
From: Sue Fraser Ali Ramsay [REDACTED]
Sent: 01 April 2012 19:44
To: TES Development Plan - Generic Email Account
Subject: Representation to Proposed Plan
Follow Up Flag: Follow up
Flag Status: Green

I cannot include the whole of our representation in the downloaded form so have copied it below. A hard copy will be handed in to you tomorrow.

Easter Ballindean House
Inchtute
Perth
PH14 9QS

2nd April 2012

Dear Sirs

Proposed Plan – Representation

This representation refers to the Proposed Plan and Supplementary Guidance – Housing in the Countryside. It refers to Policy RD3 and Chapters 4 and 5 regarding Spatial Strategy and specifically to Sites 132 and 133 at Ballindean.

We support the spatial strategies of the both TAYPlan and the Proposed Plan and the principal of directing new development to the principal settlements – the 3 tier approach, for the various reasons given in the Main Issues Report. We support the definition of the Perth Core Area. We agree with the reasoning that it is more cost-effective to provide infrastructure for larger scale developments. In our view large scale developments are inappropriate in the rural Braes of the Carse of Gowrie which is an area of particular landscape and historical importance and character. We do not consider that development other than on a very small scale in such a rural area is appropriate or can be sustainable development.

We are happy to support the Council's proposal not to have settlement boundaries for small settlements, including Ballindean, BUT ONLY IF the Housing in the Countryside Policy (HCP) is robust and rigorously applied. If there is any doubt over this or the philosophy of the 2009 Policy is likely to be changed or relaxed in any way we would wish a tight settlement boundary drawn round the existing hamlet. This would still allow for limited future infill development appropriate in scale to the size of the village.

We support the decision not to include Sites 132 or 133 as development sites or within a settlement boundary for Ballindean in the Proposed Plan. In our opinion the inclusion of any large areas would allow potential development on a scale inappropriate to the setting of the existing small settlement.

There are presently only 17 houses in the hamlet. Planning permission has within the last year been granted for a further 2 houses i.e. a future increase of more than 10%. We did not object to this planning application as we are happy with development that provides future modest expansion of the village appropriate in density, amenity and character to its setting and within the existing natural boundaries of village. Site 132, however, extends to 9.6 acres with draft plans showing more than 30 houses. It is suggested in Representation 0926 that the site would be a “modest extension” and could

be “easily integrated with and complement the existing character and form of development in Ballindean”. The size of Site 133 would also allow potential large scale development. In our view neither site falls within any kind of “natural” boundary for the village.

More than doubling the size of the village by adding potentially 30 houses in our view is not a modest extension. Ballindean has a long established sense of place and community and has evolved sympathetically and gradually in its rural setting over many generations. It is “a picturesque estate hamlet” according to The Illustrated Architectural Guide to Perth & Kinross” (a publication supported by PKC, PKHT and Perth Civic Trust and others). The village has evolved a characteristic form of development that cannot be replicated on a large scale and its existing landscape setting and character and its built environment would be irreversibly affected by any future, other than small scale, development.

Although not presently having Conservation status Ballindean has a number of Category C and B Listed buildings. The setting of these Listed Buildings both within the hamlet and in the wider landscape would be prejudiced by an extension of the village.

We support the Proposed Plan’s promotion of sustainable development. We think that only small scale development is sustainable in Ballindean. It does not have the capacity to absorb anything larger. There are **no** services at all in Ballindean. There is no shop, school or church or bus stop. The bus only runs a couple of times a week. Ballindean is **not** proximate to public and active transport.

Ballindean is served by a single track road with limited passing places and would be unable to cope with any large scale development. It is presently a quiet rural road with no volume of traffic. The road is not a dangerous rural road that causes problems. The distinctive sharp bend within the village has been in place for many generations and indeed has the advantage of slowing down traffic as it passes through the village. We support SNH’s recommendation (Tayside Landscape Character Assessment clause 5.8.9) that “improvements” to rural roads in the Braes of the Carse should be resisted. We do not consider that any new road around the existing village is needed or would benefit the local community.

With the effect of climate change we are increasingly concerned that flooding and drainage problems are likely to increase in the Carse of Gowrie. The field drains and pows are already regularly unable to cope with existing rainfall and run off from the hills. There is significant water run off from the hills that rise steeply behind Ballindean and any development on the hillside behind the village (Site 133) may exacerbate this. Parts of Site 132 have been under standing water for prolonged periods and the Roads Department are aware of flooding issues on the road in the village. We support the Council’s stance not to allow housing in areas that are at risk from flooding or likely to cause flooding issues to others.

To summarise we fully **support** and endorse:

- (i) the spatial strategy
- (ii) your decision **not** to include Sites 132 and 133 as development sites or within a settlement boundary for Ballindean, and
- (iii) **provided the Housing in the Countryside Policy is robustly applied, particularly in relation to the classing of infill sites and building groups**, the decision not to provide small settlements with boundaries.

With regard to the current Housing in the Countryside Policy this was unanimously approved by Councillors as recently as 2009 and we feel is still fit for purpose. It amended and tightened up the previous 2005 Policy that, with the benefit of hindsight, in our opinion had allowed inappropriate development to spoil areas of the rural Perthshire landscape. We support the inclusion of the present Policy within the new Development Plan and wish to see it rigorously enforced so as to prevent ribbon development or suburbanisation of the countryside both in areas of open countryside and

adjacent to small settlements if they have no boundaries.

Yours sincerely

Alison Ramsay

Susan Fraser

From: Sue Fraser Ali Ramsay [REDACTED]
Sent: 01 April 2012 19:34
To: TES Development Plan - Generic Email Account
Subject: The Braes of the Carse Conservation Group - Representation to Proposed Plan
Follow Up Flag: Follow up
Flag Status: Green

I have been unable to submit this using the representation form from the PKC website. We are commenting on both the Proposed Plan and Supplementary Guidance. I trust that this email is acceptable and a hard copy will also be hand delivered to you before the deadline.

Proposed Plan – Representation

1. Introduction

The Braes of the Carse Conservation Group (BCCG) was formed in 2009 to try and conserve the unique beauty, character and historical environment of the Braes of the Carse of Gowrie. Our Group's aim is to provide a voice for residents and interest groups in an area north of the Perth – Dundee dual carriageway (A90) approximately between Glendoick in the West and Knapp in the East.

We have more than **150** local members and thus represent a significant proportion of the population in this relatively sparsely populated area. We have extensively canvassed the views of our members (via email, letter, posters, direct contact and website survey) and this representation reflects their views.

In summary:

We support the spatial strategy. (Our detailed comments in para 2.1 – 2.9)

We support the proposed boundaries of the Green Belt but wish to discuss our proposal for a Local Landscape area. (Para 3)

We support the proposed settlement boundaries for Kinnaird, Rait and Baledgarno. (paras 4.4-4.6)

We object to the removal of the existing settlement boundary for Abernyte and wish the existing settlement boundary of Abernyte reinstated. (para 4.7)

We have specific comments on Ballindean and Westown (para 4.9-4.11)

We support the Council's proposal not to have settlement boundaries for small settlements (para 5) , BUT ONLY IF the proposed Housing in the Countryside Supplementary Guidance is adopted into the new LDP and is robustly, consistently and rigorously applied. If there is any doubt over this we would wish boundaries drawn tightly round the existing built areas of settlements, whatever their size, allowing for small scale infill development. Our wish is for the “natural” existing boundaries of smallest tier settlements to be protected whilst allowing for small scale infill development appropriate in pace and character.

We support the terms of the Housing in the Countryside 2009 Policy. We support its inclusion

as Supplementary Guidance in the LDP and consider that its terms, if amended at all, should be tightened not relaxed to strengthen its regulation of development in the rural environment. We have specific proposals in this regard (paras 6.1-6.5)

We support the Policies for the Natural Environment but have specific proposals with regard to Policy NE3. (paras 7.1-7.4)

2. Spatial Strategy

2.1 On behalf of our members we wish to register our full and unqualified support for the spatial strategies of both TAYPlan and the Proposed Plan and the principal of directing new development to the principal settlements – the 3 tier approach. We also support the definition of the Perth Core Area.

2.2 We support the spatial strategies for the following reasons:

The current economic climate is unlikely to improve in the short to medium term. It will be absolutely vital that all money spent on costly infrastructure required for future development is spent so as to maximise benefit. We support the focussing of development on Dundee and Perth where the existing infrastructure could be expanded and improved in the most cost effective manner. The Proposed Plan would maximise the ability to deliver development and transport infrastructure that would have economic benefits to the wider area and would result in development in areas best suited for it.

2.3 Deliverability is a key issue in the current economic climate and we accept that infrastructure is very costly for the largest developments. We have no reason to doubt that the proposed sites included in the Proposed Plan are deliverable within the required timeframe. We believe, for a variety of reasons, including environmental reasons, that it is preferable to focus infrastructure on a small number of large sites rather than for a plethora of smaller sites to be promoted with the risk that a developer might be allowed to develop without the provision of adequate infrastructure due to the much higher proportionate cost.

2.4 The Carse of Gowrie, and in particular the Braes of the Carse, is an area of remarkable natural beauty of which we are proud. It is an area where, particularly north of the A90, villages have by and large retained their original character. They fit well into the existing landscape, many houses fronting directly on to the unclassified single track road network and villages nestled into the valleys or at the foothills of the Braes. These hamlets have a long established sense of place and community and have evolved sympathetically in their rural setting. These are places that have evolved a characteristic form of development that cannot be replicated on a large scale and deserve to be cherished and conserved not expanded to the prejudice of existing and future generations of residents and visitors. Our members consider that this is properly recognised in the spatial strategy of the Proposed Plan.

We feel that the accepted need to develop has been properly balanced with the need to preserve the historic and the natural environment.

2.5 We support the view taken in the Proposed Plan that there is adequate land capacity for growth in the existing Principal Settlements and we support the rejection of the Carse of Gowrie corridor as an area suitable for major development. The danger would be that a vast anonymous development could be created lacking any pivotal points and completely out of keeping with the small communities in the area.

2.6 The Carse of Gowrie is an area of great biodiversity including designated areas on the River Tay. We support the Spatial Strategy in the Proposed Plan in terms of which development is focussed within the Principal Settlements and therefore no need to develop in areas with existing nature conservation interest and which would be contrary to the Biodiversity Action Plan. Due to the wide range of EU/UK and Scottish BAP Priority Habitats and Species found within the Braes of the Carse

the Central Sidlaws Farmland Wildlife Restoration Project was set up in 2008 with funding from the Scottish Rural Development Programme. The aim of this project is to protect, restore and sensitively manage areas of Priority Habitats such as species-rich grassland (including Calcareous Grassland), wetlands, hedges, tree lines and watercourses to benefit species such as the Northern Brown Argus butterfly, otters, water vole, bats and lapwing. There is also an impressive number of Priority Species associated with the agricultural “habitats” of the Braes of the Carse including hare, skylark, tree sparrow, linnet, grey partridge and curlew. The farm buildings on the Carse of Gowrie and the Braes of the Carse are also home to other protected species including barn owls, bats, swifts, swallows and house martins. The historic orchards also add to the outstanding biodiversity resource of the Carse of Gowrie and the Braes of the Carse.

2.7 We further support the spatial strategy as it reduces the contribution to climate change as it reduces the need to travel. Development of the Carse of Gowrie would inevitably increase travel demand as there are limited local services and most residents work and socialise in either Perth or Dundee. There is a limited public transport system and inevitably there would be an increased car use with its detrimental effects on the environment with carbon emissions. The existing roads infrastructure in the Carse, and in particular in the Braes of the Carse area, is totally inadequate for any significant development.

2.8 We consider that locally produced food will be of increasing importance to our future economy. We support the Proposed Plan as it does not countenance significant development of the Carse of Gowrie for housing with the consequent permanent loss of prime agricultural land. To allow development of agricultural land would reduce our ability to provide local produce and would not deliver sustainable development or promote sustainable food security.

2.9 We further support the Proposed Plan in its recognition of the risk of future flooding issues. The Strategic Environmental Assessment indicates that large areas within the Carse are already at medium to high flood risk which would increase with any sea level rise. The land north of the Higher Carse road is steeply rising land and its valleys form the route for the natural water courses that run off into the flood plain. As a result of the topography and soils the flood plain land has significant water run offs and this results in regular flooding. In some areas the existing drainage system and the ancient “Pows” cannot cope with the existing water and consequently there are problems with repeated flooding and serious drainage issues that affect both residential property and agricultural land, inspite of much money spent on maintenance of these systems. As well as risk to any new development our members are concerned that increased water run-off would exacerbate existing problem areas. Members of our Group attended Climate Change panel meetings organised through PKC last year. It is an area of concern for our members. With climate change we are told that rainfall is likely to increase and the Carse therefore has the twin threat of flooding from rising sea levels and increased rainfall. Schemes to protect areas from all types of flooding are costly and, as stated previously, in the current and likely future economic climate optimising investment is key. Money spent to alleviate flood risk in terms of the spatial strategy in the Proposed Plan would maximise its benefit.

3. Green Belt

We support the proposed boundaries of the Green Belt but would wish to engage with the Council to discuss the future inclusion of the Braes of the Carse as a Local Landscape Area.

Our members consider that the Carse of Gowrie and its Braes warrant recognition for their outstanding distinctive characteristics and features. The Tay Landscape Partnership Scheme recognises the value of the area as a whole due to its unique landscape and natural and built features, but this integrated aspect is not given sufficient explicit consideration in the planning process in the assessments of future development in the individual settlements in this area. The Tay Landscape Partnership Scheme has secured substantial funding from the Heritage Lottery Fund and is hoping to progress with Projects such as the restoration of the Historic Orchards found in the Carse of Gowrie and its Braes. Policy EP6: Lunan Valley Catchment Area provides an integrated approach to

development where the Council seeks to protect and enhance the nature conservation and landscape interests of an area of Perthshire. The members would like to see this approach applied to the Braes of the Carse.

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4. Small settlements – boundaries and the Housing in the Countryside Policy (HCP)

4.1 The question of whether small settlements should have boundaries and the terms and application of the Housing in the Countryside Policy (to be included, we understand, as enforceable Supplementary Guidance) are interlinked.

4.2 Whilst our members almost unanimously support the spatial strategy in the Proposed Plan and wish to protect the characteristics and identity of the small villages within the Braes of the Carse they have differing views regarding the most appropriate way to achieve this.

4.3 We understand and accept the reasoning behind the principle of not identifying settlement boundaries for the smallest settlements but are concerned that unless the terms of the current 2009 HCP are incorporated as Supplementary Guidance into the new LDP without any relaxation (and possibly with further strengthening as mentioned later) and are rigorously and consistently applied there is a risk of ongoing creeping expansion of rural “small settlements” and ribbon development outwith any existing “natural” settlement boundary.

It is proposed that there are to be only 3 settlements with boundaries in our area: Rait, Kinnaird and Baledgarno.

4.4 Our local members agree with the proposed settlement boundary for Rait. It provides the village, that has Conservation Status, with a tight boundary that protects its character. It allows for appropriate infill, but precludes any large scale, development.

4.5 We have no comment to make on the proposed settlement boundary for Baledgarno, a village that also has Conservation status.

4.6 Our local members support the slightly extended proposed settlement boundary for Kinnaird. They are happy that it protects the character of the village and protects open space whilst allowing for limited future infill development.

4.7 Kilspindie and Abernaye have existing settlement boundaries in the current LDP but do not have boundaries in the Proposed Plan. Our Kilspindie members appear happy to accept that, due to the size of the village, it will not in future have a settlement boundary but only provided that the HCP is rigorously enforced.

4.8 Most of our Abernaye members are concerned at the proposed loss of their village boundary. This is partly due to the fact that a submission for a fairly large scale development was made (albeit not recommended in the Main Issues Report and not included in the Proposed Plan) on land that lies outwith the existing settlement boundary. The concern amongst some of our members that the removal of a boundary where one previously existed is an open invitation for development and that having a boundary provides them with certainty. If the main driver for whether a settlement has a boundary or not in the new LDP is its size then we suggest that Abernaye would logically be entitled to retain its boundary. Kinnaird and Rait (both having settlement boundaries) have fewer houses than Abernaye which already has 32 houses and existing planning permission for a further 4 or 5 houses at the current farm buildings in the village. The figure of 20 houses had been previously mentioned in the Main Issues Report in relation to the size of settlement that might be classed as “small” and Abernaye has considerably more houses than this. Abernaye also has its own primary school (Rait, Kinnaird and Baledgarno do not) and it has its own Church (Rait and Baledgarno do not.) We would therefore ask you to reconsider the removal of the Abernaye boundary and to

reinstate the existing boundary which allows for future development of a scale appropriate to the village.

4.9 In our area there are several small hamlets with less than 20 houses, for example Ballindean and Westown (and also now Kilspindie), or clusters of houses that are not classed as settlements in the current LDP and that have no boundary in the Proposed Plan. The prime concern of our members in such hamlets is possible failure in the future of the planning authority to enforce the current Housing in the Countryside policy or a future relaxation of the policy resulting in straggling ribbon development and suburbanisation of the countryside.

4.10 With regard to Ballindean, Sites 132 or 133 have not been included in the Proposed Plan and all of our members who do not have an interest in either site fully support their exclusion. The inclusion of either area either as a development site or within a settlement boundary would allow potential development on a scale inappropriate to the character of the existing settlement.

4.11 Our members at Westown (and indeed our membership in general as the proposed development would adversely affect the whole of the Braes of the Carse area) support the exclusion of the sites 805 and 806 at Valleyfield from the Proposed Plan. We are strongly of the opinion that the proposed large scale development at Westown that included proposals for a mart, car auction site, hotel and housing is totally inappropriate to its proposed setting. We consider that it is important to retain the rural nature of the area and that the loss of agricultural land should be avoided if at all possible.

5. Settlement Boundaries

On balance we are therefore happy to support the Council's proposal not to have settlement boundaries for small settlements to avoid arbitrary delineation and to allow case by case assessment of small sites for development, BUT ONLY IF the proposed Housing in the Countryside Supplementary Guidance adopted into the new LDP is legally enforceable and is robustly, consistently and rigorously applied. If there is any doubt over this or the philosophy of the current 2009 Policy is likely to be relaxed in any way due to, for example, economic arguments by developers, we would wish tight settlement boundaries drawn round the existing built areas to prevent spillage of new build properties. These boundaries should allow for limited future infill development to regulate the scale and pace of change within the settlements so that their character and sense of identity is not lost.

The current Housing in the Countryside Policy was unanimously approved by Councillors as recently as 2009 and we feel is generally still fit for purpose. It amended and tightened up the previous 2005 Policy that, with the benefit of hindsight, had allowed inappropriate development to spoil areas of our rural landscape.

6. Supplementary Guidance

There are, however, a few additional points that we would wish considered and perhaps incorporated into the new Supplementary Guidance.

6.1 (a) Our members would wish the status of our historic heritage orchards to be properly recognised within the planning process. There is evidence of a current disregard of their importance shown by potential developers of sites. For example, we were disappointed to note the statement (P22 of representation 0926) that part of Site 132 in Ballindean is located to the south west of "an existing copse of trees, formerly an orchard, but no longer recognised as such." The Wester Ballindean Orchard has historic value and importance and contains some extremely rare varieties of pear. In the Historic Orchards of the Carse of Gowrie Survey Report by Dr Crispin Hayes it is recognised as "one of nine orchards in the premier league of what remains in the Carse". As such it is of significant interest to the Historic Orchard Forum and projects being undertaken as part of the Heritage Lottery funded Tay Landscape Partnership Scheme. These orchards are an important part of the local heritage and are also of considerable biodiversity value. Owners of orchards should be prevented

from following a strategy of “planned dereliction” in the hope of securing permission for the erection of houses. Formal recognition of designated heritage orchards in the planning process would assist in preventing their further decline.

(b) Our members support Policy NE2B where a tree survey will be required to accompany all planning applications in order to ensure that the landscape of the area and significant trees are protected. However, the members would like to see the policy tightened to prevent the removal of trees, prior to the submission of a planning application, as has occurred on the Carse of Gowrie, where the developers deliberately remove any obstacle that may limit the amount of development that can be fitted onto a site. The Policy should be amended to make it clear that this deliberate removal of trees will not be tolerated and that additional planting will be required to compensate.

6.2 We would like to see the 2009 HCP clearly state that conversion of steadings into housing should be limited to vernacular/traditional stone and slate steadings only and that also they are genuinely redundant for agricultural purposes (i.e. they are no longer suitable for modern agriculture in terms of their relatively small traditional dimensions) and that relatively modern purpose built sheds are excluded from conversion/removal/replacement with housing. The push by developers to purchase relatively modern farm sheds for development is putting pressure on the future sustainability of agriculture in Perthshire as farming businesses cannot compete with the monetary value offered by developers for the opportunity of replacing a perfectly suitable agricultural shed with numerous houses. The potential for this pressure could be excluded if the purchase of actively used farm buildings with a view to leaving them unused and thus “redundant” no longer qualified the building as “redundant” i.e. “constructive redundancy” would not be permitted. More requires to be done to ensure that farm buildings can be retained for agricultural use or utilised for other employment uses as opposed to housing.

6.3 We do not consider that the HCP should be relaxed in respect of the conversion of redundant buildings. Developers may argue that the current policy lacks understanding of the requirement for new build to crosssubsidise the conversion element. We however support the restriction of a maximum of 25% of the total units or floor area comprising new build or rebuilt development which prevents developers overdeveloping sites. Developers naturally seek to maximise profit and their economic arguments should not be allowed to override other policy and environmental considerations to the detriment of local people and landscape.

6.4 There seems to be some ambiguity in respect of the application of the policy in respect of Brownfield Land. We consider that the policy, particularly with regard to small scale development and the maximum number of houses being 5, should apply whether the site is within or outwith a settlement boundary. This would make having or not having a settlement boundary of less importance. This would clarify the situation as we feel that the policy should apply to all Brownfield land in rural areas.

6.5 We particularly support the wording in the sections regarding Building Groups and Infill Sites that “proposals in any location which contribute towards ribbon development will not be supported nor will proposals which would result in the extension of a settlement boundary.”

7. The Natural Environment and Biodiversity

7.1 Our members fully support the aims of Policy NE3: Biodiversity, which commit the Council to “protect and enhance all wild life and wildlife habitats”. Specifically, the LDP identifies four obligations on developers, based on criteria and principles identified in the Tayside Biodiversity

Partnership Planning Manual. However, the wording in this section does not demonstrate a firm policy and commitment to apply these principles. For example, it states only that “developers *may* be required ... [to follow the requirements 9a) – (d) as detailed in the Tayside Biodiversity Partnership Planning Manual. As the BCCG argued in its consultation response to the PKCMI R (10.02.2011), Supplementary Guidance on biodiversity is not robust enough to ensure that the LDP delivers the admirable objectives outlined in Policy NE3. Clear policies (rather than guidance) are needed to ensure this aspect is fully taken into account and incorporated. Guidance alone will not be robust enough to deliver the objectives outlined by PKC.

7.2 As with Policy NE2B relating to Forestry Woodland and Trees, Policy NE3 relating to Biodiversity should state that a survey of all protected species and all habitats should be submitted with all applications for Planning Permission. This is essential as protected species are found across all areas of Perthshire, many on farmland (such as skylark, tree sparrow, lapwing, linnet) and buildings (bats, barn owls, swifts, swallows etc) as well as the priority/protected species associated with habitats such as hedges, woodlands, wetlands, moorland and grasslands (spotted flycatcher, bullfinch, reed bunting, song thrush, black grouse, red squirrel etc). Any proposed development is likely to impact upon wildlife and as such the precautionary principle should be adopted, if not the Council will not be able to meet its policies laid out under Policy NE3. Policies relating to Environment and Conservation (NE1), National Designations (NE1B), Local Designations (NE1C) and European Protected Species (NE1D) all affect Biodiversity. With the exception of Local Designations, legal protection commits the Council to apply these policies, and affords protection to such sites. However, EU/UK/Scottish BAP Priority species and habitats are widespread in Perthshire but rather few sites of Local Nature Conservation or geological interest have been identified. If PKC does not have the relevant information, it will not be possible to determine when an ecological survey is required, as often the impact of a development is not apparent until surveys have been undertaken.

7.3 If Policy NE3 is to be achieved by PKC, there needs to be a method of ensuring that mitigation is enforceable and also that it has to be continued in the long term. There are reports of mitigation not being carried out at all or that after a short while mitigation features such as bat boxes or swift holes are dismantled/blocked. Additional resources would require to be allocated to the enforcement department of PKC.

7.4 The Braes of the Carse is unusual in that it is one area of Perthshire where badgers have been increasing. Perthshire as a whole has an extremely small population of badgers in comparison to other parts of Scotland in spite of having excellent habitat. Badgers are extremely sensitive to disturbance near their setts and foraging areas, and due to their faithfulness to their movement corridors they are very vulnerable to being killed on the roads. Although badgers and their habitats are protected by the Protection of Badgers Act 1992, developments and increased traffic can have a significant impact on badgers and therefore the members are pleased to support the proposed Spatial Strategy directing development away from the Braes of the Carse.

Yours faithfully

Marilyn Webb
Secretary

NAME; MRS MOIRA BRADY

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REPRESENTATION FORM PERTH & KINROSS LOCAL DEVELOPMENT PLAN

REPRESENTATION IS BEING MADE ON BEHALF OF:

SITE REF. H46 refers - Chapter 7 Page No. 207 Para. No. 1

I do not Support the Plan and wish to see a change as outlined below:

CHANGE: I wish Site H46 to be deleted from the Plan and would suggest that the proposed number of houses for this area be re-located within the old High School site and the old Medical Centre.

MY REASON FOR REQUESTING A CHANGE:

VISUAL APPEAL: The area H46 runs from Springfield Road behind the Wimpey and G.S. Brown residential estates to Gallowhill Road. The land is currently designated arable farming land and continues to be cultivated annually by a local farmer. It runs parallel, and in immediate proximity, to the main M90 motorway linking Edinburgh to Dundee and Aberdeen. Many visitors to Scotland travel this route, which in the main, from the Forth Bridge northwards, affords attractive scenery of green fields and rolling hills, very pleasing to visitors' eyes. However Perth and Kinross Council's proposed plan to build 125 residential units on this stretch of arable land will immediately detract from the scenic approach into Kinross and destroy any appeal to encourage visitors to come into Kinross and enjoy our services. Kinross has much need to stimulate trade and growth and, as it is situated in an area of natural beauty and steeped in history, it should be able to offer an enjoyable stay to visitors and be party to the "Promote Scotland" campaign.

This area of arable land is currently overlooked from Gallowhill Caravan Park, which receives many visitors during the summer season. No doubt most of the visitors come to escape from life in heavily developed residential areas and to enjoy what we in Kinross currently give – lovely open countryside and hills. I

doubt if they will be attracted to looking onto yet another housing development as proposed in PKC's local plan. We should be encouraging their continuous return to the area by offering more attractions on the west side of Kinross. The area H46 would make a great small woodland, which would attract small wild life, insect breeding, wild flower growth and encourage birds to remain in the area. The current hard core pathway formed along the old railway line could offer access into this woodland for the many people who presently enjoy walking this route, the elderly, young parents and small children to numerous dog walkers. This leisure pursuit is taking people away from T.Vs., computers and game counsels out into a more active healthy lifestyle. Often people walking this route will tell you that they come out to break the loneliness of their life and love the open aspect of the area. .

You state Kinross needs housing, but surely not at the expense of destroying arable land in an area much enjoyed by people both residents and visitors. I have no doubt there are areas of Kinross which offer an opportunity for housing development. The old high school, Council Offices and the former Medical Centre all have available services and are surely more suited to residential needs. I urge you to re-consider your plan and not to destroy the assets of Kinross!

ROAD SAFETY FACTORS; Another major concern regarding the proposed Development is the intention to run an access road off the already very congested and hazardous corner of Springfield Road through the much loved and well used Davies Park. This Park is not just a small swingpark for young children but offers a great green belt for young football lovers and all ball game pursuits. It is important that children are given the opportunity to be involved in healthy activity of this nature. Any re-location of Davies Park could not possibly offer a replacement for this leisure facility.

Traffic at this corner of Kinross is extremely heavy at peak periods heading to and from the motorway. It is almost impossible to cross the road at this point, particularly if you are on the older side of life, and for young mothers pushing a pram with a toddler or two hanging on it is a nightmare getting across to and from schools or the supermarket. It is not practical to think of an alternative access within the Wimpey Estate, which is currently overcrowded with parked cars on the main thoroughfare and the cul-de-sacs off Sutherland Drive are all

very narrow and again congested with parked residents' cars. The estate is a designated "open plan" housing development offering little to no protection from young children dashing out between parked cars onto a very busy road.

INFRASTRUCTURE: The current infrastructure is not capable of supporting the additional developments proposed in the Plan. At the moment to get a doctor's appointment you can wait anything from 4 days to 2 weeks. An NHS Dentist is impossible. The current Primary School has almost reached capacity and the new High School is filling up quite readily. No doubt you will state the infrastructure will be improved in time but meanwhile the over stretched system will become even more loaded causing all types of problems, flooding and health to be considered. I do feel it is important that the factors stated are taken into consideration.

Please acknowledge receipt of this Representation Letter - REF: MB/1Thompl/2012. Thank you.

MOIRA BRADY

From: [REDACTED]
Sent: 06 April 2012 09:17
To: TES Development Plan - Generic Email Account
Subject: Representation Site H46

Follow Up Flag: Follow up
Flag Status: Green

This e-mail is sent for the attention of Peter Marshall and Brenda Murray

Sir/Madam - I write re. the proposal to develop 125 housing units at the above site as shown on the LDP> I wish to add a very important statement to my earlier Representation. The Developers Wallaceland attended a Kinross Community Council Meeting on Wednesday evening and produced a re-configured plan for access from Springfield Road into this site. This new access is even more dangerous than their first proposal and would split the Davies Park from the hardcore pathway leading to and from the west side of the Wimpey and G.S. Brown estate to the Park. Making hazardous extremely dangerous across what would become a very busy through Road leading to and from the motorway. The residents of this area were most concerned about the initial proposal but this new configuration is making us more and more anxious about our children and our own safety as we walk to and from this much used and loved Davies Park. I wish PKC Planning Authority to recognise that it is not practical to seek a roadway into this proposed development and this has been clearly shown by the actions of local residents towards the LDP and Site H46. I now urge you please to hear our voice. Thank you Yours Moira Brady

From: [REDACTED]
Sent: 06 April 2012 13:43
To: TES Development Plan - Generic Email Account
Subject: Fw: Fwd: Kinross

Follow Up Flag: Follow up
Flag Status: Purple

For the attention of Peter Marshall and Brenda Murray - I am forwarding this e-mail received today as I feel it is a viable point in relation to the Representations regarding LDP Site H46. Please acknowledge receipt. Thanks

>----Ori

>From: [REDACTED]
>Date: 06/04/2012 11:
56

>

>Subj: Fwd: Kinross

>
>email from Fi which outlines her
observations.

>Joan

>

>----- Forwarded message -----

>From: Fi
K

>Subject:

Re: Ki

>To: [REDACTED]

>

>

> Interesting
that Wallace land feel misrepresented.

>

>However, he's factually incorrect.

The existing "access road" as he calls

>it is actually rarely used and carries

no traffic (I'd think the likelihood

>is possibly 1 car every few days dropping

a child off). So he tries to

>imply that the road is simply being upgraded. But

in fact, the proposed

>road is A CHANGE OF USE; FROM: a non-traffic bearing

tarmac pathway to The

>park

>TO: a permanent, widened, traffic-bearing road for

access to 125 car-owning

>houses.

>

>Nobody can disagree that this is a

SIGNIFICANT change and brings additional

>traffic right beside the children,

which is not currently the case.

>

>Only someone unfamiliar with the area would

make such a confusion. Wallace

>Land clearly think the access road is currently

used by traffic. Shows how

>out of touch they are.

>

>On top of which there are
 >the other, numerous concerns about road safety
 >and the point of access.
 >

>Fiona

>
 >
 >

>[REDACTED]

>O rnwall

>[REDACTED]

> Any thoughts????

>----- Forwarded

m

>[REDACTED]

>Date: Fri, Apr 6, 2012 at 9:07 AM

>Subject: Fw: Kinross

>To: david west

>[REDACTED]

>

>
 >
 >

>>----

Original

>>From: [REDACTED]

>>Date: 06/04/2012

>8:

54

>>To: [REDACTED]

>>Subj:

>Kinross

>>

>>

>>Dear Ms Brady please see a letter sent to the Courier in
 >response

>to the article in that paper on 5th April. We would be grateful if
 >this

>could

>maybe be circulated to members of the Action Group to clarify some
 >issues.

>>

>>I

>>know that you have also spoken with Jason regarding this and am
 >wondering

>if it

>would be possible to meet with the Action Group so we can try
 >and address

>some

>of the issues arising from this?

>>

>>Yours with thanks

>>

>>Alex

>>

>>

>>Dear Sir

>>

>

>>I noticed with some interest your article

"Action group fighting to protect
 >Kinross park" (5th April).
 >>
 >>The Action
 Group is fighting to prevent the
 >construction of a road through Davis Park, an
 emotive issue and a worthy
 >cause
 >indeed. However, as the developer, it has
 never been our intention to
 >construct
 >a new road through the park, but to
 upgrade the existing access road. In
 >addition we are looking at enhancing play
 equipment in the park, which will
 >be
 >of considerable benefit to the local
 community, as well as providing an
 >additional park in our proposed residential
 development, which will
 >accessible
 >to local residents to use.
 >>
 >>It is our
 intention to develop 125 much needed
 >family houses on a site adjacent to the
 park. Kinrosshire requires the
 >delivery
 >of 70 houses a year in order to
 address forecast demand, and our development
 >will go some way to assisting
 with this. This would be serviced by a single
 >access, and while we recognize
 the concerns of local residents over the
 >potential impact, this will be
 constructed in compliance with the highest
 >health and safety standards.
 >>
 >>I
 am glad to have this opportunity to put the
 >local communities mind at rest on
 this issue and we look forward to meeting
 >with them to address any concerns
 they may have.
 >>
 >>Yours faithfully
 >>
 >>
 >>Jason
 >Wallace
 >>Wallace Land
 >>18
 , Edinburgh EH1 3LH
 [REDACTED]
 >>
 >>
 >>
 >>
 >>Alex Orr
 >>Managing Director
 >>Orbit Communications
 >>Belgrave
 >Business Centre |
 Frederick Street | [REDACTED]
 [REDACTED]
 >>

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	Lidl UK GmbH
Address and Postcode	C/O GL Hearn 16 Gordon Street Glasgow G13 1SG
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.	Policy ED1A	or
Site ref.	Land at Riggs Road, Perth	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

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

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

Please refer to attached submission.

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

Please refer to attached submission.

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

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

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



GL Hearn Limited
16 Gordon Street
Glasgow G1 3PT

Our ref: GL2/AB/Perth - Lidl

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

2nd April 2012

Dear Sirs,

**Perth Local Development Plan – Proposed Plan Response on Behalf of Lidl GmbH –
Land at Riggs Road, Perth**

The following submission is made on behalf of our client Lidl GmbH in response to the proposed Perth Local Development Plan, specifically in relation to land at Riggs Road, Perth.

The site in question is identified on the attached plan and comprises 1.6 acres (0.65 ha) of non-operational land which lies to the rear of the existing Lidl foodstore on Riggs Road and is controlled by our clients. The land at Riggs Road comprises an area of vacant brownfield land which is located approximately 320 metres to the west of Perth City Centre as defined in the proposed Local Development Plan (LDP) and approximately 700 metres from the core retail area of the City Centre. The site lies in an area which has a mixed character and is home to a number of different uses, including retail, residential, office and community uses. The site is bound to the north by the rear of existing office premises on Whitefriars Street while the eastern boundary is formed by office pavilions that are accessed from Whitefriars Crescent. To the south of the site lies the existing Lidl foodstore and car park while the western boundary of the site is formed by Riggs Road, beyond which are a number of residential properties and The Mustard Seed Christian Outreach Centre.

In terms of existing planning policy, the adopted Perth Area Local Plan (March 1996) identifies the site as forming part of a 'Business Area' where Policy 48 of the Local Plan is applicable. This policy offers support for uses that fall within Classes 4 and 6 of the 1997 Use Classes Order and specifies that retail uses, except for the sale of motor vehicles will not be in accordance with the Local Plan.

In terms of emerging policy, we have reviewed the proposed LDP and note that it identifies the Riggs Road site as forming part of a wider employment allocation where Policy ED1A establishes that areas identified for employment should be retained for such uses and within these areas any proposed development must be compatible with surrounding land uses and the following four criteria:

- (a) Proposals should not detract from the amenity of adjoining, especially residential, areas.
- (b) The local road network should be suitable for traffic generated by the proposals.
- (c) There should be good walking, cycling and public transport links to new employment generating uses.

- (d) Proposals for retail uses in employment areas will not generally be acceptable unless they are ancillary to an acceptable use on the site.

It is apparent that the emerging policy allocation generally reflects the existing allocation in the adopted Local Plan by only offering support for employment generating uses on the site.

As noted above, despite the site benefitting from being in close proximity to Perth City Centre and surrounded by a diverse mix of uses, the Riggs Road site has been vacant for a considerable period of time. Moreover, the existing employment allocation has been in place for 16 years and in this time the site has never come forward for development, suggesting that the existing allocation is not an effective one.

As site owners, Lidl have, for some time, been seeking to secure interest in the land at Riggs Road for uses that are compliant with the existing policy allocation and which would make a positive contribution to the site, bearing in mind that the site lies opposite existing residential properties and an operational foodstore.

Various attempts have been made by our client to secure interest in the site and in January 2006, Lidl appointed Nick Farrell & Co to market the land at Riggs Road as a development opportunity. Since 2006 the site has been actively marketed, with a sales board erected on site and advertisements placed in national property publications, including the Estates Gazette. However, despite the efforts of the marketing campaign it has failed to elicit any interest for uses that are compliant with the existing policy allocation. However, the marketing campaign has secured some interest from non employment uses, including interest from residential and quasi residential uses, including care homes and retirement accommodation providers.

Taking these matters into account we consider that the existing policy allocation is ineffective and should be amended to offer support for a wider range of land uses. The existing and draft policy framework establishes an overly restrictive position in terms of the land uses and they do not fully acknowledge the mixed character of the area or its context as a site that lies within comfortable walking distance of Perth City Centre.

In terms of considering an appropriate alternative allocation, we note that Policy ED1B of the draft LDP relates to areas identified as 'mixed use' where the draft plan offers support for a flexible range of uses including housing, offices, light industry, surgeries and leisure uses, provided they are compatible with the amenity of adjoining uses and meet the aforementioned criteria specified in Policy ED1A.

As the land at Riggs Road lies in close proximity to retail, residential, office and community uses, we contend that it is located within a mixed use area and a more flexible policy allocation would be appropriate. To this end it is suggested that an allocation under Policy ED1B would be a good fit for the site, broadening the range of acceptable uses and reflecting the character of the locale. Moreover, this approach would retain support for the uses identified through the existing policy framework but would allow for other uses to be considered with the Council retaining control over the acceptability of proposed land uses through the criteria set out in Policy ED1.

We consider that this approach is compliant with national policy set out in Scottish Planning Policy which establishes that the supply of marketable economic development sites should be regularly reviewed and where identified sites are no longer considered appropriate or marketable, they should be reallocated for another use through the development plan. Despite having been allocated for 16 years, we are not aware of Perth and Kinross Council having undertaken any review to establish whether the proposed Riggs Road allocation can be justified, particularly in light of its failure to come forward for development and taking into

account the marketing exercise undertaken by Lidl which has demonstrated that there is no market demand for the uses supported by the existing policy framework.

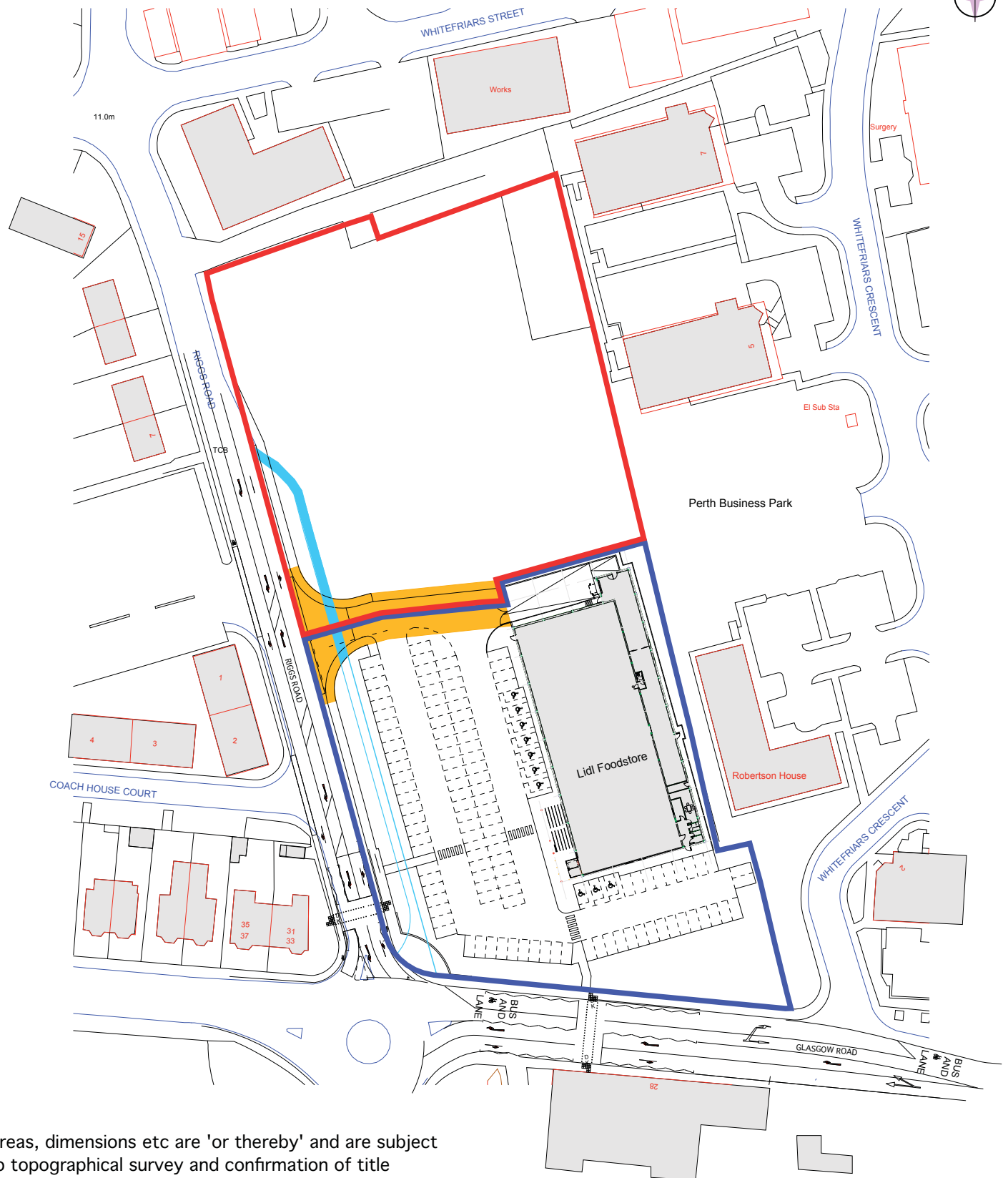
Since acquiring the site in 2005, Lidl have made all reasonable attempts to secure interest in the Riggs Road site for employment uses. The land at Riggs Road has been allocated for employment use for the last 16 years despite the UK economy having enjoyed a period of sustained economic growth during this period, the land at Riggs Road has never come forward for development. With this in mind and taking into account the recent marketing campaign and the mixed character of the Riggs Road area, we consider that the allocation of the site should be amended. We believe that an allocation under Policy ED1B of the draft LDP would be appropriate as such an allocation would offer flexibility in terms of appropriate land uses and would better reflect the site's context. We consider that such an allocation would also ensure that the site is better placed to come forward for development over the forthcoming plan period, allowing it to contribute towards the LDPs key objective of promoting a flourishing and diverse local economy.

Overall our clients are committed to assisting Perth & Kinross Council through the preparation of the new Local Development Plan and we hope that officers are able to respond positively to this approach by supporting the revised allocation of the land at Riggs Road. We trust that our submission is in order and meets with your requirements. However, should you require anything further or wish to discuss any of the matters raised please do not hesitate to contact me.

Yours sincerely

Graeme Laing
Planning Director





Areas, dimensions etc are 'or thereby' and are subject to topographical survey and confirmation of title

Project Riggs Road, Perth		Title Disposal Plan		
Client Lidl GmbH UK		Project No. G1434	Dwg No. TP101	Revision D
Drawn PJM	Date 13-03-07	SMITH DESIGN ASSOCIATES CHARTERED ARCHITECTS 16 LYNEDOCHE CRESCENT GLASGOW G3 6EQ		
Checked	Scale 1:1250			

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

Name	Robert and Eileen Burnett
Address and Postcode	11 Torridon Place Kinross KY13 8BP
Telephone no.	
Email address	

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

2. Which document are you making a representation on?

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

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

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

Policy ref.	<input type="text"/>	or
Site ref.	H46	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 object to the proposed development H46 as follows:
Houses built on H46 would be detrimental to the area. Previous building plans should be developed
Traffic congestion on already busy roads especially junction Springfield Road/Station Road
Loss of childrens playpark ie Davis Park
Increased noise from construction along with an already very busy noisy section of motorway area.
Added difficulties in currently busy medical and dental surgeries

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

Save a copy

Print

Submit

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

Name	L J Laird
Address and Postcode	Holly House Tomaknock, Crieff PH7 3QH
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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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.	H57	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

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

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

The change I would like to see is the removal of the proposed residential development of 60 units within the 5.6 hectare site referenced H57 from the LDP.

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

Although I do not object to further development in the Crieff area, I have several reasons for requesting this change:

1. There is existing planning approval for 4 dwellinghouses that is in keeping with a small rural development suitable to the area (planning ref. 09/01850/FLL). However, the proposal at H57, which has a prominent position on the east of the town, looks like ribbon development which seems unnecessary when there are still suitable sites within the general circle of Crieff.

2. The south of Crieff has already been identified in the Strathearn Area Spatial Strategy as the most suitable direction to grow the settlement and provide long-term housing. The site at H57 is not suitable for the scale of development being proposed for the following reasons:

a) There are already difficulties with the sewage infrastructure at Inchbrakie which has to be pumped uphill in order to link to the main sewers. Further development may compound these issues.

b) The proposed development would add to the existing traffic congestion along Dolerie Terrace and into the town centre.

c) The area around the site at H57 is a stronghold for many threatened species of bird life including yellow hammers, woodpeckers, siskins and wrens. Development on the scale proposed could further endanger these and other species in the area.

3. As already identified in the proposed Local Development Plan, the Broich Road area provides much easier access to schools, employment, shopping and healthcare facilities. Furthermore, that area has easier access to trunk roads and railway connections without adding to the congestion in Crieff town centre.

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

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

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

Name	Simon Barnes
Address and Postcode	Holly House Tomaknock, Crieff PH7 3QH
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

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

Name	CHRIS LAMONT
Address and Postcode	LINDENMOOR VIEW, THE GREEN, BURRELTON PH13 9NU
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

2. Which document are you making a representation on?

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

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

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

Policy ref.	<input type="text"/>	or			
Site ref.	H16 & H17	or			
Chapter	5	Page no.	99-100	Paragraph no.	5.11

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

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

I feel that the proposed development of 120 houses within Burrelton/Woodside is far too large and will have an extremely negative impact upon the local infrastructure

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

Within the last year Burrelton/Woodside has had a new development of 'affordable houses' built on the edge of the village. This has already proved to be problematic with an increase in graffiti, vandalism and anti-social behaviour evident. As a small village this impact has been very apparent.

The proposed development of 120 houses will cause significant concerns and problems for the local residents due to a significant increase in population, strain on local infrastructure and increased congestion within the village which already has a vast volume of traffic, including heavy goods vehicles, travelling through it on a daily basis.

I do not support the proposed plan within the area and would request that this be reviewed

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

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

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

To the Local Development Plan Team

Perth & Kinross Council

I would be grateful if you could take into account the following observations on the proposals in the latest version of the proposed Development Plan

Cross Tay Link Road (CTLR)

Whilst being pleased that the proposed route E has now been rejected, I have a major concern about the impact of the new road, Option C, where it crosses the railway line and the River Tay. The nature of the terrain in that location is such that it is difficult to see how the railway line and the river could be crossed there without the construction of a bridge or bridges of such considerable height as to be enormously intrusive on the visual quality of the river corridor – a zone of sufficient importance for its attractive character as to have been previously designated appropriately and much used for quiet recreational purposes. I suggest that there needs to be a re-think of the precise line of the road so as to minimise the potential damage.

The Green Belt proposals

I am very unhappy about aspects of the proposals for the green belt in the area immediately south of Luncarty.

I am aware that the current designation of most of the land adjoining the River Tay here is that it has 'Great Landscape Value' and that it was proposed to be within the green belt in the Draft Perth Local Plan in 2004. I recognize that the proposed housing site H27 will inevitably require changes in the green belt boundary, but it seems to me to be essential that the green belt boundary should immediately abut the boundary of the new housing development, wherever the latter line should eventually be drawn, so that no development of any kind should be permitted to take place between this housing zone and the river. I also believe that, for the same reason, the zone within the proposed H27 site, which forms a belt along its eastern side adjacent to the river and which is intended for 'landscaping', should be included in the green belt.

H27 Luncarty Housing Site

I am most dissatisfied with the way in which the figures indicating the potential number of houses for this site are presented. It requires a careful reading of the documentation to discover that, as has been agreed by one of your officers in discussion, the number may eventually rise to 500. I suggest that it is somewhat improper that this is not clearly stated from the outset.

I do not know, nor can I see evidence of what plans are being made to provide the additional support facilities for the local community that will inevitably result from such a large population increase.

I am firmly of the view that the size of this site is unreasonably large in relation to that of the existing village and that it should not include the zone of land between the minor road to Hatton and the somewhat arbitrary boundary, as most recently drawn, approximately where there is a line of pylons.

I also have a major concern about the road access to the new housing site. The Plan indicates that a linking access road may be constructed to connect it with the 'new' A9 junction. When pressed for an explanation, one of your officers accepted that this phrase is ambiguous and that the 'new' junction might alternatively be adjacent to the railway bridge at Luncarty or the junction of the Option C road with the A9. I cannot say whether such vagueness arises from simple incompetence or wilful obfuscation. Whichever is the case, I suggest that it would be wholly unreasonable for a new road to be built to run all the way from the Option C road to form a direct connection with the Luncarty housing site – a distance of at least half a mile and through the green belt.

John Andrews

1 Maxtone Court, Luncarty, Perth PH1 3FF

Tel. [REDACTED]

From: Jacqui & Brian Newton [REDACTED]
Sent: 30 March 2012 21:38
To: TES Development Plan - Generic Email Account
Subject: Draft Action Programme
Follow Up Flag: Follow up
Flag Status: Green

Hello Team,

I'm writing in support of the Proposed Land Development Plan, in particular, the green belt boundary adjacent to our home in Fernhill Road.

We have lived in this property for ten years and delight in the wealth of wild-life in this area. A family of deer live in and around this field and are in the daily habit of feeding on the trees and grass.

They even travel into our road and eat our delicious garden plants.

We've recently witnessed the birth of a fawn in that very field, with twins being born in 2003.

We also have a fox which can be seen daily, walking the same route across the field at around 6pm. Hawks circle above and can be seen hunting and nesting around the field. Owls can be heard hooting during the night.

For these reasons I am delighted to support the proposal for this area to be designated as "green belt".

Mrs Jacqueline Newton
22 Fernhill Road,
Kinnoull
Perth PH2 7BE

From: james sinclair [REDACTED]
Sent: 30 March 2012 18:20
To: TES Development Plan - Generic Email Account
Subject: Proposal for development at South Longforgan
Follow Up Flag: Follow up
Flag Status: Green

Comments from Mr & Mrs J.A. Sinclair
2 Eastbank Steadings
Longforgan

This is a representation to give notice of our objection to the proposal
at site reference H6, application 08/01889/IPM for the following reasons :

1. The character of the village will be diminished.
2. Road traffic generated exceeds the capacity of the roads
(I am a civil and structural engineer)
The service roads already provided in the Westbank development are undersized
for the vehicles serving the Wilkie building. I have raised this before in terms of
turning circle and non compliance with PKC Road Standards. I have expressed concern
over the politics of this further development. No satisfactory answer was ever given
as to why an narrow access road was deemed suitable for articulated potato vehicles.
Station Road is unsuitable for a high volume of traffic by the proposed facilities
which have never been sought by local residents. Unwanted features such as a a football pitch, skate
park etc conceal the real purpose which is to create a large housing estate to the south
of Longforgan.
3. Environmental concern as the heavy clay ground is not receptive to collective drainage
from 75 units. SEPA will have an interest in these matters

We wish you to put on record our objection to this application.

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	Mr L. G. Banks
Address and Postcode	3 Laggan Road Crieff PH74LQ
Telephone no.	
Email address	

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

2. Which document are you making a representation on?

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

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

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

Policy ref.	<input type="text" value="Proposed Local Development Plan"/>	or			
Site ref.	<input type="text" value="H 55, Laggan Road Crieff"/>	or			
Chapter	<input type="text"/>	Page no.	<input type="text"/>	Paragraph no.	<input type="text"/>

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

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

I would like to see this local development plan abandoned.

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

I do not support this development plan for site reference H55 in any shape or form for the following reasons.

- 1) There is already a developer building houses adjacent to this site (Oakbank Homes) who still has space for at least 40 more houses.
- 2) Laggan Road is already overloaded at certain times of the day, so another 40 + 50 houses feeding into Laggan Road will only make things worse.
- 3) The direct access routes to the town centre, also towards Perth and towards Stirling is from Laggan Road onto Turretbank Road then across the single lane Turret river bridge and past Taylor Park, we then have another single lane road section at Park Manor, from there we can continue up Milnab Street through another single lane width at Milnab Terrace junction and onto the worst road junction in Perthshire where Milnab Street meets the main road at Burrell Street or we can continue along Sauchie Road and across the old narrow railway bridge. None of these routes are able to take any increase in traffic and with the best will in the world nobody is going to be persuaded to go out onto the A85 to come back into Crieff.
- 4) Tourism is the main business in Crieff, Laggan Road leads onto the main walking, cycling, horse riding and fishing amenities in this area more houses and a building site lasting several years can only but help destroy this most beautiful place.

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

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

Save a copy

Print

Submit

From: Tom Traynor [REDACTED]
Sent: 01 April 2012 21:24
To: TES Development Plan - Generic Email Account
Subject: Proposed development plan reference H46

Follow Up Flag: Follow up
Flag Status: Green

I live at 6 Renton Drive Kinross Kyl3 8fn, and have done so for the past 15 years. I strongly object to this proposal on a number of grounds |

:-

A

1 - a development has already been started approx 2 years past at the park and ride area of the town and this ground to a halt very quickly with only a small number of properties sold. And the undeveloped land is an eye sore to our beautiful little town. Will this proposal be another eye sore and un completed building site for another number of years.

2. If there is an need for more housing then the site of the old high school I consider would be more appropriate as any housing should be within the town not spoiling the countryside look of our town.

3. If the end for this housing come from the social end of demand rather than the private family then surely it is more appropriate to build these properties with a reasonable distance of Perth . The cost of public transport to Perth would be beyond my means on a daily basis and I have no doubt these factors would be taken into account by any family wishing to find new council provided properties. If however the other argument is the arises for commuters to Edinburgh then surely the duloch area developments are still not by any means complete and would provide the desired quantity of new houses required.

4 we have just been provided by a fantastic public footpath running from fallow hill road down to sainsburys at I would consider not a small amount of cost. The possible use of the various culdesacs as a means of gaining road entry would cut across this well used foot path and increase a risk to those families living in any of the possible entrance sites. The use of gallon hill road would also increase risk to families and children walking to our new community campus. The bend a the town end of Gallow hill road is already dangerous with little traffic this would become a major danger area with the probable increase in traffic if access is to be made from this end. The other alternative route into the proposed development would be from the Davis park end of the town. This a well used amenity with family's with young children which would either be lost because it would no longer be there or a busy road would wind its way along side or through the park which is not acceptable. The Scottish government wish for children to be more active physically taking away the small park area which in addition to the very young kids is also used by the Older children for football where will these kids have to go for a kick about. Indeed if the development went ahead what would there be for the children of the families of the new families. Are you proposing they take their ball and go play on the busy motorway !!!!! Great idea

If as your possible plan suggests a possible increase of 700 new homes was this built into the figures of the new community campus school or doctors surgery . A true vision of building for the future I don't think so. What happened to the plan of building all these hundred of properties on the site of bridge of earn yes it's started but how long has it taken to get the small quantity that has been put up, go finish that plan off first, or do the planners need a vast number of proposed projects to justify their jobs.

I would support the proposal of putting an alternative green park allotments something that would encourage people to come and visit Kinross as a tourist destination and put some needed money into the local community and business. Our local high street is hardly an attraction that would bring people to our little town. Go look and see what has been done in Peebles to encourage local retailers restaurants etc is a great high street area, our is an embarrassment. And you want to add more families into the town providing them what...

Mr Tom Traynor [REDACTED]

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

Name	Alison Jane Cuthbert
Address and Postcode	15 Sutherland Drive, Kinross KY13 8BJ
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:

N/A

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

Policy ref.	N/A	or			
Site ref.	H46	or			
Chapter	7	Page no.	207	Paragraph no.	1

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

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

I would like to see the plan to build houses on site H46 abandoned.

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

I object to the plan to build houses on the site H46 because it is a valuable open space which allows people to walk along the path along the line of the old railway and have a fine open view to the Ochil Hills. I do not wish to see this open space and view replaced by houses.

I object to the plan to use part of Davies Park as an access road as this is a valuable amenity for children in the locality. There are already notices on the open spaces between the above path and Sutherland Drive banning the playing of ball games. This ban also applies to the large open space to the east of Sutherland Drive and to the north of Seaforth Place. What alternative space can be provided?

To have an access road in the vicinity of Davies Park, either on Springfield Road or Station Road, to support the proposed number of houses, would lead to a considerable addition to the level of traffic at what is already a very busy junction. I am sure this would contribute to safety issues.

Site H46 is widely used by dogwalkers. When the area is ploughed, as it is at present, many dogwalkers use the public spaces on either side of the path along the line of the old railway line to exercise their dogs and this leads to increased dogfouling problems. If site H46 is developed, this problem will be exacerbated.

I am not convinced that the infrastructure in Kinross can handle the additional population which the development of site H46 would bring. Parking in the town is already problematic and the space to expand the carpark at Sainsburys is limited.

Most of all, I think that a housing development so close to the M90 motorway will not provide a desirable environment in which to live. Simply put, I really think it is a silly place to build houses.

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

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

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

Name	Charles Alexander Cuthbert
Address and Postcode	15 Sutherland Drive, Kinross KY13 8BJ
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:

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

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

George Aitken B.E.M.
11 Tummel Place
Kinross
KY13 8YT


Planning and Regeneration
David Littlejohn
Pullar House
35 Kinnoull Street
Perth
PH1 5GD

RECEIVED

02 APR 2012

27.03.2012

Reference: Proposed Local Development Plan H46.

Dear Sir,

Notice of objection of proposed plan for residential development of 125 units at H46, Kinross.

My objections to planning permission for this project are first of all access to the site whether it is from Springfield Road or any of the col-de-sac's, this would cause traffic congestion, to already busy and narrow roads and with the added traffic, cause danger to local children and residents. Air pollution would also be a factor with more vehicles coming in to the area.

Looking at Levenfield housing estate, which is only partly finished and still like a building site, I feel that the same could easily happen to project H46, and therefore be of great concern to residents living next to H46 development.

Reference local amenities such as schools and doctors surgery, will they be able to cope with the increase of residents of the proposed plans for Kinross?

My suggestion for H46 would be that this was to be made into a green woodland environment area.

Looking around Kinross there are many council owned properties, such as the old High School, Old Surgery, County Building etc, that could be made into affordable housing and also enhance the look of the town. Why build more houses when there are already numerous empty properties in the town, that could possibly be converted to affordable housing.

Yours sincerely

George Aitken B E M

02 APR 2012

4, George Drive
Kinross
KY13 8Ae
28/03/2012

Local Development plan Team,
The Environment Service,
P. & K. Council.

Dear Sirs,

Having studied the proposed Local Development Plan for Kinross and especially the site H46, I am quite appalled at what is suggested.

The threat to the children's play park at a time when the young are being encouraged to exercise would be a retrograde step.

The proposed entrance to H46 is at a bend on what is already a very busy road .

It is suggested that the present excellent footpath along the side of H46 should be upgraded. Does this mean that it would become a motor road which would become a rat run between Gallowhill Road and Springfield Road to the great inconvenience of all the residents along this path?

There is no suggestion that additional Medical Services would be supplied, and the present care is already inadequate as one has to wait at least two weeks for an appointment. Dentists are another matter as is the primary school situation in Kinross.

If there is vehicle to access to Gallowhill Road then it will make the exit on to the Muirs, already very busy, almost impossible.

These are a few points which I feel make this plan most unsuitable for Kinross, and for this area in particular.

Yours sincerely,



Mrs H. Macpherson

30, Manse Road,
Milnathort,

By Kinross
KY13 9YQ

02 APR 2012

31. 3. 2012

Dear Sir / Madam,

With reference to the Local
Development plan ref H48 regarding
the construction of houses on Pitdownies
I should like make the following points

- 1) The area is very wet and acts as a
soakaway in heavy rain or snow melt.
To cover it in concrete & tarmac will
lead to rapid run off into the burn
& potential flooding in the centre of
Milnathort, as has happened recently.
- 2) Extra housing means extra traffic in
Westerton & Manse Road. The former is
congested enough at night & the weekends.
Manse Road is never gritted in snowy

weather leading to difficulties for the residents let alone more traffic.

3) I believe both the primary & new secondary school are at full capacity. Where are more children going to be educated?

4) It is very difficult to get an appointment with a doctor at the new health centre, there needs seems to be the average wait which is unpleasant if there is a health problem.

5) For several years I understand the sewage works have been operating at full capacity yet building still goes on locally. I feel this could endanger Lock Leven as a nature reserve.

6) There are very few opportunities for employment locally. Kinross & Milnarth are already commuter areas, more housing will lead to more traffic.

7). To continue to build housing in the area will change it from a pleasant place to live to just another urban sprawl. I realise housing is necessary but surely it is better to enlarge existing towns or use brown field areas in small towns instead of blanketing the countryside with bricks & mortar.

8). Any commurbation should have green spaces for people to walk in, especially amongst housing. Not every one has their own transport & although Lock Leven is only 2 miles from Milnathort it is a long step for those who cannot walk as far as they used to. A wet field like the Pitlochnie - inevitable for building - makes such an area.

Yours faithfully,

ANN BORLAND.

29 MAR 2012

John McDonald
34 Kincardine Road
Crieff
Perthshire
PH7 3BG

27th March 2012**Planning and Regeneration**

Perth and Kinross Council
Puller House,
35 Kinnoull Street
Perth
PH1 5G

Rezoning Agricultural field at Laggan Lane Crieff Ref. H55

Dear Sir/ Madam

I am writing to you with regard to the above re-zoning of a field on lagan road in Crieff.

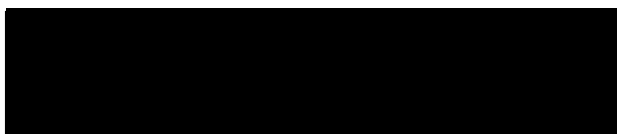
I am the chair-person of the Allotment Association in Crieff and this site would be ideal for use as allotments. There is legislation in place that states Local Authorities are duty bound to provide allotments for residents of their area under the Allotments (Scotland) Act 1892 (as amended) if they consider that there is a demand for them. This demand has been shown and as a group we are working towards bringing allotments back to Crieff.

At present we are hoping to secure land on Crieff Hydro ground but this is not certain and they wish only to give a 10 year lease. If the council could secure this field for use then the long-term future of allotments would be secure.

In any event, this land should remain free from housing and not be re-zoned. As a resident of Crieff who uses this road frequently to walk my dogs the rural nature of the area would be spoiled and this would affect the many tourists and residents who use this road for leisure access to Lady Mary's Walk and Laggan Hill. The access for vehicles is narrow and any increase in vehicle use would also be detrimental.

Laggan Road used to have a nursery / garden centre situated on it, and it would be great to see this land remain as either agricultural or horticultural use.

Yours faithfully,



John C McDonald

30 MAR 2012

From: J C Stewart,

Arndean
By Dollar
Clackmannanshire FK14 7NH



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

28 March 2012

Dear Sir/Madam

LOCAL PLAN

I refer to the draft local plan and in particular to the village of Blairingone, the map on page 214 and the information in Para 7.4. I also refer to the Fossoway Strategy Group Plan.

On my behalf Macrae and Macrae wrote on 7th September 2009 (Ref RJMcC/planning/SLJ) with a submission for houses in the Blairingone area. The Fossoway Strategy Group under the direction of Mike Barnacle agreed that Option 1 with housing in Blairingone was logical. Further to this I petitioned the residents and locals of Blairingone in the Autumn and found that 90% agreed that change was needed. Some had misunderstood the quantity of housing and had objected but after my presentation, signed the Petition. I did not manage to contact about 10% of the residents. This petition I handed into the Council.

I offered:

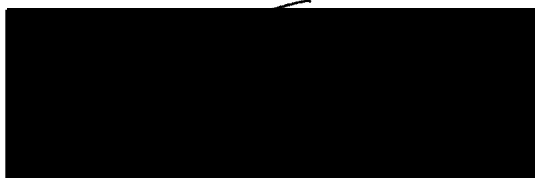
- An acre of ground for a village hall and car parking.
- A new area for an improved play area.
- A sports field.
- A 10 acre community woodland to the East of the school.

The condition was that I would be allowed to build about 40 houses around the North and East of the village. All this was to encourage the growth of the village, ensure the long term of the school and hopefully encourage someone to build a shop/post office or a pub as the village has no facilities at present. The residents were supportive of this strategy.

The draft plan does allow for limited building but does not allow for such a scheme. The ground in Blairingone is difficult but a thorough study was carried out by Millar Homes with boreholes and they concluded that housing was possible in all areas.

I enclose a map of my proposal and would invite the Development Plan Team to look again at the proposal. I do not have the ability to copy the map and would be grateful for a copy to be returned to me.

Yours Sincerely





footpath



access point

ACCOMMODATION

Private Housing 40
Community Hall

REVISIONS			
rev	description	date	check



Ian Dickie - ARCHITECT
37, Rattray Drive, Edinburgh, EH10 5TH

JOB TITLE
Land at Vicarsbridge Road
Blairingone

DRAWING TITLE
Option 4 Sketch

SCALE: 1:500		SHEET SIZE: A2		DATE: MAY10	
DRAWN BY: ID		PRELIMINARY		FINAL	
CHECKED BY:					
CENTRAL MASTERED		DEVELOPMENT MASTERED			
SITE	McCOSKER	VER	MOD	DRG No.	REV
				SK04	PLOT

30 MAR 2012

Mr & Mrs C.Nairn,
2 Ritchie Place,
Crieff.
PH7 3SL

Planning & Regeneration.
Pullar House,
35 Kinnoull Street,
Perth.PH1 5GD

PROPOSED LOCAL DEVELOPMENT PLAN _ Ref H57

We would ask that the undernoted comments be considered in any future discussions on site H57.

GROUND--The site is a flood plain from Calums Hill and from the high area of the proposed site. The lower half of the site is very wet all year with ponds during winter months.

WILD LIFE--Mallard Duck, Grey Heron, Roe Deer, Buzzards, nesting Oyster Catchers all use this site along with frog spawning in the ponds.

TRAFFIC-- The proposed 60 housing units will equate to at least 90 vehicles being inflicted on an already difficult Dollarie Terrace and with the junction with the A85. There would also be an increase in traffic through the town with the transporting of school pupils.

SEWAGE--We are given to understand that sewage disposal in this area is already at capacity.

Campbell Nairn

Elma M Nairn

March 26 2012

17 Highland Road,
CRIEFF, PH7 4LE.
23/3/12.

Planning & Regeneration Dept.
Perth and Kinross Council
Ref. H.55.

RECEIVED
28 MAR 2012

Dear Sir,

I am writing to express my concern about the proposed housing development off Laggan Lane. This country lane leads to Lady Mary's Walk and also the Baird Monument and is much used by Crieff people and visitors alike, both of these being advertised as Visitor Attractions.

This lovely peaceful country walk would be completely ruined by vehicles which will probably equal the houses in number.

This development will also add to the traffic using the road through Macrosty Park where there is a Give Way at each end. The one at the head is already dangerous being badly placed and traffic coming very fast down Milnab Street.

Yours faithfully



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

29 MAR 2012

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

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

Name	SHEILA DUNN
Address and Postcode	10 LIXMOUNT AVENUE TRINITY EDINBURGH EH5 3EP
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.

Romosa site H41 from plan + replace it with Tomdarvoch, currently used as an unofficial vehicle scrap yard.
 Change designation of the Quarry to 'agricultural use'

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

1) Replacement of Site H41 with Tomdarvoch.
 Site H41 agricultural land + if changed would expand village. Meanwhile Tomdarvoch is an eyesore and not in keeping with the character of the village. It is also a potential environmental hazard, and has already been subject to enforcement orders. It would allow for housing development at the same time as resolving local issues and concerns over the current use of Tomdarvoch. It would also mean that the Council's requirement for future development would have minimal visual impact from the loch.

2) Change the Designation of the Quarry
 Current Foreman is a peaceful place and change of the Quarry site to 'employment' use may impact this.

Save a copy

Print

Submit

Mrs G R Armit
8 Thompson Place
KINROSS
Perthshire
KY13 8AD



RECEIVED

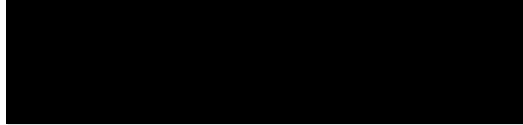
29 MAR 2012

26-3-12
8. THOMPSON PLACE
KINROSS.
KY13 8AD

Dear Sir,

I strongly object to the
Local Development Plan Kinross
Council propose for 25+ residential
houses to be built on H46 site

Yours sincerely



Dr. MARIE WEIR

Telephone
[REDACTED]"Crantock",
6 George Drive,
Kinross,
KY13 8AE25 March 2012

NO to proposed development plans using land H46. It is totally unacceptable for the effect there would be on the whole town of Kinross not to mention the immediate residents. The following are some of the negative reasons for ~~I~~ even thinking of going ahead with the proposed plans.

1. Road Safety Volume of traffic increased
Parking will block up Springfield / Angell roads even more.
Children at risk

Scrap plans: Services to Kinross would be
K.H.H. abandoned - Health / School

No

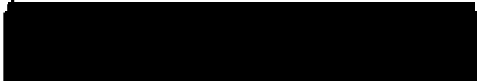
No

No

No

NO

There is a strong feeling against the proposed plans. At present Kinross is a pleasant place to live — additional houses (i.e. people, cars, lorries, vans, children etc. etc.) roads. All these would change the whole character of the place & spoil all the amenities. See the enclosed headings.



28 MAR 2012

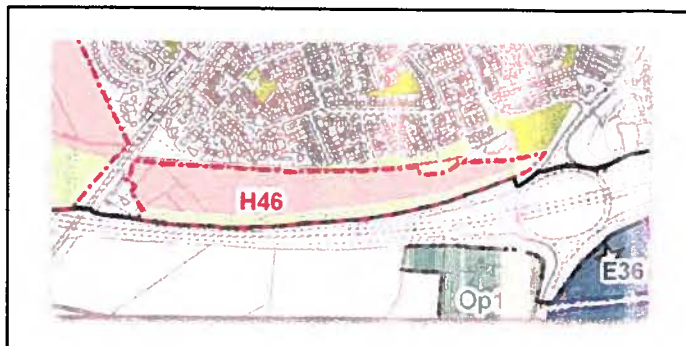
CALL TO ACTION

ACT NOW AND SAVE YOUR PARK



Please take the time to read the information below as it concerns all residents who use Davies Park and the pathway along to Gallowhill Road as well as all other residents within the vicinity and those who use Springfield Road.

As part of the proposed Local Development Plan Perth and Kinross Council propose changing use from agricultural to residential to allow 125+ houses to be built, on the site known as H46. Proposed access to the development is via Springfield Road and Davies Park. We urge you to object in writing and make your voice heard. You can do this either online or in writing to Perth & Kinross Council.



The points overleaf are to assist you with your individual letters, or you can use your own. It is important that each letter is individual otherwise it may count as a single objection.

Please put your objections in writing; responses have to be with Perth & Kinross Council by the 9th April 2012. Don't wait until it's too late.

Representation Forms can be filled in online at the following link:

<http://noroadinthepark.wordpress.com/>

Where you will find more information and instructions on how to complete the form. Please forward the acknowledgement you will receive so we can collate figures and keep you updated on the campaign. [REDACTED]

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

For more information or help with writing your objections then please phone Moira on [REDACTED]

Yours sincerely,

KINROSS ACTION GROUP - AGAINST H46 DEVELOPMENT

Some starting points for your objection-

CONCERNS ABOUT ROAD SAFETY

Springfield Road, Station Road and Gallowhill Road are already busy roads with pedestrians, including young children walking to Primary and young adults going to High School. Proposed access roads into H46 and H47 (Lathro) via Gallowhill Road, are likely to become a shortcut for traffic travelling from Lathro to Sainsbury, or the motorway making these roads more hazardous. If developers cannot gain access via Davies Park, they will look for alternative routes therefore the cul-de-sacs off Sutherland Drive are at risk.

EFFECT OF DEVELOPMENT ON RESIDENTIAL AMENITIES

This development, if approved, will result in the loss of Davies Park, a safe play area for all age groups.

VISUAL IMPACT

Kinross is renowned as a place of natural beauty. The proposed development site is ideal for use as allotments and a Community Woodland, which would provide a much needed barrier to motorway pollution and noise.

EFFECT OF DEVELOPMENT ON THE CHARACTER OF THE NEIGHBOURHOOD

This development would be detrimental to the neighbourhood, resulting in us being robbed of a path with housing on one side and open country on the other, becoming a path through a housing estate.



OTHER FACTORS TO CONSIDER

Health Services: Doctors and Dentists; Schooling, primary already using portacabins, high school only has limited capacity for extra pupils. Flooding currently occurs at top end of proposed development.

Remember any letter must refer to the area that you are unhappy about (H46- to be safe use the online form or call of a template form to fill in- please phone either Moira on

Join the debate on the web
noroadinthepark.wordpress.com

This is just the starting point on the campaign. If you would like to help in any way please call any of the names above.

64, Bonhard Rd
 Seone
 PH2 6QB

Development Plan Team
 Perth & Kinross Council
 Pullar House
 35, Kinnoull St
 Perth

REC
 28 MAR 2012

Dear Sus —

Proposal to apply for planning
permission for 800 houses in Seone

I write to lodge my strong dismay
 at the proposals for 800 more houses—in
 addition to the 250 houses at the moment
 being built. This is a grossly excessive demand
 which Seone does not need.

- ① There is a lack of jobs, schools & roads.
 Already traffic is in tailback as far back
 as the Gannochy houses at peak periods.
- ② There is an increasing number of houses
 in Perth that have been on the market if not for
 years—for many months.

If Perth has to improve its appearance now that it is a CITY, it will have to turn its mind to derelict buildings, empty shops & an increasing sad number of unsold houses.

Surely 1,500 new houses are out of proportion to needs & an intelligent plan could be made

I am
Yrs faithfully



RECEIVED
29 MAR 2012

2 Manse Road
Abernethy
Perth
PH2 9JP

26 March 2012

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

Dear Sir

Notification of Publication of Proposed Development Plan

Proposal for development at Hatton Road, Abernethy, site reference H8

Our property is facing on to the proposed site though not directly. We have no objection in principle to future housing in the area but we feel that this site would be better kept as one of the only 'green' areas in the centre of the village. Abernethy is a lovely country village and we feel that it would suffer badly if every empty spot was filled by housing. Even large towns like Perth benefit from their 'green' areas of the North and South Inches in the middle of the town.

Apart from the visual impact on the village, the access to this site is worrying. If, as suggested, access is from the roundabout on Perth Road, the site would have to be raised to a level with the road which would make it difficult to fit in so many houses and as such would not make it very viable to a developer. The level would be up to the roofs of the two houses on Hatton Road.

If the access is via Hatton Road/ Manse Road, land would have to be purchased from neighbouring properties (including our own) to enable the road to be upgraded to give sufficient width to provide the standard of road required for this and future developments. In addition the burn would have to be piped. This burn is at risk of flooding and the road would have to be increased to an unacceptable level to accommodate a large enough culvert.

The field following on from the one concerned already can get access via A & J Stephen's existing estate and from the layby at the start of the Perth end of the village. There is no need for this site to be given planning to accommodate access to further areas.

We trust you will take our concerns into consideration in the Plan submitted to Scottish Ministers.

Please confirm that you have received this letter.

Yours faithfully



(Christine & William Melville)

Perth and Kinross Local Development Plan – Proposed Plan Representation Form

29 MAR 2012

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

Name	MR TREVOR S. GOODY
Address and Postcode	LAMBS PARK, STATION ROAD, FORGANDENNY, PERTH PH2 9HS
Telephone no.	
Email address	

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

2. Which document are you making a representation on?

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

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

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

Policy ref.	LOCAL DEVELOPMENT PLAN	or			
Site ref.	SITE H22 FORGANDENNY	or			
Chapter		Page no.		Paragraph no.	

Perth and Kinross Local Development Plan – Proposed Plan Representation Form

4. What is your representation?

Are you supporting the Plan? ☐ NO

Or

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

THE M22 DEVELOPMENT PLAN SHOULD BE WITHDRAWN

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

The M22 Development Plan ~~should~~ should be withdrawn for the following reasons:

1. The proposal for such a large number of houses on this small site would DESTROY the visual impact on entering our beautiful conservation area from the west. The development is out of keeping with the rural character of Forganally.
2. It is on prime agricultural land which is out with the present boundary of Forganally.
3. The proposed site floods with the water from burn and field and it flows into the B935 near the junction with Station Road. The drainage system cannot cope as small cars cannot pass through the flood water. This water runs down Station Road - quite often in a torrent until it joins the burn once you down the hill. This flooding will be made worse as there will be more concrete etc to stop rainfall penetrating the soil.
4. There is very little local employment and no demand for housing in the village. There is already a building site alongside Strathella School (with infrastructure) that has remained unused for several years. There is also an enormous site at Bridge of Earn that has stopped.
5. The local school is full to capacity and could not cope with the children that would come from development M22.
6. As local transport is in request and there is little employment in the village it would be essential for the new residents of M22 to have cars. - Another 30 cars (minimum) in the village this tiny village.
7. Our population of 600 would mean a large 10% increase if only 2 persons lived - each of the 30 proposed houses.
8. Even 2 roads in and out of the proposed site pose a safety hazard, particularly at the Kinross Rd / B935 junction where it is very difficult for 2 cars to pass.

In conclusion:

I am sure that there are brown field sites available in Perth & Kinross. There is a sensible sized plot - yet undeveloped alongside Strathella School and there is the enormous site at Bridge of Earn which has ceased development. There are also one or two possible ribbon development sites. Surely these can be used instead of M22 so that the character of the rural conservation area of Forganally Village will not be destroyed. Please withdraw the Local Development Plan M22 site Forganally.

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

Name	IRENE MORRISON
Address and Postcode	1. COUNTY PLACE FORGANDENNY PERTSHIRE PH29 9EP
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.	H23	or			
Chapter	<input type="text"/>	Page no.	<input type="text"/>	Paragraph no.	<input type="text"/>

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

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

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

Site is on prime agricultural land.
" Could not accommodate 30 Houses.
Local services are already stretched
Access road onto County Place / Kinward Rd
would not be practical or safe.

From: a ndrew [REDACTED]
Sent: 03 April 2012 09:42
To: TES Development Plan - Generic Email Account
Subject: REF H16 and H17 Burrelton and woodside proposals.
Follow Up Flag: Follow up
Flag Status: Green

Hi there,

in principal i have no objections to the proposals provided that:

1. the Bridgend bottleneck is addressed.
2. the water supply in the village is fixed .. we had yet another disruption to the supply on Saturday 31st March.
3. The gas pressure in the village will cope with any expansion, there is a noticeable dip in pressure at peak times.

I am on the village hall committee, and we are hoping to build a new hall near the school as this would then be able to serve the school better.

I would like more information on the community facility at Auchterarder. re who owns it, maintains it, use restrictions etc.

Regards

Andrew Whamond

Orchard Cottage,
South Street
Burrelton

[REDACTED]

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

Name	Mr P. Brouwer
Address and Postcode	34 Cameron Avenue Kinross KY13 8BG
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:

n/a

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

Policy ref.	n/a	or			
Site ref.	H46	or			
Chapter	7	Page no.	207	Paragraph no.	1

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

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

I am against any development planned for area H46.

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

Me and my wife have lived in Cameron Avenue since 1999 and prior to that stayed in Sutherland Drive. We have raised 2 sons who enjoy the area and go to Loch Leven Campus. Does Kinross really need affordable housing as there are numerous houses for sale at present in Kinross, and they aren't shifting! Houses took a long time to get sold in Junction Road. If this new development was to get the go-ahead then we feel that the new Campus would not be able to cope with the influx of new pupils this would bring. There are also already issues with the existing drainage/sewage in Kinross so this would only get worse. At times there is already flooding at the top end of the proposed development so how is this going to get resolved? Property prices will be affected and safe playing areas will get destroyed like Davies Park. The new pathway between Springfield Road and Gallowhill Road, which is very popular with pedestrians, dog walkers and cyclists, will no longer be a safe area for anyone young or old nor will it be a pleasure to walk there anymore as the beautiful views will be removed.

Save a copy

Print

Submit

From: W Gray [REDACTED]
Sent: 30 March 2012 10:53
To: TES Development Plan - Generic Email Account
Subject: Green Belt

Importance: High

Follow Up Flag: Follow up
Flag Status: Green

Dear Sir

I write to wholeheartedly support Perth & Kinross Council decision to accept the Greenbelt recommendations as indicated in the Main Issues Report.

In particular I believe that the area indicated in policy NE5 Greenbelt covering the South , East , and North of Perth City. This area is vital to maintain the attractiveness of the City and to enhance the Kinnoull Woodland Park

yours faithfully

W Gray

From: W Gray [REDACTED]
Sent: 08 April 2012 18:49
To: TES Development Plan - Generic Email Account
Subject: RE Mains Issues report, Greenbelt

Importance: High

Follow Up Flag: Follow up
Flag Status: Green

Dear Sir/Madam,

I wish to support the proposed Green Belt as indicated in the Main Issues Report. In particular, I feel that it is important that the fields surrounding the Kinnoull Hill Woodland Park should be Green Belt and any proposed development should be seriously discouraged.

yours faithfully,

Ruth Gray.

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	Joan Cornwall
Address and Postcode	3 Katrine Place, Kinross, KY13 8YY
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.	Kinross Plan	or			
Site ref.	H46	or			
Chapter	7	Page no.		Paragraph no.	

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

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

I propose that H46 be removed from the Plan and suggest that alternative sites could be used..i.e. Old Kinross High School or the Car Auction Site or any of the fields at the bottom end of the town. This would make more sense and make better use of the bypass road leading from Station Road to Bridgend. Developing the bottom end of town would cause much less disruption compared to the devastation that the H46 would incur.

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

I would like to base my reasons as follows:-

CONCERNS ON ROAD SAFETY: The traffic on Springfield Road is currently high with queuing traffic to and from Station Road. This road is used by many young children walking to school both primary and secondary. Any increase in traffic would result in this route becoming even more hazardous than presently. There is a crossing from Wilson Court across to Davis Park and into Katrine Place, leading further into this estate, which is used regularly. Crossing from Wilson Court is currently dangerous, and in my view, an accident waiting to happen as it is on a blind bend. Traffic travelling from the right does not always slow down at the mini roundabout and at times speed along that part of the road. I have myself encountered fast traffic and had to run across at this part of the road. Wallace Land, the developers want to put the road into H46 right on this bend, which in my view is totally inappropriate and further investigation by the Council will, I am sure, prove this point. I understand that it is proposed that the egress from H46 will be Gallowhill Road, which causes further concern as there is also a further road intended into H47 from Gallowhill Road. My concern here is that traffic from H47 will travel through H46 road onto Springfield Road along to the motorway or supermarkets, turning this area into the Rat Run. Consequently the traffic streaming into Springfield Road which not just double but treble or quadruple. This would become a nightmare.

EFFECT ON RESIDENTIAL AMENITIES: The developers, Wallace Land, are proposing to re-locate and re-configure the park area. This will be an impossible task!! Davis Park has been in constant use for the past 25+ years by young and old. The whole area is quite unique as it is not just any old park, but being submerged from the road level, it is a very safe place for kids to play. There is a huge football area, as well as basketball and all the usual play equipment for toddlers and young kids. It is surrounded by trees and shrubs making it an adventurous area for older children exploring and discovering. The area around the park is used daily by dog walkers, mums and toddlers, cyclers, the list is endless. The park also leads onto a path which runs all the way up to Gallowhill Road and many people feel safe and secure walking alone enjoying the beautiful views. The park was designated as a place of leisure at the bequest of Dr Davis, who would turn in his grave as he fought all those years ago to for this area to be reserved for leisure. How could the Developers replicate this. The likeleyhood is that we will end up with a small play area in the middle of the new estate which will be no use to anyone apart from the few people who end up living there.

IMPACT ON THE VISUAL OUTLOOK: There is the potential that this stretch of currently used arable land once developed, could destroy the appeal of Kinross. This is an area of renowned natural beauty and steeped in history. H46 will be seen clearly from the motorway giving the passing tourist the wrong impression to potential visitors. Open views are important to us all not just existing residents but to future visitors to our area. We need to retain our open park areas in order to keep our appeal. The area H46 would be perfect to be used as small woodland or perhaps even be developed into allotments.

OTHER POINTS: With this site being so close to the motorway, is it realistic to think that this housing will be easy to sell. The Levenfields site is still being developed with the whole area, after a period of 3 years, still a building site with no houses being sold for some time. I am not against development per say and would suggest that there must be more suitable sites in the area, which would cause much less disruption and controversy.

I hope that Perth & Kinross Council take note, not just of mine, but of the many other residents who are objecting to this site. We propose to fight this all the way.

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

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

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

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	Stuart Cornwall
Address and Postcode	23 Wilson Court, Kinross, KY13 8NA
Telephone no.	<div style="background-color: black; width: 100px; height: 1.2em;"></div>
Email address	<div style="background-color: black; width: 200px; height: 1.2em;"></div>

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

2. Which document are you making a representation on?

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

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

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

Policy ref.	<div style="border: 1px solid black; width: 600px; height: 1.2em;"></div>	or			
Site ref.	H46 - Residential development West Kinross	or			
Chapter	7.2.10	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.

I would like to oppose the plan for development at H46 west of kinross

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

I am writing to object to the proposed H46 development west of kinross. the area where this development is proposed is an area of real importance to my family and the local community.

the area has amazing view over to the hills. All the local residents can currently enjoy this, but wont be able to do so if the housing goes ahead. people regularly use this path, but its use will become completely diminished if it becomes just a path between 2 housing estates. I use this path regularly with my children and see people out on bikes, walking dogs and families having a walk. The proposed development will severely impact on the beauty of this land and impact on the quality of life for those numerous residents who make use of it.

The area is also important to local children particularly the use of the local park. the proposed housing development would need to have the park (Davies Park) relocated which actually in the real world means removing it but building another park elsewhere which is of little use to families in the local area who use the park daily.

the proposed access road is off one of the busiest roads in Kinross. It is ludicrous to think that this road can take additional traffic to a further housing development without posing a serious risk that a road accident is going to take place. There is a sharp bend on the road already and the cars go speeding along. More traffic is only going to add to these problems.

The levenfields development opposite sainsburys has been a building site for years. The fact that we are considering building more houses in the immediate area seems flawed. Even when GS brown reformatted their offering to come down from 2 storey family homes to start buidling more affordable 2 bedroom bungalows they have still struggled to make a sale. this surely must raise the question about demand for housing in the local area?

Also, the old High School has just been sold to a developer and will become residential housing, so surely this now eliminates any need for H46 to go ahead.

Provisions should be considered for the residents of Kinross before considering further residential development. At the moment our town centre lies in a state of disrepair and lacks any commercial advantage or attraction to residents or visitors. We surely need to consider how we regenerate our town centre, taking lessons from other visitor towns like Callander, bridge of Allan or Auchterarder, and bring in small boutique commercial shops to attract tourism.

Save a copy

Print

Submit

From: Louise Gauld [REDACTED]
Sent: 02 April 2012 18:19
To: TES Development Plan - Generic Email Account
Subject: Development Plans / REFERENCE 0P9
Follow Up Flag: Follow up
Flag Status: Green

I am the current owner of 1H Cross Street, Perth, PH2 8JQ and am writing in connection to the proposed plans at the above site reference (Bus Station, Leonard Street, Perth).

I would be strongly opposed to the existing bus station being re-developed in to a residential area, but would be more than happy for the re-development of the existing bus station.

Kind regards

Louise Gauld

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

Name	Chris Irvine
Address and Postcode	Tan International Ltd, Tayview Industrial Estate, Friarton Road, Perth, PH2 8DG
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.	Op8, Friarton	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

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

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

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

I am supporting the allocation of the site but would insist on adding a developer requirement that any proposed use must be compatible with surrounding uses. This would compliment policy EP4 on the Health and safety consultation zones. Any use must be compatible with existing business interests in the area.

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

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

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

From: Sandra Service [REDACTED]
Sent: 02 April 2012 16:16
To: TES Development Plan - Generic Email Account
Subject: Comments

Follow Up Flag: Follow up
Flag Status: Green

H17: Development on this site, which is currently used for agriculture, would breach the present natural west delineation of Woodside. Access is limited. Density is too high compared to adjacent properties. This is a high density urban style development which, counted with others proposed, would be almost a fifty per cent increase across both settlements.

With other proposed developments along the A94 corridor further pressure will be put on this artery for access to Perth. Any future development along this route should be shelved until the proposed Cross Tay Link road is a reality not a budget proposal. Budgets get altered for many reasons. Of course people could vote with their feet or cars and avoid Perth altogether for shopping, entertainment etc.

Increasing the village size without putting in place other amenities, school with community facilities, employment opportunities etc will entirely change the nature of the village which is against Councils policy of keeping a sense of rurality.

Sandra Service

From: Bill Service [REDACTED]
Sent: 02 April 2012 13:18
To: TES Development Plan - Generic Email Account
Subject: The local Development Plan 2012
Follow Up Flag: Follow up
Flag Status: Green

I write to make comment on the above plan.

In the 2004 draft plan it was recognised that further development to the north and east of the river Tay would add to the problem of congestion at Bridge End. Since that time a large number of properties have been constructed at Scone, Woodside and other rural areas. This plan states that no large scale development should take place until the Cross Tay Link is a committed project. I feel strongly that this should be amended to state that "no development can take place until The Cross Tay Link is completed." Anything less than this can only lead to a grave problem with access to and egress from Perth at peak travelling times.

Turning to a specific point, in section 5.11.6 of the report (H17 Residential site at Church Road Woodside) it states that a specific requirement for the developer is to create a suitable boundary edge. I fail to see how this can be achieved with a development that is clearly outwith the natural boundary of the village.

William Service

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

Name	Susane Hogarth
Address and Postcode	24 Mill Gardens Powmill Dollar, Clacks FK14 7LQ
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

2. Which document are you making a representation on?

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

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

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

Policy ref.	<input type="text" value="Proposed Plan"/>	or	
Site ref.	<input type="text" value="7-Kinross-shire Area Spatial Strategy"/>	or	
Chapter	<input type="text" value="Ref:H53"/>	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.

Consideration of consumer choice as to where, along the A977 they wish to reside offering various locations ie Blainringone, Powmill, Rumbling Bridge, Crook of Devon.

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

The community facilities in Powmill do not support a large development and just because a large number of houses are built, it does not necessarily follow that community facilities will be provided. It also changes the status of 'village'. There is little public transport and with today's climate of yet higher fuel costs I do not see any bus company putting in additional routes. The very nature of living in Powmill means that that purchaser will have one or two cars, increasing the noise and pollution levels at Powmill alone. At least if the housing were stretched along the A977, the noise and pollution levels would be shared along the route. Changing the junction at the A977/A823 with a roundabout will increase the noise levels tremendously as the lorries will have to apply their air breaks no matter what speed they are travelling and the resulting noise these make will make having your windows open during the night nigh on impossible. How many accidents have occurred at this junction to prove the need for change? The recent fire at the Gartwhinzean Hotel has yet again highlighted the lack of water pressure within Powmill resulting in fire devastation. Previously it was the nursery at the Powmill Milk bar, where again water was used from the burn. Adding a further 120 homes with this knowledge is a known H&S Risk and some research must be done prior to any building work starting. 120 houses will generate children requiring schooling and I believe Fossoway Primary is at 80% capacity. Portmoak Primary is in a similar situation and that is one of the reasons for not allowing further building work to be carried out in this area. How does 120 houses in Powmill comply? I also feel straddling two sides of the A977 is going to be dangerous due to the volume of traffic using the A977 at any speed, and which will not necessarily reduce when the new Forth bridge is built as when there is the slightest hint of bad weather, Kincardine Bridge is used and the volume increases dramatically. Powmill has existing planning permission for 23 houses at the Gartwhinzean Hotel site, and with the mess left by the fire, this development can only enhance the village. A further 97 is extreme to say the least. I am not convinced Businesses will be attracted to Powmill due to the considerable rise in consumer costs for fuel, deliveries, postage etc.

Thank you for allowing me to provide some of my thoughts on the Proposed Plan and appreciate, from experience, it really won't make any difference to what has already been decided.

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

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

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

Name	John Graham
Address and Postcode	11 Seaforth Drive Kinross, Kinross-shire KY13 8BD
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:

n/a

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

Policy ref.	n/a	or			
Site ref.	H46	or			
Chapter	7	Page no.	207	Paragraph no.	1

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

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

The only change I would like to see to the plan is to REJECT IT! The council should be supporting the local residents and improving their environment and not pandering to the whims and greed of building firms.

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

1. The site runs along side a public footpath, with open aspects, which is valued by local residents. To build houses along side this footpath would destroy it.
2. The proposed development would also mean the loss of one of the few play areas that exist in the area, namely Davies Park.
3. Access to this proposed residential site is limited and would greatly increase congestion in the area with the obvious increase in danger to pedestrians, particularly children. A likely link road from Springfield Road to the Lathro area would make this problem even worse.
4. Kinross needs more leisure and retail development and not more houses.
5. Waiting times for appointments at the local Health Centre are already unacceptable and more residents would significantly increase this problem.

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

Name	Wendy MacLennan
Address and Postcode	11 Wilson Court
Telephone no.	
Email address	

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

2. Which document are you making a representation on?

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

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Site ref.	H46	or			
Chapter	7	Page no.	207	Paragraph no.	1

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

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

I am objecting to the plan

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

ROAD SAFETY

As a resident of Wilson court and a mother of 3 young children who regularly walk along Springfield road, I would be very concerned about the increase in traffic that the development would cause making it much less safe for me to walk along with my children or for them to walk along on their own when they reach a more independent age. This would also lead to increased problems when I am trying to access/exit my street by car.

LOSS OF PARK AMENITIES AND PATH

I use the park very regularly in order for my children to get much needed fresh air and exercise, I would have to walk some considerable distance in order to get access to anything similar. The proposed relocation of this park inside a housing estate and closer to the motorway is simply unacceptable. I also have a dog who I exercise regularly on the path between Davis park and Gallowhill road, usually accompanied by my children who like to ride their bikes or inspect the hedgerow for wildlife. The loss of this path with the beautiful views over to the hills would be devastating to me and my family as well as all the other users. It would not be the same with the housing estate situated right beside it.

HEALTH

At present, I already find it difficult to get an appointment with a health professional at Loch Leven Health centre, this is set to get much worse should the development go ahead and the population increased.

SCHOOLING

I moved from an area with a very large school in order to send my children to a smaller school and am very concerned that an increase in population would inevitably lead to an increase in primary school children. The school does not have the capacity to cope with more children, as it is, my child did not get a place in the nursery for her ante pre-school year, and the school gates are very crowded at pick - up times.

OTHER

During the winter months when the crops have been cut in the field of the proposed development, I use it to walk my dog and notice how flooded this area becomes. It is very close to the motorway and I would be very concerned that the houses would be built and then remain empty like the houses in the Levenfield development behind Sainsbury's. This is likely to draw unwanted attention.

The former high school in Kinross has recently been sold for residential development and I would like to suggest this as an alternative to H46.

If this area is to have a change of use, it would be far better as a conservation area, a woodland area or as allotments. This would also make the area much more pleasant for residents, and would continue to encourage visitors to Kinross.

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

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

Name	Sam Morshead
Address and Postcode	Perth Racecourse, Scone Palace Park PH2 6BB
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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Site ref.	<input type="text"/>	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

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

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

As the manager of Perth Racecourse I have some concern on the restricted development with in the new Green Belt Zone.. At some time in the future due to increased attendance or change of public requirements the racecourse might need to undertake new build or extensions. Any limits on this could have serious implications for the future of this popular leisure facility.

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

As well as the above I am concerned that the present plan indicates for a single lane carriage way from the junction on the A9 to Scone. I would be very concerned that a single lane carriage way would not be sufficient to handle both large crowds at the races or large crowds for big events at Scone Palace. I think it is essential that at least a three way carriage way was planned to ensure that tailbacks did not occur onto the A9 and considerable delays were limited for Scone residents and passing traffic.

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

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

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

Mark Macdonald
6 Moncur Road
Inchture
PH14 9QA



30th March 2012

Please accept this letter as confirmation off my objections to the future development plan @ Moncur Farm.

My reasons are as follows:

- It was noted that the trees in front of my house will be removed along with the boundary wall. Both the wall and trees provide a barrier from the wind, provides shelter to my house and defuses the noise from the dual carriageway. If these were removed it would be very open, cold and noisy. The wall has and still is a main feature within the village of Inchture and I feel that if this was taken down it would change the look of the village.
- Moncur Road is very busy at present and with further more traffic it would have an impact on the road surfaces.
- Consideration to be given to where the entrance to the development would be as this should not be in front on any of the current houses on Moncur Road.
- It has been noted that the development would open up an entrance from the dual carriage way to which they would use along with Taypack. My question is that would this mean that Moncur Road would end up being a through road for all off the residents to use within the Muir Homes development. If this was the case this would increase the traffic to what is a dead end road at the moment.
- If houses were built in front off Moncur Road, this would block the sun to which we get in the afternoon and our open views over the countryside.

I look forward to you response to each of my points.

Regards

Mark Macdonald

RECEIVED
02 APR 2012

33 Rosamunde Pilcher Drive

Longforgan

Dundee

DD2 5EF

Tel: [REDACTED]

Email: [REDACTED]

29th March 2012

Head of Service

Planning and Regeneration

Perth & Kinross Council

Pullar House

35 Kinoull Street

Perth PH1 5GD

Dear Sir

Proposal for development at south Longforgan sites H25 and H26

We are writing to object to the proposal for development at south Longforgan.

Our objection is primarily because the roads in Longforgan are totally inadequate even for the current level of traffic they carry and any further increase will make them unacceptably dangerous.

Rosamunde Pilcher Drive which serves the existing A&J Stephen development is very narrow and winding and is made more difficult by unavoidable on street parking. To more than double the traffic using it would be madness especially since there are a large number of small children living there.

Station Road, which would have to carry all the traffic from both developments, is also a real problem. The junction with Main Street is difficult and dangerous and is impossible to widen because of the close proximity of buildings on both corners. It is also barely wide enough to accommodate two cars for the first one hundred yards and it narrows again to one vehicle's width immediately south of the junction with Rosamunde Pilcher Drive.

Main Street is presently a nightmare. It is the only route from the eastern end and the central part of the village to the A90. It is very narrow with very difficult blind bends - a problem exacerbated by heavy on street parking which, for the most part, is on both sides of the road.

Parking is not only by the residents, who have nowhere else to park, but also by people using the post box and the village shop, by parents delivering and collecting their children from school and by people attending the church. Plus, during term time, the school staff who have to park on Main Street as they have no car park.

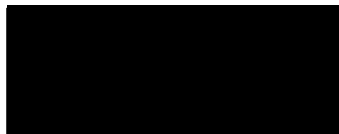
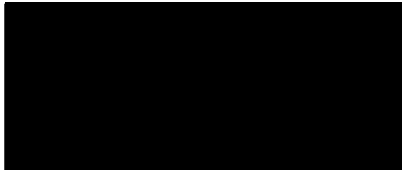
Add to this the considerable large-vehicle traffic that has to use Station Road and Main Street: buses, agricultural vehicles and machinery, articulated lorries delivering to and collecting from the farms and emergency services' vehicles and it is unarguably clear that the existing roads are woefully inadequate and unsuitable for even for the current level of use.

Our suggestion is that Perth and Kinross Council should reject any further proposal for housing development in Longforgan.

A new road infrastructure is needed, perhaps in the form of a relief road bypassing the village to the south which, interestingly, we believe was first discussed in 1994.

However, in the interest of the environment and public safety, until a new road infrastructure with the necessary capacity is in place it would be irresponsible of Perth and Kinross Council to consider any further housing or leisure development in or around Longforgan.

Yours faithfully



Leigh A McGowan & Doreen McGowan

Balcairn
 Hatton Road
 Abernethy
 Perth
 PH2 9JW

23 March 2012

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

RECEIVED
 02 APR 2012

Dear Sir/Madam

Notification of publication of proposed Local Development Plan

Proposal for development at Hatton Road, Abernethy site reference H8

My property, Balcairn, is served by Manse Road/Hatton Road. Both of these roads are private and not maintained by Perth & Kinross Council. The east boundary of the property is adjacent to the Ballo Burn. The burn is not within my ownership.

Whilst I have no objection in principle to the proposal for a housing development I have several concerns. I note that the means of access to the development is proposed from either an upgraded Manse/Hatton Road or directly from Perth Road at the mini roundabout and that this road should be of a sufficient standard to serve future development beyond the current proposal.

My main concerns relate to the possible upgrading of Manse/Hatton Road. Firstly I believe that the existing Manse/Hatton Road to the north of my property is of insufficient width to provide the standard of road required without acquiring land from adjacent properties. Secondly, I have serious concerns relating to the Ballo Burn which I understand has been identified by The Scottish Environmental Protection Agency as a flood risk area. At present, if the culvert is obstructed, my front garden floods, but as the garden and Hatton Road are at a similar level the water can escape across Hatton Road to the open watercourse. As the burn runs adjacent to Hatton Road the lack of available width means a culvert of some 60 metres in length would be required to upgrade Manse/Hatton Road. It is likely that the road level would need to be raised to accommodate a new culvert. Any increase in the road level would increase the flood risk to my property to an unacceptable level should the culvert become obstructed. I also understand that SEPA will only accept a culvert where there is no other viable alternative.

In view of the above I am therefore of the opinion that Manse/Hatton Road is totally unsuitable for use as the means of access to the site.

The alternative access to the site from Perth Road lies to the south of my property albeit some 20 metres from my southern boundary. There is a considerable

difference in the level between Perth Road and my property and any road is likely to be at approximately the eaves height of my house.

I therefore request that adequate screening be provided to protect the amenity of my rear garden. This screening should be to a maximum height approximately 3 metres adjacent to the new road but avoid the use of trees which would cause overshadowing. Any housing to the south of my property should be restricted to single storey.

I trust these concerns will be taken into consideration in the Plan submitted to Scottish Ministers.

Please confirm receipt of this letter in writing to the address above.

Yours faithfully

A black rectangular box redacting the signature of George Brown.

George Brown

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	Horsecross Arts Limited
Address and Postcode	Perth Theatre 185 High Street PERTH PH1 5UW
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

2. Which document are you making a representation on?

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

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

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

Policy ref.	<input type="text" value="5.2.26 / 5.2.27"/>	or
Site ref.	<input type="text" value="Op3/Op4 - City Centre Improvement Sites"/>	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

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

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

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

We at Horsecross wish to record our support of the two Sections (detailed in Part 3 above) of the Perth City Centre proposals within the Perth & Kinross Local Development Plan which refer to Perth Concert Hall and Mill Street (south side) respectively.

Op3 - Perth Concert Hall

We are fully supportive of the specified Site Specific Developer Requirements in relation to the environs of the Concert Hall - namely that any proposals should reflect the conservation area location, be complimentary to and improve the setting and use of the Concert Hall.

Op4 - Mill Street (south side)

We also agree that proposals to improve existing frontages/back areas - or create new frontages - along the south side of Mill Street from Marks & Spencer to The Bothy, can only enhance the area.

We believe that our current plans for the redevelopment of Perth Theatre - which already have support of Perth & Kinross Council - sit very comfortably within these proposals. They provide for easier access to all functions within the theatre, including enhanced community facilities and a new smaller scale performing space for both drama and music. These will provide further areas for increased conference business, and enhancement of Mill Street between Concert Hall and Theatre will further encourage interchange between our two venues.

Overall, these proposals would further our own drive for sustainability of our business and assist us in continuing to "raise the bar" in terms of a vibrant cultural environment within the City of Perth.

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

Save a copy

Print

Submit

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

Mizpah
Rumbling Bridge
Kinross
KY13 0PT

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

3 April 2012

Dear Sirs

**Proposed Local Development Plan
Reference 7.16: Rumbling Bridge**

I am writing to congratulate the Council on an excellent consultation and a really comprehensive and effective development plan which I believe achieves the right balance between the unavoidable need for development and the interests of existing local residents.

In particular I would like to commend the plan for Rumbling Bridge which has been the subject of extensive consultation, discussion and debate in the village. I do believe that as a result we now have a plan which if adhered to will see the village develop in a responsible way that continues to have the support of local people.

I am, however, aware that there are some proposals for the development of the village currently being discussed but which I don't believe have reached formal submission stage as yet, which may or may not adhere to the LDP. I think if these proposals do stick strictly to the LDP then they will be beneficial and there will be little opposition.

Once again thank you to the Council and to the Development Team.

Yours faithfully

St John Hattersley

From: Bla [REDACTED]
Sent: 03 April 2012 12:11
To: TES Development Plan - Generic Email Account
Subject: Proposed Local Plan 2012-Pages 192 and 193-Murthly
Follow Up Flag: Follow up
Flag Status: Green

Dear Sir,

I am writing to object to the above-mentioned Local Plan. You should be aware that both of the proposed sites are susceptible to flooding as a result of melt-water and heavy rainfall. Although approval has been given for the development of a restaurant and bar adjacent to proposed site H44 no attempt has been made to remove the flood water. The water is merely diverted into a swale that discharges onto site H44. Flood water from site H45 runs off onto route B9099 and accumulates under the Railway Bridge to the north of the proposed development. The problem of flooding should be addressed before giving consideration to the Plans.

Mention is made of the need to resolve the inadequate Waste Water Treatment Works and The limited Water Storage facilities. These issues should also be resolved before consideration is given to the proposed development. I am also concerned at the proposal to build up to 20 homes on only 1.15 ha of land at site H44. Such crowded development is not in keeping with character of the Village.

I trust that you will consider the above before allowing the proposals to proceed.

Yours faithfully,

Dr. J. B. Howkins.

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Rosemary Tolson"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="4 Victoria Avenue"/>
Address 2	<input type="text" value="Milnathort"/>
Address 3	<input type="text" value="KINROSS"/>
Postcode: *	<input type="text" value="KY13 9YE"/>
Phone Number:	<input type="text" value=""/>
Email Address: *	<input type="text" value=""/>
Site Name:	<input type="text"/>
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent

Your comments will be applied to the following items:

7 Kinross-shire Area Spatial Strategy - 7.2 Kinross and Milnathort

I would like to say that I am happy with the proposed plan for Milnathort as it stands. There is one aspect which could be looked at in the future, Public Parking. In particular, the site on Westerloan, Milnathort which used to be a garage. The lower part I believe is unsuitable for building because of the flooding risk. Could part or all of this site be taken over and made into public parking?

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Rosemary Tolson"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="4 Victoria Avenue"/>
Address 2	<input type="text" value="Milnathort"/>
Address 3	<input type="text" value="KINROSS"/>
Postcode: *	<input type="text" value="KY13 9YE"/>
Phone Number:	<input type="text" value=""/>
Email Address: *	<input type="text" value=""/>
Site Name:	<input type="text"/>
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent

Your comments will be applied to the following items:

1 Introduction

Regarding the Local Development Plan for Milnathort, I think it would be advantageous to the community if Public Parking was looked into, in particular, the site on Westerloan that used to be Colliar's Garage. I believe the lower part is unsuitable for building and feel it would be beneficial to the community if all or part of this site was taken over by the Council and made into much needed parking for the community.

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="D Muir"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="Flat 5"/>
Address 2	<input type="text"/>
Address 3	<input type="text"/>
Postcode: *	<input type="text" value="PH1 4EL"/>
Phone Number:	<input type="text"/>
Email Address: *	<input type="text" value="REDACTED"/>
Site Name:	<input type="text"/>
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent

Your comments will be applied to the following items:

6 Highland Perthshire Area Spatial Strategy - 6.21 Murthly - Paragraph 6.21.4

H44, south of Station Rd: the proposed plan says this development will enhance biodiversity and protect habitats. The burn running to the south of the gardens and small field at Station Buildings is an important breeding habitat for newts and frogs in the area and this must be included in the protection/ enhancement of habitats. The mud is used by swallows and house martins to make their nests and there are few other sources for these birds to find this nesting material.

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="D Muir"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="5 Station Buildings"/>
Address 2	<input type="text"/>
Address 3	<input type="text"/>
Postcode: *	<input type="text" value="PH1 4EL"/>
Phone Number:	<input type="text"/>
Email Address: *	<input type="text" value="REDACTED"/>
Site Name:	<input type="text"/>
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent

Your comments will be applied to the following items:

6 Highland Perthshire Area Spatial Strategy - 6.21 Murthly - Paragraph 6.21.4

H44 development - the small field to the south of the garden of Station Buildings is an important area for foraging & hibernating for the frogs and newts that breed in the adjacent burn. Amphibian friendly drainage (SUDS rather than gullypots & if using gullypots then wildlife kerbs must be used) and amphibian friendly habitats on the development edge will be essential to maintain these populations.

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

RECEIVED
03 APR 2012

Oakbrae,
Murthly,
PH1 4HF.

31st March, 2012.

Dear Sir,

Proposed Local Development Plan

We wish to make representation with reference to the Local Development Plan for Murthly RefS13/2.

We would like the Council to consider the following points:

- The Council has a piece of land in Station Road which is supposed to be for housing. This is not mentioned in the plan. The Council does not make any attempt to keep this piece of ground in order and it disfigures our village.
- The village school is already at capacity.
- The roads in Murthly are getting busier and busier as more houses are built. The school is on the outskirts of the village and children cycle and walk to it, and cars drive through our village at far too fast a speed.
- The Council tends to consider building more houses without taking into account the infrastructure of the place.
- Perthshire is a place to which tourists flock and yet the council does not seem to mind destroying pleasant villages which might be worth visiting.

Yours faithfully,


Robin and Jan Stewart.

From: Mr Gray [REDACTED]
Sent: 04 April 2012 12:52
To: TES Development Plan - Generic Email Account
Subject: Site H22
Follow Up Flag: Follow up
Flag Status: Green

NAME (Mr.) M. Gray
ADDRESS Netherholm Farm House, Forgandenny PH2 9DB
PHONE [REDACTED]
e-mail [REDACTED]
REPRESENTATIONS ON: Proposed plan at site H22

ARE YOU SUPPORTING THE PLAN? No.

CHANGES IN THE PLAN I WOULD LIKE TO SEE.

Cancellation of the plan to use the H22 site.

Perhaps piecemeal development of brownfield sites within the (unextended) village boundary

REASONS FOR REQUESTING A CHANGE

It is located on prime agricultural land.

Of necessity it would require the building of high density housing.

Such a development would fundamentally alter the rural character of the village.

It is reasonable to assume that amongst any new residents there would be a significant number of primary-aged children. They could not be given places in the local school and, having regard to the school's location, it would be difficult to increase the school's capacity.

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	EUAN R MACLEOD
Address and Postcode	LOTHRIES, TARHILL KY13 9EZ
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

2. Which document are you making a representation on?

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

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

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

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

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

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

Only change proposed relates to a need for additional local car parking in Milnathort.

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

The Plan appears to have recognised the importance of developing brownfield sites wherever possible and minimising the impact on greenfield areas of scenic, environmental and historic importance and also preserving agricultural land.

I should like to see more provision for car parking in Milnathort, particularly adjacent to the Town Hall building which is in regular use by the community but would benefit from better vehicular access and car parking.

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

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

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

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

Name	W. Neil Cuthbert, Session Clerk, Longforgan Parish Church
Address and Postcode	The Cairn, 18, Main Street, Longforgan DD2 5ET
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.	H25	or			
Chapter	<input type="text"/>	Page no.	131	Paragraph no.	5.28

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.

H25 is adjacent to the Church Cemetery and a section of land should be reserved for the future requirements of the Cemetery.

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

If planning for housing is approved the Kirk Session of Longforgan Parish Church is concerned that the cemetery would effectively be “land-locked” with no room for expansion in the future. The graveyard is used not only by the community from Longforgan and environs, but also Invergowrie and there exists a real possibility that an extension would be required in the not too distant future.

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

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

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

Name	Nicola Allan
Address and Postcode	14 Sutherland Drive KINROSS KY13 8BJ
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.	H46	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

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

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

I am against any new houses being built in this area of Kinross especially as this would mean we would lose our local park

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

The reasons that I am against these proposals are as a mother of two I have lived in Kinross all of my life, we are very lucky to have a nice community & if these houses were built we would lose this, our schools, nurseries & health centre are already very full & the service that we are given at present is excellent, if these houses were built we would lose this.

To make a road through Davis park would be a big loss as this is a safe area for the children to play in & access to the park is fantastic with the footpath all the way down, the only area that vehicles can't get access to, if these houses were to be built we would lose all of that.

Kinross has few traffic calming facilities at the present time with an extra 125 houses in this area alone this would mean a greater number of vehicles in this area, making crossing the roads dangerous.

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

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	John.C.Hilton
Address and Postcode	4 Lomond Place, KINROSS KY13 8BH
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.	H46	or			
Chapter	7	Page no.	207	Paragraph no.	1

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

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

A reversal of the decision to develop H46.

OR:

Suspend the decision to develop H46 whilst a full and balanced consultation takes place so that new and previous concerns can be reassessed.

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

There is already great concern about road safety in Springfield Road.

The access road to this development would be on a notoriously dangerous bend in the road at a location where there is frequent congestion and queuing traffic. Very careful thought must be applied to this situation as the number of cars and children and other pedestrians would be greatly increased making a dangerous situation even more hazardous.

Davies Park is a play area. This will be lost to the development. Ironically the development itself will result in the increase in the number of children needing the use of it.

There is already a considerable amount of houses being built in Kinross, many unsold. It makes sense to complete one development before starting another. That being the case I fail to see the urgency to rush this decision through without thorough consultation and consideration of all concerns.

Will the new health centre be able to cope or will we need to build an even bigger one?

Will we need more portacabins for the Primary School? - Possibly!

Will we need to extend the High School? Probably!

Will the town eventually face gridlock with the influx of cars? Inevitably!

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

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

Save a copy

Print

Submit

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	Robert Boath
Address and Postcode	22 Wilson Court Kinross KY13 8NA
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

2. Which document are you making a representation on?

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

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

n/a

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

Policy ref.	n/a	or			
Site ref.	H46	or			
Chapter	7	Page no.	207	Paragraph no.	1

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

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

I would like to see this change to the local plan thrown out.

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

I feel that there are already far to many houses within Kinross, especially with the old High School site more than likely to be a housing estate. The new properties behind Sainsbury's are struggling to shift.

The main point is the fact that Springfield Road is an already extremely busy road, to increase traffic volume further in this area would be foolhardy.

Davis Park is an amenity that is well used by children and to lose this will be a disgrace.

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

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

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

Name	Mrs Lisa Halliday
Address and Postcode	23 Lomond Place Kinross KY13 8BH
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.	H46	or			
Chapter	7	Page no.	207	Paragraph no.	1

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

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

I would like the plan to be changed so that the planned road does not go through the Davis Park and the area should maybe be considered for a different purpose.

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

I have a 20 month old daughter and we often spend time playing in the Davis Park, as i did as a child, The park is an important part of the community and should not be disrupted for more housing, there is already a limited amount of safe playing space in this area. The walk way is a safe place to go walking at the moment and is a lovely open space that will be ruined by a road and more housing. As a local teacher i also have concerns about the amount of housing in the area as it is not realistic to expect schools to keep accepting new pupils when they do not have the space or resources

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

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

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

Longforgan

Karen Slater
2 Rosamunde Pilcher Dr.

Dundee
DD2 5EF

22 March 2012

This representation relates to

Proposed Local Development Plan 2012 – Policy Ref : 5.28 Longforgan

I do not support the Plan and wish to make the following representation:

5.28.1

Description

Longforgan lies approximately 16.5 miles to the east of Perth and has a population of approximately 1,000 and is based round the historic core which is now a Conservation Area. The village lacks an adequate community centre and the local play provision is not centrally located.

5.28.1 Response

Fail to understand why there is an issue with "local play provision is not centrally located" Although situated at the east end of the village it is within walking distance of the whole village. Granted facilities would benefit from upgrading and maintenance but if carried out would provide an adequate play area within the village thus negating the need to use valuable farmland.

Park was gifted to the village by a local farmer in memory of his wife and as such I feel strongly that it should remain as a park.

5.28.2

Spatial Strategy Considerations

Further growth in the village could be supported and may act as a catalyst for the provision of improvements to community, educational and play facilities. However, as the village is contained in the Dundee Housing Market Area, and in order not to compromise the TAYplan aim of encouraging growth in the City of Dundee, only limited phased growth is proposed in Longforgan.

5.28.2 Response

Disagree strongly that the village could support further growth as this would be detrimental to the Conservation core of the village and would have an adverse affect on the infrastructure. Increased volume of traffic through the village – increased safety issues on an already congested Main Street. Junction Main St and Station Road particularly hazardous with no possibility of widening.

Impact on Primary school – presently not fit for purpose with no room for expansion.

Village boundary would be moved yet again with the loss of valuable fertile farmland.

Main Issues Report (Version:2010), 5.2.16 Option 1 (Preferred) has **NO** proposed housing for Longforgan which would not compromise the TAYplan.

5.28.3

Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

Drainage from all development should connect to Public Waste Water Treatment Works.

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

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

All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

5.28.4

H25 H26 Residential Sites

Ref	Location	Size	Number
H25	South Longforgan	2.2 ha	75 maximum
H26		5.3 ha	

The site may be able to accommodate more than 75 houses but the maximum permitted to 2024 will be 75 houses. The total numbers and phasing require to be identified through a masterplan. Site Specific Developer Requirements

- **The provision on an integrated masterplan will be required for these sites and the associated improvements to community, educational and play facilities.**
- **A phasing plan should be produced to ensure that the build rate does not exceed 25 houses in any 3 year period.**
- **Ensure built form and layout respond appropriately to the Conservation Area and its landscape setting.**
- **Transport Assessment.**
- **Improvements to core paths within the site and the wider core path network.**
- **Enhancement of biodiversity.**

5.28.3/4 Response

I would like to lodge my objection to the inclusion of land Ref H25 & H26 in the Proposed Plan 2012

Main reasoning is as follows:

In 2008, A J Steven Builder lodged Planning Applications : Ref 08/01889 & 08/01890- for housing and recreational facilities on these areas of land.

These application was STRONGLY opposed by a large number of residents, Church of Scotland, Mother & Toddler Group, Parent Council etc. at the time of these applications. More recently during March 2012 a petition has been signed by more than 350 residents opposing development of this land and representation of such was made to the Community Council at their meeting on 13th March 2012

1. One of the main objections to development of this land would be the increased volume of traffic through the village on roads which are less than suitable for the current level of traffic namely - congested Main Street, narrow junction Main Street and Station Road and single lane Westbank Road.

5.28.3/4 cont

A **proposal** which could be considered if it is deemed necessary for more housing, is as follows:

Site any future housing on land to the west of the village. This land was previously identified in the Main Issues Report as Site I on Map 19.

This site, suitable for 75 houses, could be utilised without adversely impacting on the amenity, character or setting of the existing village. Accessed from the A90 using the junction at west end of village would negate increased traffic passing through the village. Existing roads to this site are already suitable as are the main route of access to Mary Findlay Drive and also Castle Huntly.

Previous representation in 2009, by George Martin Builders Ltd, for inclusion of this land into future Development Plan clearly indicated a public open space which could give the development a play area, in same way as was achieved in the Mary Findlay Drive development.

2. Another objection was that increased housing would put pressure on the school which lacks the facility to expand and is already at or near capacity.

Surely before any further housing is allowed in Longforgan the expansion and upgrading of the school must be addressed.

In closing I would like you, the Local Development Team to consider this letter with the concern in which it is written. Longforgan is a beautiful village with a Conservation core which **must not be damaged any further**. Village boundaries should not be widened more than is absolutely necessary as the loss of fertile farmland, which is cultivated to this day, would never be recovered.

I myself have lived in Longforgan for 11 years but have had a connection with the village all my life as my great-grandparents, grandparents and parents all lived here in the past. I feel very privileged to have my home in this beautiful rural setting and hope that any future development will be small scale (1 or 2 houses) and be carried out sympathetically to these surroundings.

From: wendy sheed [REDACTED]
Sent: 04 April 2012 10:41
To: TES Development Plan - Generic Email Account
Subject: planning development woodside

Follow Up Flag: Follow up
Flag Status: Green

Dear Sir/Madam

Regarding your plans for new housing in Woodside I would like to put across the following points.

A concern regarding access through Cameron Walk what about the residents who paid well over £200K for these properties and now shall have no privacy as traffic well into double figures will be driving passed their front doors.

What about the safety of their children? Why pay high prices for rural housing when at the end of the day these council estates are built on your doorstep!! The same happened in Coupar Angus at the Larghan Park development private housing one minute, the following year estate on their doorsteps.

Woodside neither has the capacity or the need for more new council developments, this is a lovely peaceful quiet rural village and should stay that way, if the council have the resources put it towards refurbishing the hundreds of council housing lying in disrepair why spend more millions on creating more estates and ruining the countryside.

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

Name	Fiona Wilkie
Address and Postcode	12 Sandwood Place, Kinross KY13 8BN
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.	H46	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

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

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

I would like to see this plan rejected.

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

As a concerned resident who lives near to this proposed developement, I would like to see this plan rejected.

Over the years, in Kinross there have been many housing estates built. This particular plan will disrupt all the residents who live in the "Wimpey Estate", especially those who live in the cul-de-sacs where it is proposed a new road will have to be built to provide access to this planned development. As the roads leading to this area are already a nightmare due to the volume of traffic, what will it be like with another 150 + cars decanting onto Springfield road? Unfortunately road safety does not seem to be high on the priority list when these schemes are submitted.

What happens to Davies park? Does this just disappear, with perhaps the promise that another park may be constructed, nowhere near it is now. Does the wooded area around the park just get bulldozed? Does the disruption of the work get overlooked and the local residents get told to "suck it up".

Where do the children who live in these new houses go to school? The Primary school is at capacity, or are we to be told that at some point a new Primary school will be built somewhere! Where do the families go for medical care, as it takes an age to get doctors appointments already. What about dentists, they are overflowing as well.

Do we see any new development in the High Street? NO.

Do we see new shops coming into Kinross? NO.

Do we see road calming measures coming into Kinross? NO

Do we see new Doctors, Dentists, any improvement in social ammenities? NO.

Kinross is a town of commuters, since the development of Lathro Park, Mavisbank, and all the other schemes that have been built over the years, but there has been very little in the improvement of local services.

Can I please ask that these concerns are given some thought before more houses are allowed to be built in what used to be a place of natural beauty.

Is it just a case of "the almighty buck" wins out every time?

I really hope that this is not the case.

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

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

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

From: Alistair Simond [REDACTED]
Sent: 04 April 2012 19:05
To: TES Development Plan - Generic Email Account
Subject: Local Plan for Longforgan-- Sites H25 & H26

Follow Up Flag: Follow up
Flag Status: Green

We wish to lodge our opposition to the proposed plan for the reasons shown;

- 1) Destruction of a conservation village
- 2) Large scale housing was rejected by Directorate reporter of Scottish Government on 25/6 09 nothing has changed in these proposals
- 3) Infrastructure is barely coping at the moment without these additional houses
- 4) Traffic in Main St. is a problem with buses & lorries & cars wending through a narrow street & school children coming & going
- 5) Part of RP drive is single track new houses would add up to 100 cars using this stretch
- 6) Education is one of the important things in life, the present capacity is over the top with teaching in the corridors, where would an extension be possible for all the additional children.

Option.

Extending the village to the south was not an option when rejected in 2009 the alternative field to the west of the existing village limit would mean the school could be extended & the extra traffic would not need to use Main Street.

We hope that our Planning dept listen to a large vocal opposition to this proposed plan & meet constructively with the Community Council.

Yours sincerely

Fiona & Alistair Simond
36 RP Dr.
Longforgan



10 April 2012

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

Dear Sir/Madam,

PERTH & KINROSS LOCAL DEVELOPMENT PLAN – CONSULTATION ON PROPOSED PLAN

ScottishPower Renewables (SPR) is an energy company with a remit for developing and operating renewables assets and supplying electricity. SPR is the largest operator of onshore windfarm assets in the UK and the UK's leading developer with over 1,300MW of consented projects and a large pipeline of future projects, with offshore wind, wave and tidal renewable energy projects becoming increasingly significant. We therefore welcome the opportunity to feed into this consultation process.

The future role of renewable energy

- We welcome the commitment to “*support the development of renewable energy*” (section 2.4.10). However we consider that the proposed plan would benefit from making a specific link between the role of renewable energy generation in mitigating climate change, citing our international climate change and renewable energy generation targets
- In addition, the final plan should also refer to the Scottish Government's target to generate equivalent of 100% of electricity demand from renewable energy by 2020 and Policy ER1 should set out how Perth & Kinross will contribute towards this ambitious but achievable targets.

Spatial frameworks for renewable energy

- The proposed plan states that “*supplementary guidance will provide a spatial framework for wind energy developments and further explain the locational, technological, environmental and design requirements for developers to consider in making their applications*” (Policy ER1).

ScottishPower Renewables Cathcart House, Spean Street, Glasgow G44 4BE
Telephone [REDACTED]
[REDACTED]



- SPR welcomes the provision of guidance on the appropriate siting of onshore wind. However, it is vital that national policy and national targets for renewable energy generation play a key role in determining applications under 50MW or responding to applications under section 36 of the Electricity Act. Therefore any supplementary planning guidance should reflect the aims of Scottish Planning Policy (SPP) (2010) as well as the Scottish Government target for renewable energy generation.
- We welcome the commitment in policy ER1A that new proposals "*will be supported where they are well related to the resources that are needed for their operation*". We consider this to be in line with SPP which states that "*...the development of wind farms [should be supported] in locations where the technology can operate efficiently and environmental and cumulative impacts can be satisfactorily addressed*".
- It is vital that any supplementary guidance on the appropriate siting of onshore wind also reflects the intentions of SPP in promoting renewable energy in appropriate locations, where cumulative impact issues can be addressed. Any spatial framework should provide guidance on constraints, but should not treat 'protected' or designated areas as 'no-go' areas for wind farm development. We do not believe that this is an appropriate approach, as a designated landscape is not automatically highly sensitive by definition as this would depend on the specific character of the landscape, and the reasons for designation may not be compromised by wind farm development
- LDPs should also recognise the economic, social and environmental benefits (as well as potential impacts) of renewables on a local and regional/national scale. This will help ensure that decisions on applications are made within the correct policy framework.

Electricity Transmission Infrastructure

- We welcome the recognition in policy ER2 that "*proposals for electricity transmission infrastructure will be supported*". However, we are concerned that the wording of the rest of policy ER2 may be overly precautionary. As such we would like to see the wording modified to read "*in environmentally sensitive locations appropriate mitigation **will be considered** as part of the preparation of any proposal. **Where impacts are shown to have a significant negative impact, alternatives such as underground should be considered where appropriate. Where new infrastructure.....***"

I hope these comments are of assistance in finalising the Local Development Plan. Please feel free to contact me on [REDACTED] or at [REDACTED] should you require any additional information.

Yours faithfully,

Rachel Furlong
Policy Manager (Environment)

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Alexander Garden"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="Devon-Lade House"/>
Address 2	<input type="text"/>
Address 3	<input type="text"/>
Postcode: *	<input type="text" value="KY13 0UR"/>
Phone Number:	<input type="text"/>
Email Address: *	<input type="text" value="REDACTED"/>
Site Name:	<input type="text"/>
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent

Your comments will be applied to the following items:

7 Kinross-shire Area Spatial Strategy - 7.7 Crook of Devon

I stongly support the proposed settlement boundary for Crook of Devon as it excludes the Monarch Deer Farm site. Crook of Devon does not need any further large scale housing development as it has been significantly developed in recent years and further significant development would alter the character of the village. Further development of Crook of Devon would also increase carbon emissions due to communiting and require an expensive new bridge.

7 Kinross-shire Area Spatial Strategy - 7.15 Powmill - Paragraph 7.15.3

If large scale development of Powmill goes ahead a new school should be provided in Powmill to avoid an increase in pupils at Fossoway. This is because there is already safety issue with acecss to Fossoway Primary and an increase in numbers would only make this worse.

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Frances Garden"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="Devon-Lade House"/>
Address 2	<input type="text"/>
Address 3	<input type="text"/>
Postcode: *	<input type="text" value="KY13 0UR"/>
Phone Number:	<input type="text"/>
Email Address: *	<input type="text" value="REDACTED"/>
Site Name:	<input type="text"/>
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent

Your comments will be applied to the following items:

7 Kinross-shire Area Spatial Strategy - 7.7 Crook of Devon

I am very much in agreement with the settlement boundary for Crook of Devon as it excludes the Monarch Deer Farm on Naemoor Road as a residential development site and identifies it outwith the village settlement boundary. Crook of Devon has been overdeveloped so I consider that the Deer Farm should remain outwith the village settlement boundary. Development at the deer farm would also increase traffic congestion and commuting and require new infrastructure.

7 Kinross-shire Area Spatial Strategy - 7.15 Powmill - Paragraph 7.15.3

If Powmill is to increase to this size then a new school in Powmill should be provided. It could then also accommodate pupils from Blairngone. This would allow pupils from Powmill to walk to school and would foster community spirit. I consider expansion of the school at Fossoy would increase the danger of the already lethal access to the school.

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

Name	Elisabeth Yorke
Address and Postcode	West Grange Cottage, Errol PH2 7SY
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.	H21 West of Old Village Hall (Grange)	or
Chapter	5?	Page no. <input type="text"/> Paragraph no. <input type="text"/>

5.18.4

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.

Delete development H21 16 houses west of Old Village Hall

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

Land to west of Old Village Hall is not suitable for housing development for 2 reasons:

1 Serious drainage issues associated with existing new housing developments affecting neighbouring properties and roads between railway crossing and Newbiggin Farm road end: flooding twice within 18 months. Drainage improvement works by PKC in autumn 2011 have not yet been tested due to mild winter (lack of snow and heavy rain). Any surface water run off from any additional housing feeding into existing drainage system risks overwhelming the system.

2 Road is narrow single track road used all year round by heavy farm machinery / vehicles with trailers and with ditch along much of its length. Already several junctions between railway crossing and entrance to track to North Grange Farm where road is very narrow. Potential hazard at railway crossing when traffic coming in both directions as blind summit. eg vehicles can be backed up from N Grange Farm track to level crossing and not visible to traffic coming from south of crossing until right on crossing. If barriers quickly come down, potential fatal accident.

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

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

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

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	Ailsa Campbell
Address and Postcode	Almond House 8 Burrell Street Crieff, PH7 4DR
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.	ED1B	or			
Site ref.	Crieff MU7	or			
Chapter	8.3.2	Page no.	249	Paragraph no.	4

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

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

I do not agree with the change of use of MU7 from a Green Field site to a Mixed Use site. Before any land is developed outside the town centre for business or retail, Perth and Kinross Council must focus on Crieff's town centre and do whatever it can to help it survive.

If the Council is successful in all its development plans for the southern edge of Crieff, Crieff will be left with another little town on its edge and the town centre will eventually be left to ruin.

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

I am extremely concerned that the only mention about Crieff's town centre is one vague sentence followed by "a site for a medium sized food store has been identified at the southern part [read "edge"] of the town" which is NOT in the town centre.

Approximately two years ago, Perth and Kinross Council moved Crieff's library from the town centre to the Strathearn Community Campus on the edge of Crieff, THAT BUILDING IS STILL EMPTY. When Crieff Primary School moves from the town centre to a new primary school built on the edge of town, another building will be left empty and redundant. Crieff is already struggling with a number of empty and deteriorating buildings and instead of being part of the solution, Perth and Kinross Council is creating more empty buildings AND planning for more development on the southern edge of the town, NOT the town centre. Developing retail areas on the edge of the town and forcing people to use amenities outside the town centre is not helping bring people into the centre of the town, it is TAKING PEOPLE AWAY from the town centre.

Perth and Kinross Council have a duty and responsibility to really look after and protect this old Victorian town. It is not only a commonly held belief by Crieff's residents and community groups but it is also a clear mandate of the Scottish Government as stated in its Regeneration Strategy published in December 2011:

"Support for town centres forms a key part of the regeneration vision and supporting outcomes. The Strategy commits the Scottish Government to undertaking a national review of town centres in 2012 to scope out potential solutions to the issues facing some of Scotland's town centres"
[Regeneration Strategy 0123917]

Included in the Strategy's Annex A – Supporting Outcomes is:

- Thriving towns and high streets
- Communities have a positive appearance and are places where people want to live, work and invest
- Quality design and upkeep of buildings and spaces
- Address vacant and derelict land and property and preserve heritage/built environment for productive use
- People are empowered to improve their area and maximise local assets
- Towns and high streets act as a focal point for social and economic interactions

As Vice Chairperson of the Crieff Community Trust Steering Group I am actively involved in the Crieff community. I am not alone. There is a large number of hard working volunteers in Crieff who would like see Perth and Kinross Council actively supporting and working alongside them in their efforts in regenerating Crieff's town centre and restoring it to its former glory. The current Proposed Land Development Plan is not in step Crieff's concern for its town centre nor the Scottish Government's mandate for town centre regeneration. Please note my concerns and make sure Crieff's town centre becomes one of Perth and Kinross Council's priorities for Crieff.

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

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