such as dog walking and strolling by local residents.

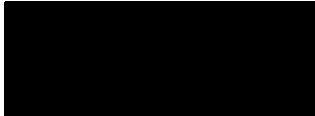
As with the GS Brown development to the south of Sainsbury's store, a high earthen banking will almost certainly be built on the western edge of the development to shield some of the noise of the traffic using the motorway. These bankings are certainly not pleasing to the eye, being badly maintained and covered in weeds etc. In addition their erection will certainly greatly limit the views of the Ochil Hills, if not totally hide them and the surrounding countryside.

Current information published states that there is to be a development of some 200+ houses to be built to the north of Lathro Park. I would venture to suggest that the houses planned for H46 could also be constructed in that same area, it being of a much larger size.

I do believe very strongly that to do away with Davies Park would be a great mistake and would be an immense loss to the local residents and their children. There are no nearby areas for these children to play without the crossing of at least one major and extremely busy roadway.

I most earnestly put it to your team that the planned development of the area of H46 be re-thought for the good and benefit of the local residents and their children and of the greater public at large.

Yours faithfully,

A solid black rectangular box used to redact the signature of the sender.

RECEIVED

30 MAR 2012

39 Sutherland Drive
Kinross
Perthshire
KY13 8BJ

19th March 2012

Dear Sir / Madam,

Housing development H46 - Kinross

As a private tenant in Kinross, very close to the above site, I am writing to voice my opinion. I live with my husband, 3 year old daughter & 4 month old son. We are keen to become home owners in Kinross in the not too distant future within Kinross. Therefore, affordable housing (if that's what H46 is going to be) is a positive thing for us.

However, what is a more positive thing for me & my family is the presence of a play park close by. As I understand, if the housing development goes ahead, Davies

Park will be no more. As a mother of young children, this park is used by us very regularly and is always busy with other children. It is a safe place to play, is within walking distance of the many streets around ours and is one of few parks in Kinross. The two parks in Lathro are quite honestly, pathetic. The park near green road is very run down and the Kirkgate, although a very good park, is too far to ask a 3 year old to walk to.

Therefore I strongly object to either the removal of the park, or the presence of a new road close by.

By building new houses, presumably most new residents will have children. Surely you should be increasing play areas, not removing them. We are encouraged to keep our kids active & fit and the most enjoyable way for a child to do this is by visiting the park. For a town the size of Kinross, ever increasing, the play

parks are pretty terrible and Davies park is the only one suitable for my 3 year old that we can access on foot.

I don't understand the need for two access roads to H46. To access the site from Gullbushill Road, would appear to me, to cause no loss of recreational ground. Presumably Gullbushill Road is not a terribly busy road as it does not lead anywhere that can not be accessed by a more direct route. Therefore, why can't there be one access road at Gullbushill Road. This will surely remove the need to interfere with a very popular park, keep Springfield Road from being excessively busy with more traffic & make more use of what appears to be a much quieter road.

I strongly urge you, as a mother to young children to leave Davies park & let our children have a safe fun place to play.

I hope you will give my views some consideration.

Yours faithfully

A solid black rectangular box used to redact the signature of the sender.

Mr. P. & Mrs. C. Smit
37 Argyll Road
KINROSS KY13 8BL

30 MAR 2012

28th March 2012

Local Development Plan Team
The Environment Service
Perth & Kinross Council
Pullar House
35 Kinoull Street
PERTH
PH1 5GD

Dear Sirs,

Proposed Development at Kinross West H46

We are writing to object very strongly to the above development as this area is very near to the M90 and local residents already suffer noise pollution from the motorway plus we feel that it is not beneficial on health grounds for future people and children to be living right next to the motorway. There is also the question of access from a very busy road.

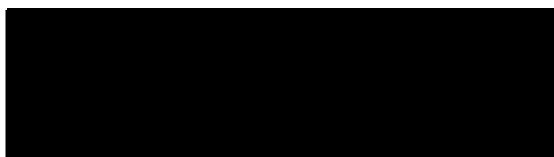
There is already an unfinished housing development at Levenfields near to the M90. Surely if these houses are not being sold why sanction and build another development?

In Kinross the old High School, the old County Building, the old Health Centre and the old Town Hall are all suitable sites for new housing developments. There is no problem here for access to the land whereas at the proposed development at Kinross West access would have to be from Springfield Road. This is the main busy road through Kinross and the schoolchildren walk here four or five times a day to the new school and to Sainsburys. There are no traffic lights or a roundabout when leaving Springfield Road to turn right going back to the M90 to Dunfermline, Edinburgh or Kincardine. If the proposed housing development was sanctioned there would be a lot more traffic. Sometimes we have to wait for 5-10 minutes for traffic coming off the motorway to get out onto the road to Edinburgh. My wife has had the experience several times of motorists coming from the M90 into Kinross with their left indicator still going so she did not know if they were going to turn left into Springfield Road or whether they had forgotten to turn their left indicator off. She pulled out one day to turn right and the other car which had the left indicator on was carrying straight on into Kinross along the main road. There was nearly a fatality. There is no pedestrian crossing either for the school children who go to Sainsburys for their meals at lunchtime.

If the site H46 could be used for allotments or a community woodland it would be more beneficial and safe for the community.

We ask that our objections and suggestions are noted for your consideration.

Yours sincerely,



"BIRCHCROFT,"
MADDERTY,
BY CRIEFF,
PH7 3PJ.

02 APR 2012

28th March 2012

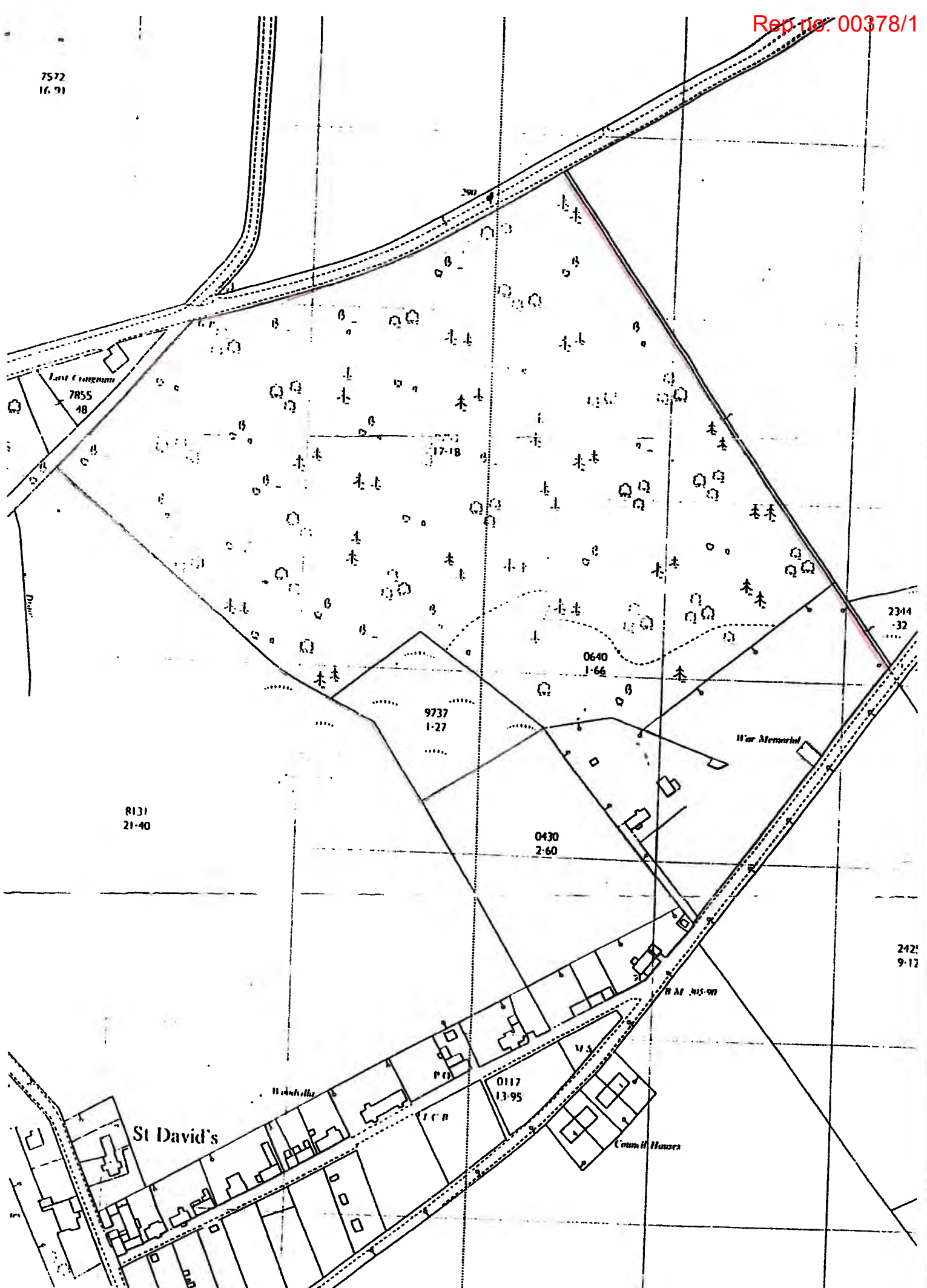
Local Development Plan Team,

After attending the meeting in CRIEFF showing the Local Development Plan, I write to ask if you would consider including the area outlined in red, or part of it, within the settlement area of St. DAVIDS. MADDERTY.

I wish to be kept up to date on the progress of the Local Development Plan and receive annual newsletters. With Thanks.

Yours faithfully,

7572
16.91



02 APR 2012

Planning and Regeneration
Perth and Kinross Council
Pullar House
35 Kinnoull Street
Perth PH1 5GD

3 Oakbank Place
Turretbank Road
Crieff
PH7 4JF
28th. March 2012

Dear Sirs,

REF H55 Zoning of Land for Housing Development Laggan Lane.

Summary of objections;

Without an informative development plan setting out why this particular plot of land should be considered for development, I therefore make assumptions on which I base my statements.

I feel that it is an ill conceived plan and much to the detriment of the environment and the residents of Crieff for the following reasons.

- 1; Use of productive farming land, loss of food production.
- 2; Detrimental to the environment and eco systems.
- 3; Impact off construction on utilities for the town of Crieff.
- 4; Traffic and pedestrian risk assessment (local).
- 5; Suitability of mixed housing construction remote from town facilities.
- 6; Residents support services by Crieff NHS and Local authorities.
- 7; Crieff Town impact of additional vehicle traffic on main arterial road East West.

The following is to elaborate upon the afore mentioned items.

- 1; This land has been and is a high Quality resource for the production of food which we need to maintain.
- 2; To allow this land to be given over for housing development would be an environmental disaster, to erect housing for private sale in conjunction with high density affordable housing would involve a very large area of hard standing surfaces and structures, causing a higher level of discharge to the surrounding areas.
- 3; The current bylaws require sewage and surface water to be in combined pipe work system , discharging to the aerobic treatment plant and pumping stations, currently the surface water from Laggan Road and adjacent properties discharges to the Turret Burn,(even though Scottish Water Charge a rateable value fee for treatment of surface water).
- 4; The development will create a substantion number of personal vehicles,

plus heavy goods and service vehicles. (Currently the existing road gullies have not been cleaned for a very long time; hence they negate the ability of the pot trap road gully to remove sediment and pollution from the road surfaces putting the river systems at risk).

5; The location is at the heart of the tourist walking routes to Lady Mary's Walk, Laggan Hill and Loch Lane, a housing development will also prove to be an attractive car parking area for people who prefer to leave their car / transport adjacent to the start point of these walks, making difficulty for residence.

6; Residence make-up! Assuming that these properties will become the residences of younger families, it will be some distance to the schools on the opposite side of town and shopping area. Children who have to walk to and from school particularly in winter will find this unpleasant which may result in the need for improved public transport and additional car movements.

7; Impact on Town Centre, it is evident that Crieff High Street is already a major bottle-neck for heavy traffic using it East/West and vice versa, particularly with parking areas on the High Street, this development will bring further parking and circulation difficulties which will need to be addressed.

Without a train service to Crieff and beyond, we are totally dependent upon road transport; any development of this nature will bring an added burden to our road system, practically as employment will most certainly be outside of Crieff.

Yours faithfully,

A black rectangular box redacting the signature of G & S.C. Hookham.

G & S.C. Hookham

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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02 APR 2012

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

Name	MRS C A MCGREGOR
Address and Postcode	ALTBEG, FEARNAN PERTSHIRE PH15 2PQ
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.	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.
Tomdarroch, Quarry Road being used as an unofficial scrap yard should be considered as a housing development site. This would enhance the village and minimise adjustment to the village boundary.

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

1- Replacement of Site H41 with Tomdarroch.
The use of Tomdarroch as a vehicle scrap yard is not in keeping with the character of the village and is a potential environmental hazard.
Replacing H41 with Tomdarroch would mean using "brownfield" land instead of agricultural land. It would also have less impact on the landscape.

Save a copy

Print

Submit

02 APR 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	JEANETTE HICKMAN
Address and Postcode	ROCK COTTAGE FEARNAN PH15 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: ☐

2. Which document are you making a representation on?

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

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

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.

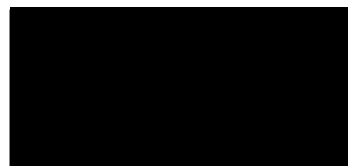
The use of Tomdarroch as an unofficial vehicle scrap yard is unsightly, is not in keeping with the character of the village, and is a potential environmental hazard. Its use in this way has been a contentious issue for a considerable time, and it has been the subject of complaints and enforcement orders.

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.

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

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

Name	MARY ROBB
Address and Postcode	THE COHAGE GRASSWAYS 17a DALLITHAN FEARNAN BY ABERFEEHY PH15 2QW
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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Or

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

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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.

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Perth and Kinross Local Development Plan – Proposed Plan Representation Form

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RECEIVED

02 APR 2012

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

Name	PATSY PENNY
Address and Postcode	BRASSWAYS 17 DALCHARAN PH15 2QW FEARNAN BY ABERFELDY PERTSHIRE
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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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.

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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	Donald G Coutts (on behalf of The Morris Leslie Group Ltd)
Address and Postcode	D.G.Coutts Associates, Unit E, East Kingsway Business centre, Mid Craigie Road, Dundee DD4 7RH
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

2. Which document are you making a representation on?

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

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

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

Policy ref.	<input type="text"/>	or			
Site ref.	<input type="text"/>	or			
Chapter	Employment Land	Page no.	68	Paragraph no.	516 - 517

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.

There is no reference in the table to, or any proposed allocation of, the existing employment land site at Errol Airfield (west), which has a planning consent for expansion. Nor has the opportunity been taken to positively consider another site in the Errol area, at Valleyfield, north-east of the Inchmichael interchange on the A90. The site, includes an area approved for employment use for major storage and distribution purposes, which sits in a larger area which was the subject of intensive discussion, in the last year, with PKC for the relocation of Perth Auction Mart.

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

The Errol Airfield (West) site is listed in the Employment Land Audit 2010 as a site for which a planning application has been submitted, but which is 'awaiting a decision'. Planning permission was, in fact, granted in 2009 and the description of that site is incorrect. It is also listed as having constraints which is not the case. It is ready and available for employment use and that should be recognised.

It is noted that the employment land requirement is said to be significantly over-subscribed in para 5.1.8, however, examination of the employment land referred to in the 2010 Audit, shows that only 8.25ha of a total of 337ha is unconstrained, with 194.4ha having major constraints and 134ha having minor constraints. Much of the identified land is said to be likely to come forward only in the later years of the Plan. That is not an ideal position if there is to be economic recovery, and alternative employment land options should be explored.

In addition to Errol Airfield, The Morris Leslie Group had long ranging discussions with PKC officials last year regarding the relocation of Perth Auction Mart, with ancillary uses, to a site at Valleyfield, at the north-east corner of the Inchmichael junction. These discussions were positive, and there was general support for this proposal. There is an approved existing storage and distribution use on part of the site, and MLG is seeking to expand employment use in that area with some ancillary mixed-use development. It is well located at a major intersection on the A90, with easy access to the Trunk Road system. This would consolidate the opportunities in the wider Errol area for those living there.

We will contribute to all consultation exercises in relation to this site, and will pursue the objective to have it included in the Plan, at every stage of the proceedings.

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

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Name	Donald G Coutts (on behalf of The Morris Leslie Group Ltd))
Address and Postcode	D.G.Coutts Associates, Unit E, East Kingsway Business centre, Mid Craigie Road, Dundee DD4 7RH
Telephone no.	[REDACTED]
Email address	[REDACTED]

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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.	Errol Airfield	or
Chapter	Perth Area Spatial Strategy	Page no. 112 Paragraph no. 5.18

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.

It is noted that the sustainable community planning permission referred to in 5.18.2 is not properly reflected in any formal individual site identification or proposed allocation. That omission should be corrected. It is a site that has an outline planning permission, and is accounted for in the housing audit as an effective site. To describe site H21 as being for Errol Airfield/Grange and then to identify it solely for the 16 houses to be built in The Grange is a misrepresentation of the situation.

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

Errol Airfield is a site that has an outline planning permission, and is accounted for in the housing audit as an effective housing site. It has a notional capacity of 240 housing units, 60 of which are affordable houses for rent. The site exists alongside an established and successful business/commercial/industrial centre, thereby offering employment opportunities to those living in the area.

It is noted that in exchanges between the Tayplan Authority and the Reporter's Unit regarding housing land projections in the Perth Local Authority area, that there has been a failure on the part of Tayplan to take into account the latest GROS figures from 2008, with the 2006 figures being used instead. Tayplan have responded to that criticism by stating that should a shortfall of allocated land occur, it can be accommodated on sites within the Perth Core Area. The outcome of the exchanges has yet to conclude, but outwith the Core area, but close to its boundaries, there is adequate capacity within the Errol Airfield landholding to assist with land provision.

The outline planning permission that exists has a red line boundary to the extremes of the airfield, with housing provision currently lying in the north and north eastern parts of the landholding. There is adequate available and unconstrained land to contribute to the plan.

It is disappointing that an unconstrained site with a major planning permission is not afforded any formal recognition or allocation, within the LDP. The fact that it is described in 1.5 lines in the document, simply as a matter of fact, and without any amplification, perhaps reflects the fact that it was approved by Members, and endorsed by Scottish Ministers, against the recommendation of officials in the first place. To then bracket it in the description Errol Airfield/Grange (16 units) without referring to the capacity afforded planning permission, is a severe misrepresentation of the actual situation.

We are seeking a formal allocation for this site, with the added recognition that it can contribute to far more than the 240 units for which there is an extant planning permission.

We will contribute to all consultation exercises in relation to this site, and will pursue the objective to have it included in the Plan, at every stage of the proceedings.

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

Name	Donald G Coutts on behalf of Mr. J. Carroll
Address and Postcode	D.G.Coutts Associates, Unit E, East Kingsway Business centre, Mid Craigie Road, Dundee DD4 7RH
Telephone no.	[REDACTED]
Email address	[REDACTED]

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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.	H24 Inchture	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 would submit that the number of units stated for Site H24 - Moncur Farm Road, Inchtute, should be increased to take account of the area of the site, its capacity for development, and comparable development densities for other villages in the same housing market area.

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

My clients own the site at Moncur Farm Road, Inchtute which is a proposed allocation in the Plan for 16 units. The site area is 3.6ha, and development is to be limited to a particular part of the site, amounting to 2.0ha. My clients welcome the proposed allocation for the site, and accept all of the Site Specific Developer Requirements. These requirements will ensure that the site is developed in a meaningful way, and contribute to the residential and visual amenity of the area.

The one point of contention is that the number of units does not reflect the vast majority of housing densities on similar sites within the HMA covered by the Perth Area. The density amounts to circa 24 bedspaces/hectare, or 8 houses/hectare (3 houses/acre), which is way below the recommended standard house densities. For example, the densities proposed in other villages include - Wolfhill (48 bedspaces/ha), Abernethy (54 bs/ha), Balbeggie (46 bs/ha), Dunning (78 bs/ha), or Burrelton (60 bs/ha).

My clients have been in discussions with various house-builders, and it is clear that, given the oncosts for the Site Specific Developer Requirements, some of which could be considered to be abnormal costs requiring specialist advice and expertise, the number of 16 units is almost prohibitive. If the number were modestly increased, it would not only present a more viable development project, it would represent a far more economic and efficient use of a land resource in Inchtute.

My clients intend to contribute to all consultation exercises in relation to this site, and will pursue the objective to have it included in the Plan, at every stage of the proceedings.

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

Name	Donald G Coutts on behalf of Mrs. Christine McGuinness
Address and Postcode	D.G.Coutts Associates, Unit E, East Kingsway Business Centre, Mid Craigie Road, Dundee, DD4 7RH
Telephone no.	<div style="background-color: black; width: 100px; height: 1.2em;"></div>
Email address	<div style="background-color: black; width: 150px; height: 1.2em;"></div>

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

Policy ref.	<div style="border: 1px solid black; width: 600px; height: 1.2em;"></div>	or			
Site ref.	Proposed Residential allocations in Blairgowrie and Rattray (Sites H62, H63, and H64)	or			
Chapter	<div style="border: 1px solid black; width: 150px; height: 1.2em;"></div>	Page no.	<div style="border: 1px solid black; width: 100px; height: 1.2em;"></div>	Paragraph no.	<div style="border: 1px solid black; width: 150px; height: 1.2em;"></div>

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

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

Request that housing allocations in Blairgowrie and Rattray are not limited to volume builder sites with major housing numbers (150, 160, and 85, respectively). Request that more varied site allocations should be made, in order to provide more choice, and to reflect the historical trends in housing provision in this area, and particularly in Rosemount and Darkfaulds.

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

Blairgowrie/Rattray has been an area of major housing development over the last circa 30 years. The housing has been of all types, from major volume builder housing estates, to single plot developments; and from the top end luxury market to affordable housing provision.

It is noted that the housing allocations in the Local Development Plan are large capacity sites, all for volume builders. Whilst this type and level of development may have a secondary purpose of securing other infrastructure benefits, it is clear that the range of housing opportunities for purchasers will be limited to estate developments. Notwithstanding that the sites have a requirement to provide 'a mix of housing types and sizes, including low cost housing', this will not fully follow historical advice that there should be a wide range of choice to the purchaser. That wide range should include the type of site, and choice of location, house builder, and tenure of the provision.

In Rosemount/Darkfaulds, there is a historical trend towards mid to upper level range of housing on smaller bespoke sites, offering purchasers opportunities of single house sites, or sites with more limited numbers than those shown in the Plan. The Plan should reflect that position, and allocate some smaller housing sites. There is no reason to suggest that this would not deliver infrastructure benefits. All housing approvals have contributed to shortfalls in the past.

It is noted that there is a list of Site Specific Developer Requirements for each site. Many of the issues listed are to be expected, for any allocated sites, but of particular concern, are some requirements regarding the three proposed sites.

It is noted that

- a) a Transport assessment is required (H62)
- b) an Evaluation of Archaeological potential and mitigation will/may be required, (H62 and H63)
- c) On H62, development is limited to 75 houses, until a 2ha serviced employment land is provided,
- d) a link road must be provided (H64), and
- e) there may be flooding issues (H63)

One would have expected that, knowing the all site parameters, that the potential of these unknowns to limit site capacity would have been determined before sites were put forward for definitive numbers. In particular, the flooding issue is of major concern, given Government advice, and the devastating effect that has been seen in many areas in the country in recent years.

We are asking, in order to provide additional choice, and to provide certainty of site delivery, that consideration be given to some smaller allocations in the Rosemount area, and in particular, my client's site at The Struan, Woodlands Road (subject of previous representation). Part of the site has an extant planning permission, and that area is shown on page 285 as being part of the built up urban fabric. The planning unit is a little larger than that, however, and we consider that allocating the remainder of it would provide a modest housing site for the type of housing provision that my client has successfully provided for house purchasers in this area for many years.

We will contribute to all consultation exercises in relation to this site, and will pursue the objective to have it included in the Plan, at every stage of the proceedings.

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

Name	D G Coutts Associates (on behalf of The Morris Leslie Group)
Address and Postcode	Unit E, East Kingsway Business Centre, Mid Craigie Road, Dundee, DD4 7RH
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

Policy ref.	<input type="text"/>	or			
Site ref.	MU3 Perth Airport	or			
Chapter	5. Perth Area Spatial Strategy	Page no.	67 - 73	Paragraph no.	5.1.1 - 5.1.19

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 seeking a redistribution of allocations within the Perth Core Area to sites which can contribute to the provision of the major transport infrastructure constraint to development in the Perth area (the third crossing of the the River Tay [CTLR]), in order that it can be achieved within a meaningful timescale. This crossing is required for appropriate access to the A93 and 94 corridors, to relieve congestion in the wider Perth urban area, and for health reasons (see the Air Quality Management Plan). Also, of the two bridges in existence across the River Tay within the City, one is hundreds of years old, and the other is over 50 years old, and regardless of traffic capacity issues, it is unwise to depend on their continuing safety and availability.

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

In relation to para. 5.1.1, it is noted that in exchanges between the TAYplan Authority and the Reporter's Unit regarding housing land projections in the Perth Local Authority area, it is stated that there has been a failure on the part of TAYplan to take into account the latest GROS figures from 2008, with the 2006 figures being used instead. The 2008 figures show a higher projection growth. TAYplan have responded to that criticism by stating that should a shortfall of allocated land manifest itself, it can be accommodated on sites within the Perth Core Area. My client's site at Perth Airport lies within that Core Area and, in addition to the 50 house allocation, there is surplus land available for housing development.

The Plan outlines a number of constraining factors to development, in and around the City. There is continuing uncertainty regarding the commitment to, and the funding of the CTLR which is stated in para. 5.1.14 to be a major requirement in the provisions to offset 'the biggest single constraint facing the Perth Area', i.e. capacity of roads infrastructure. Para 5.1.17 introduces the need for an embargo on greenfield developments above 10 housing units on the A93 and A94 corridors until the CTLR is a committed project. A further embargo is listed for the Crieff Road area. Local Development Plans are meant to determine consistent future growth throughout the plan periods, and it is difficult to reconcile that in a Plan that anticipates major growth only in the latter stages of its period. Certainty, regarding the CTLR, should be a priority.

The funding for the CTLR, however, is expected to come from a private/public partnership, with developer contributions playing a major part. There is therefore a 'chicken and egg' situation. The allocations shown would be, without applying prohibitive 'per unit' contributions to overcome constraints, unlikely to deliver any significant funding contributions (as demonstrated in the past at Oudenarde). Given the current economic situation, the contribution levels have to be realistic and, until there is commitment to significant development in the corridors, the CTLR cannot, and will not become a committed project. The CTLR is required in order for sustained growth to happen, in accordance with TAYplan strategic requirements, and additional allocations in the corridors would make it more likely to happen. There is an opportunity, given the PKC decision to omit Almond Valley from the Plan, to allocate additional land in the A93 and 94 corridors. It is disappointing that the supplementary guidance on this issue is only to become available later this year.

The Morris Leslie Group has undertaken its own study, through consultants URS, of the various CTLR options, and how the link can be achieved. That study is available to PKC, if it is considered to be of value, and the MLG are happy to engage in any discussions, to amplify or explain the rationale.

It is relevant to point out that the five year supply of housing land is a MINIMUM supply, and that it requires to be in place at all times throughout the plan period. The requirement to overcome such a debilitating constraint as the CTLR, points the Authority in the direction of having a greater supply of land than the minimum five years. Once the CTLR is committed to, and the supporting road route is determined (and contributions are agreed for each part), developers can contribute as their developments proceed. This happens on the continent, where road systems are jig-sawed into place, and there is also experience in this country, in Inverness, where the Western Relief Road was constructed in stages by various developers.

This representation was submitted with supporting documents, due to size these are unavailable on the website, but are available to view at Pullar House, 35 Kinnoull Street, Perth, PH1 5GD.

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Perth and Kinross Local Development Plan – Proposed Plan **Representation Form** 02 APR 2012

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

Name	MR GUY HICKMAN		
Address and Postcode	ROCK COTTAGE FEARNAN PERTHSHIRE PH15 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: ☐

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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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.

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

02 APR 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.

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

Name	PETER MCKENZIE
Address and Postcode	TOM NA VOULIN, FEARNAN, ABERFELDY PERTHSHIRE, PH15 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: ☐

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 H 41 from the Plan and replace it with Tomdarroch, the site on Quarry Road used as an unofficial vehicle scrapyard, as the area zoned for housing development in Learyan. Redraw the settlement boundary to exclude H41 – and so retain the current layout of the village.

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

could. from above – Change the designation of the Quarry from 'employment' to 'housing use' or 'agriculture use'.

① Replacement of Site H.41 with Tomdarroch

Site H 41 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 Eader Auchvar.

Replacing H 41 with Tomdarroch would mean using 'brown field' land instead of quality agricultural land in active use and would minimise any adjustment to the village boundary and eliminates creeping development.

② Change the Designation of the quarry. The designation of the Quarry site as 'employment use' in the plan is a matter of concern as it could result in noise and other

inappropriate to the peaceful nature of the village. The re-classification of the quarry to housing or agricultural use, eliminates these concerns.

Save a copy

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Submit

02 APR 2012

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

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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	MRS GAIL CARTER
Address and Postcode	WILLOW BANK, FEARMAN, ABERFELDY PERTHSHIRE PH15 2FF
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.

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

REPRESENTATION OF SUE HILL PERTH TOMDARROCH

As my property adjoins & overlooks Tomdarroch I would be delighted if houses were to be built on this site. Not only is the place unsightly but I live in fear of the enormous trees being blown over, demolishing my house & taking I suspect with them.

The Council seems to have no idea about, nor takes any proper responsibility for, the management of his land (& beasts). The proposals by the Fearnham Village Association being presented to you would resolve my problem, at least. I do hope you ^{will} approve them.



Save a copy

Print

Submit

BRAEMOUNT, MURTHLY, PERTHSHIRE. PH1 4HB

Phone: [REDACTED] Email: [REDACTED]

29 March 2012

RECEIVED

02 APR 2012

Development Planning team
The Environment Service
Pullar House
35 Kinnoull Street
Perth PH1 5QD

Dear Sir

Proposed Local Plan 2012 Pages 192/193 Murthly
Site ref H44 & H45

I am writing to object to the proposal identifying the two sites H44 and H45 for potential housing development in the Proposed Local Development plan for the following reasons:

1. There is no demand for further housing within the village of Murthly, as evidenced by the number of houses still for sale in the Druid's Park and Stephen's developments.
2. Both sites are currently good productive farm land.
3. Housing development on the two sites concerned will substantially alter the character of the village.
4. Murthly Primary School is at capacity.
5. There are no opportunities for employments in the village or locally. People would therefore have to look further a field for employment making the village a dormitory town.
6. There is insufficient capacity in both the drainage and water facilities to serve further development within the village.
7. The northern section of site H44 is prone to extensive flooding.
8. Traffic through the village has increased noticeably in recent years with few people respecting the speed limits. Further housing development will exacerbate traffic problems. There will be a further

increase in the number of vehicles and problems with access from the proposed developments onto public roads.

Yours faithfully

A solid black rectangular box used to redact a signature.

M N Dalziel