
From: Lucy Stott [REDACTED]
Sent: 08 April 2012 10:18
To: TES Development Plan - Generic Email Account
Subject: St Johns School, Proposal for development

Follow Up Flag: Follow up
Flag Status: Green

To whom it may concern

I am emailing regarding the above development and also the suggestion that it may possibly become temporary housing for the homeless. I have to say that 50 residential units is a lot, irrespective of who is living there, but in my personal experience that number of homeless people in one area will undoubtedly cause concern. I have experience of this and while I found a very high percentage of people finding themselves in such a situation to be very genuine, I also found that usually with the situation, whether it be cause or effect, there are drugs, alcohol, mental health and social behavioural problems. Our proximity to the North Inch, which is a well known hang out place for drug/alcohol users, also concerns me in attracting people that may not even be housed in the School.

I bought my property 16 years ago and thoroughly enjoy living in this quiet, yet fairly central, area of Perth. I would be very concerned for the potential effect on the value of my property should the school be used for so many residential units. We are completely overlooked by the building and Barossa Street is very narrow, hence the privacy issue is a real concern.

I am also concerned about parking, while I appreciate the grounds of the school are fairly extensive I find it highly unlikely that there will be sufficient parking for a potential 50+ vehicles. I have a parking permit for the area, but still find myself having to leave my car further away from home than I'd like when ever there is an event either at the St Johnson Supporters Club, the North Inch, Bells Sports Centre or even the Church on Melville Street. So to introduce the potential for more regular cars to park could make this even more of an issue.

I would ask that the current residents are kept up to date of proceedings regarding planning, construction and potential uses for the School and given the opportunity to have their concerns heard should any arise. I would also appreciate an acknowledgement of receipt of this email.

Regards

Lucy Stott
36 Barossa Street
Perth
PH1 5NR

Tel: [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	Mr & Mrs Brian
Address and Postcode	31 Springfield Park Kinross Ky13 8QT
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.

we would like the council to consider not allowing this site to be developed.

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

As we have both been born and brought up in kinross we can remember what it was like before this park. We were glad when Dr Davies fought to have this park instated as it gave us as teenagers somewhere to go as the other park in kinross was too far from home and our parents wouldnt allow us to go there. As the council are probably aware there is hardly anywhere young children can play football as well as run about without the worry of being knocked down by cars. We are now parents of 2 children who both play and run about down there, who have both learned how to cycle bikes, play football and meet up with there friends. us as parents like this because we know where they are and what they are doing. We feel that the removal of the park will be devastating to the top end of kinross.

It would also appear to us that there is no need for further development within kinross at this time as houses are struggling to sell, even on the new developments which are being built at the present time.

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: James Murray [REDACTED]
Sent: 08 April 2012 11:06
To: TES Development Plan - Generic Email Account
Subject: Proposed development at St John's School, Stormont Street, Perth
Follow Up Flag: Follow up
Flag Status: Green

Hello,

I live in Stormont Street. I agree with the proposal to turn St John's school into housing but object to the amount of housing proposed.

The reasons for my objection are that parking in this area is already difficult, all spaces in Stormont Street are usually full in the evenings and at weekends.

I park in nearby streets as often as in my street because there are none in this street.

The roads here are already extremely busy, having 50 extra households will only make the traffic situation worse. The air pollution on Atholl Street caused by traffic is already a problem

Making less, larger and more desirable flats would enhance the area. Having 50 tiny flats with people packed so closely together in this small area would detract from the area.

This development has the potential to improve the area, it could also ruin it and result in all the social problems associated with overcrowding in urban areas. Why choose the second option?

Please reduce the number of flats to at least match the number of extra parking spaces that could be provided by the school playground

James Murray
7d Stormont Street
Perth
PH1 5NW

From: Alexander Thompson [REDACTED]
Sent: 08 April 2012 11:08
To: TES Development Plan - Generic Email Account
Subject: Proposed local Development Plan

Follow Up Flag: Follow up
Flag Status: Green

Dear Sir/madam, reference to the above plan ref; H54 .

My name is Alexander Edward Miller Thompson, my address is Cragton Villa , Rost Gardens Main Street , Scotlandwell KY13 9JA . I am objecting to the entire plan on the grounds the Village will no longer be a village. The infrastructure of the village is such it cannot possibly accommodate such a proposed building site. Taking into account the increase in traffic volume , with the inherent danger to the public in general .

The village , if this plan goes ahead, will no longer be a village.
This plains totally unacceptable and inappropriate for Scotlandwell

Mr A Thompson

Islen

10 Ritchie Place

Crieff

PH7 3SL

25.3.12

To whom it may concern,

Proposed Local Development Plan at Wester Tomaknock Crieff

With regards to the above plan I wish to make representation about the development H57 due to the following reasons, which expand many of the points in the residents submission:

Why when there are still areas behind the present development in Inchbrakie Drive which have not yet been built on, more building is proposed for a site on the other side of the Madderty Road? Perhaps it would be better to complete developments already started. There also appears to be an area opposite the Community Campus which is not yet finished. A third possibility is to add to the 300 unit proposal on Broich Road. The great advantage here is the close proximity to the schools, the Community Campus and the new Supermarket.

At present the proposed site is on green belt land, how does this become eligible for building ? There are numerous brown sites in the town awaiting development the Drummond Arms, The Kilt & Kelt, the Crown Hotel, Morrison's Academy site Ewanfield and when the new Primary School is built the site in Commissioner Street. These would all comply with the council attempt to regenerate town centres.

Fear of flooding when the water, at present in the field immediately behind our property, is drained. The burn rises very quickly when there has been very heavy rain and lots of rain is coming off the Knock and Callum's Hill. About 20 years ago there was an attempt to drain the boggy area and the original tractor

had to be pulled out by a JCB as it had sunk to its axels in the mud. Last March we were having a conservatory built and when the builders had dug down to the required depth for the foundations a structural engineer was called in as the ground was not firm enough due to back filling of the very deep foundations of the original house. The foundation depth was then taken to twice the original depth. If the soil is not compacted enough for foundations what will happen if water has to be drained from the boggy area into the surroundings ? Will it seep into the looser soil ?

The area has a lot of wildlife, herons feeding, ducks feeding and nesting, oyster catchers and the occasional woodpecker along with myriads of different garden birds. The herons obviously feed on young frogs in the spring. Buzzards also hunt in the area as they live on Callum's Hill and roe deer cross the field frequently.

Dollerie Terrace and the Madderty Road have become much, much busier in the 35 years we have lived here and an influx of even more traffic further out of the town would only add to the present congestion at peak times e.g. 8.00.am-9.00.am and 4.30.pm - 6.00pm. At present from Galvelbeg Lane to the junction with the A85 is one way due to the increase in four-wheel drives lorries and vans both using the road and parking.

There are no ammenities in this part of the town except for a Post Box which is on the opposite side of what would become a very busy road. The nearest shop is at the garage.

At present the proposed site is on green belt land, how does this become eligible for building ? There are numerous brown sites in the town awaiting development the Drummond Arms, The Kilt & Kelt, the Crown Hotel, Morrison's Academy site Ewanfield and when the new Primary School is built the site in Commissioner Street. These would all comply with the council attempt to regenerate town centres.

Yours sincerely,

Joan Dyer

Residents of Ritchie Place & Rintoul Avenue

Crieff

8.4.21

Planning & Regeneration David Littlejohn

RECEIVED

Pullar House

10 APR 2012

35 Kinnoull Street

Perth

Dear Sir,

Proposed Local Development Plan reference H57

With reference to the above document we the undersigned residents would like to make representations in favour of changing the site as follows :

- the area in question is very boggy and we are concerned about the possibility of flooding if the land immediately on the other side of the burn is to be drained
- the impact of traffic from such a development on Dollerie Terrace, which at the end nearest the A85 has to be negotiated as a one way flow much of the time due to parked cars
- the lack of amenities in this part of the town, a Post Box on the other side of the Madderty Road which will become much busier with the increased traffic, and the nearest shop at the garage on the Perth Road
- the changing of the town boundary to include green belt land
- the number of brown field sites within the town awaiting development to comply with Perth & Kinross objective of keeping town centres viable
- the distance from the proposed new Primary School again negating the policy of encouraging children to walk to school
- the lack of information about access to the proposed site

- the disturbance to wildlife in the area, nesting grey herons prey on the frogs to feed their young, ducks feed in the pond, oyster catchers nest in the reeds and buzzards which nest on Callum's Hill forage in the area also, roe deer often cross the field
- the problem with sewage being pumped from this area and Inchbrakie without added houses

Yours faithfully,

Joan Dyer 10 Ritchie Place Crieff PH7 3SL

12 RINTON AVE
CRIEFF
PH7 3SS

12 RINTON AVE
CRIEFF
PH7 3SS

2 RITCHIE PLACE
CRIEFF
PH7 3SL

5 Ritchie Pl
Crieff
PH7 3SL

BULLOCK BY
CRIEFF

BULLOCK
BY CRIEFF

14 Ritchie Pl
Crieff
PH7 3SL

14 Ritchie Place
Crieff
PH7 3SL

P.T.O.

[REDACTED] 16 RITCHIE PLACE
CRIEFF
PH7 3SL [REDACTED]

[REDACTED] 16 RITCHIE PLACE
CRIEFF
PH7 3SL [REDACTED]

[REDACTED] 22B RITCHIE PLACE
CRIEFF
PH7 3SL [REDACTED]

[REDACTED] 22B RITCHIE PLACE
CRIEFF
PH7 3SL [REDACTED]

[REDACTED] 20B Ritchie Place
Crieff
PH7 3SL [REDACTED]

[REDACTED] 20A Ritchie Place

Crieff
PH7 3SL [REDACTED]

[REDACTED] 22A, RITCHIE PL. CRIEFF [REDACTED]

[REDACTED] 24A RITCHIE PL. CRIEFF [REDACTED]

[REDACTED] 12 RITCHIE PLACE CRIEFF [REDACTED]

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

Name	Mr & Mrs Stewart Roberts
Address and Postcode	3 Birkfield Park Rumbling Bridge Kinross, KY13 0QR
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.	E24 - 7 Kinross-shire Area Spatial Strategy - 7.16 Rumbling Bridge	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.

- 1) I am doubtful about the suitability of the site for any development. I request that the site is removed from the development plan.
- 2) I disagree with the proposal to change the development designation from the current "rural business and some tree planting" to "general business use". I request that the current designation is left unchanged.

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

Points in support of item 1 above -

I believe that during consultations for previous planning applications for this site the need for a comprehensive drainage plan was highlighted. Due to the shape and location of the site i.e. it is surrounded by higher ground on all sides, I would expect that creating suitable drainage without impacting the surrounding land will be difficult and may be sufficiently costly to prevent an economically viable development.

Access to the site appears to only be possible from the A825. Due to the elevated rock formations at the North end of the site I don't believe an access road can be created sufficiently far from the junction of the A977 to prevent the entrance being a hazard to turning traffic off the A977 heading North.

The growth in HGV traffic on the A977 is of great concern to residents along this road. Increased road damage and safety concerns are common complaints from residents. The addition of further business development along this road would undoubtedly bring an increase in HGV traffic and therefore increase existing safety concerns. Any development plan should only be approved if it is accompanied by a properly funded development of the local road network.

Points in support of item 2 above -

I believe it is important that any development should be in keeping with the local area and should clearly support the areas agricultural and forestry heritage. Business development should only be allowed if it helps support the growth and development of existing rural businesses e.g. farmers market, forestry products, garden centre etc.

Rumbling Bridge is a quiet rural area and therefore any business development should only be allowed if it fits with the existing local ambiance i.e. noise or pollution generating businesses should not be allowed.

There are currently no public spaces or play facilities in Rumbling Bridge. With the proposed addition of new housing in the area any development proposal should be required to provide a public space as part of the plans.

Any development plans should include for landscaping incl. stone walls or wooden fences to screen the land owned by the residents of Birkfield Park from any future development.

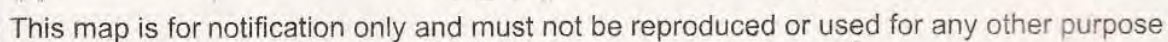
Please note that the map sent with the Notification letter incorrectly identifies the boundary of the proposed E24 site. Half of the area greyed in is actually owned by the residents of no. 2&3 Birkfield Park. (See attached sketch)

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.

Map showing location of proposed development site



Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Alison Anderson"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="1 Glenearn Park"/>
Address 2	<input type="text" value="Forgandenny"/>
Address 3	<input type="text" value="PERTH"/>
Postcode: *	<input type="text" value="PH2 9FB"/>
Phone Number:	<input type="text" value=""/>
Email Address: *	<input type="text" value=""/>
Site Name:	<input type="text" value="H22 Forgandenny"/>
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent

Your comments will be applied to the following items:

5 Perth Area Spatial Strategy - 5.19 Forgandenny - Paragraph 5.19.4

I feel the proposed site (H22) is not an area of the village that should be developed as it is prime agricultural land. The density of the proposed development is completely out of keeping with the rural setting and there is no identified need for such a number of houses in the village. The proposal appears to contradict the Council's own policy on new housing in the countryside that prioritises brownfield sites and ribbon developments.

From: Andrew Stirrat [REDACTED]
Sent: 08 April 2012 14:18
To: TES Development Plan - Generic Email Account
Subject: Represantation to Development Plan
Follow Up Flag: Follow up
Flag Status: Green

Dear Sir/Madam,

I wish to make comment with regard to proposed local development plan reference MU1.

I appreciate the need for city expansion but I believe there needs to be changes to with regards to the above area. The area MU1 is very visually prominent and is many people's first entry point to Perth. Perth (unlike many modern towns of similar size) has still resisted 'sprawl' and has kept a traditional city layout - I believe that to simply allow development of high density housing/business etc. would impact on this and on many peoples' opinion of Perth as a whole. Similarly given that there is a very large business area on necessity brae which has not found a buyer for around 2 years together with the very sad and unpopular demise of Cherrybank Gardens I feel that any development nearby should be dependent on first finding a reasonable use of these two areas (including any developers being asked to contribute/be responsible for funding to regenerate Cherrybank Gardens or an alternative to it and hence mitigate any environmental impact whilst also improving the general surrounding area for residents and visitors).

Yours Sincerely,

Drs Andrew and Mary Stirrat
8 Cleeve Park
Perth
PH1 1GY

The Laigh

Laggan

Crieff

PH7 4JL

7 April 2012

Dear Sirs

Proposed Local Development Plan: ref; H55 Laggan Road Crieff

My husband and I are writing to express our objections and concerns to the above plan having received no notification for the proposed access.

We live towards the end of the single track road on Laggan Estate which is accessed by the single track continuing on from Laggan Road and as such our objections are as follows;

- a) Access
- b) Increase in traffic
- c) Safety

a) Access

The proposed site from Laggan Road to Turret Lodge is only adequate for the present 10 local residential units and any farm traffic.

Increasing this access to accommodate 60 units is totally unacceptable and unreasonable

b) Increase in traffic

At present there are 10 local residential units with approximately 20 vehicles most of whom have contributed to the resurfacing of the road. The prospect of this being increased to approximately 120 vehicles plus farm traffic plus incidental traffic is quite frankly daunting.

We have to consider the whole infrastructure and the affect this proposal will have on the environment.

Starting at Burrell Street, down Milnab Street with many parked cars, an accident waiting to happen at the Sauchie Road/Milnab Street/Park Manor area with bottle necks by Morrison's Academy playing fields and the newly upgraded car park for the park, across the single track bridge and into Laggan Road finally reaching the Highland Road/Laggan Road corner and accessing the single track

road. The single track road holds a pathway which serves as access for walkers, bikers, and children from Highland Road Estate. We believe this is a Bridle Path.

Not many, if any, will take the Comrie Road route as an alternative option.

All of this should be addressed by the developer.

c) Safety

Children playing and being pushed in prams, families, disabled folks with wheelchairs, walkers, dog walkers, bikers, horse riders not to mention visitors from out of town all make use of our surrounding walks; Lady Mary's, Laggan Hill, and Curroughs will all be at a considerably higher risk from the prolific increase in traffic on the proposed road access.

In conclusion, whilst we accept the need for considering sites for additional housing we cannot accept the proposed plan for H55 Laggan Road Crieff which undoubtedly would bring huge issues and problems for access, increase in traffic and safety and for these reasons we wholeheartedly request this proposal be rejected by the Council.

Yours sincerely

A L Guthrie

T Guthrie

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

Name	Mrs Fran Proctor
Address and Postcode	2 Wilson Court Kinross KY13 8NA
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:

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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.

We do not wish this plan to be granted due to the reasons below.

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

We wish to lodge a protest against the planned development at site ref H46 on the following points:

According to Jason Wallace of Wallace Land, Edinburgh, this housing development of 125 houses is much needed in Kinross. If this is the case why are there so many houses on the market in Kinross not moving? Why has the developer GS Brown struggled to sell their new houses and not completed their development?

Wallace Land also stipulates that they are not developing a road through the park but upgrading the existing access road. There is a short access road to allow the Council Maintenance vehicles through to the park, the rest is a walking pathway with no access to vehicles therefore how can they stipulate that they are not developing a road?

Wallace Land also states that they intend to upgrade the park which I perceive as another way of buying their way into public favour, absolutely deplorable and disgraceful.

Springfield road is struggling to cope with the present increase in traffic further exacerbated by the increased traffic created on the occasions of T in the Park. What are Councils plans to reduce this traffic in order to reduce the potential of a child being severely injured or killed whilst trying to access the park if they agree to this preposterous development? What are the plans to improve the junction at Station road and Springfield road which is already at gridlock at commuter times? Has there been any thought put in to develop a slip road onto Southbound and off Northbound for the M90 at Milnathort in order to reduce the amount of traffic that has to come through Kinross via Springfield road, I think not!!

The present infrastructure can not accommodate this increase. The newly opened High school, the present Primary school which is bursting at the seams, the Health centre, the shopping facilities just will not cope.

We are presently being encouraged, as parents, to motivate our younger generation into getting out of the house and exercising, due to a national obesity problem. However all the Council appears to wish to do is place barriers in the way by allowing a road to be developed around the Park! Preventing children from accessing the park safely SHAME ON YOU! The Councils only thought is how can they fill their coffers!!

Kinross is renowned for its beauty why spoil it in this way? Could the land not be better used as a community woodland or even for allotments which would provided a much needed barrier to motorway pollution and noise.

So much for living in the country, if I had wanted to live in a concrete jungle I would have bought a house in the city!

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

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

Proposed Local Development Plan

Site reference **H38** - Middleton of Fonab, Pitlochry

Contact details

Mrs Jennifer Stark
Easter Ballinluig of Dunfallandy
Pitlochry
PH16 5NA

Tel [REDACTED]
Email [REDACTED]

I have no problem with housing development at Middleton of Fonab, Pitlochry on what is basically a reclaimed field that has been quarried out for sand and gravel, used during the building of the A9 bypass, completed in 1981.

My main concern is **ACCESS** to this development from Pitlochry, as this would be the preferred route rather than off the present A9 local access road.

At present, Bridge Road serves access to Foss Road, Fonab Crescent, Milton of Fonab Caravan Park, Fish Ladder & Dam, Pitlochry Festival Theatre, Portnacraig development, Perth & Kinross Recycling Station as well as several farms, B & B establishments and other private houses, before adding to the requirements of the proposed Sainsbury's development and the additional residential development of 70 units at Middleton of Fonab.

I would like to suggest a proposal for suitable changes on the existing Bridge Road from Pitlochry.

Existing Junction of Bridge Road connecting A924 - widened to form a mini roundabout, remembering the existing requirements of large vehicle access to Bell's Blair Athol Distillery, as, at present, the turn off from the south is tight for lorries or other large vehicles turning onto Bridge Road.

Traffic lights - operated by sensors for access to Bridge Road from Fonab Crescent.

All vehicular access to proposed development at Middleton of Fonab (reference **H38**) - point of entry on corner of Bridge Road/Foss Road at entrances to Milton of Fonab Caravan Park and road leading to Fonab Cemetery. This was the route into that same field/quarry when A9 bypass was built 30 years ago.

I have resided at my present address for more than 36 years and have observed the growth of most of these developments.

8th April 2012.

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Karen Brown"/>
Organisation Name:	<input type="text"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="Greenmount"/>
Address 2	<input type="text" value="Gwydyr Road"/>
Address 3	<input type="text" value="Crieff"/>
Postcode: *	<input type="text" value="PH7 4BS"/>
Phone Number:	<input type="text" value=""/>
Email Address: *	<input type="text" value=""/>
Site Name:	<input type="text" value="H55 - Laggan Road"/>
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent

Your comments will be applied to the following items:

8 Strathearn Area Spatial Strategy - 8.1 Introduction - Paragraph 8.1.14

I object to H55. The site makes an important contribution to the wider landscape setting. It is an important foreground to the wider setting of the River Earn valley, including views to west including Bairds Monument and beyond to the hills of Glen Artney. It is visible in the landscape from various walks: The Knock, Laggan Rd, Laggan Hill, Bairds Monument, Knock Mary and Torlum. Development would have significant adverse impact on this highly attractive landscape setting to the west of town.

From: JANE ANDREW [REDACTED]
Sent: 08 April 2012 15:40
To: TES Development Plan - Generic Email Account
Cc: Jan eAndrew
Subject: Representation re LDP Ref H2
Follow Up Flag: Follow up
Flag Status: Green

Dear Sir or Madam

Name & Address: Jane Andrew & Janet Laverick, 32 Barossa Street, Perth, PH1 5NR
Representation re: Proposed Local Development Plan, Ref H2 St John's School, Stormont Street, Perth

As residents who live exactly opposite the former St John's School, we wish to see changes in the plan which we describe and discuss below.

We appreciate the need for good quality, affordable, accommodation in Perth, particularly in the rented sector. However, we very strongly feel that 50 units are way too many for such a small area bounded by narrow residential streets. Barossa Street, especially, is currently used as a rat run by speeding cars seeking to avoid Atholl and Barrack Street traffic lights. Because the houses on Barossa Street open directly onto the pavement, and because the road is very narrow, residents are particularly vulnerable to the effects of sound and air pollution. Unless you live here, it is difficult to imagine how noisy the cars are: they drown out the sound of television and radio, for example. Barossa Street, already narrow, is effectively made single-track by resident and visitor parking down one side of the street. We definitely do not want - and the street cannot cope with - any more cars which 50 additional residential units are bound to bring in. Also, where would extra cars park? The old school playground? We really do not want to live opposite a car park, unpleasant visually, and in terms of air and noise pollution. Neither of us drives on (ecological) principle, and are strongly in favour of measures to reduce road traffic. We cycle and use public transport. Bringing more cars into this area will make walking and cycling less safe and less pleasant. We ask that you tightly restrict the number of cars entering and parking in this area: extra accommodation should not be accompanied by extra cars.

Aside from an increase in vehicles, we also feel that 50 units - the plan doesn't say what size - could potentially bring in upwards of 100, or even 200, residents, again on a tiny side street with tiny pavements that are pretty much blocked on bin collecting days as it is. We recently received an anonymous typed letter from, presumably, a house owner on Barossa Street, in which the writer states that he/she had contacted Perth & Kinross Council and been told that the council could not rule out using the proposed 50 units as temporary housing for the homeless including possibly "ex prisoners or ex hospital patients". If this were to be the case, we do NOT object on the basis of the social circumstances of potential new residents. We believe that social diversity is important in communities. What we object to is the proposed numbers. We ask that you reduce the number residential units to be built.

We are also concerned about the amount of noise and disruption to the area during the remodelling of the school. We know from the recent building work at the nursery on Rose Terrace how much noise such work generates and the unhealthy and unpleasant effects of noise pollution. This makes it very difficult to work from home which some of us do. How long would such disruption continue for? Are there plans for where builders and deliveries of materials would park/access the site?

It is also worth pointing out that the drainage/sewage system backs up currently when it rains, with water coming up plugholes and flooded properties just last summer. It is difficult to see how the system would cope with any extra pressure being placed upon it from any extra residents.

Yours sincerely,

Jane Andrew and Janet Laverick

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

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

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

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

Name	Gary Mair
Address and Postcode	7 Lathro Lane Kinross KY13 8RX
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

2. Which document are you making a representation on?

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

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

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

Policy ref.	<input type="text"/>	or
Site ref.	H47	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 have concerns regarding the proposed access way between the existing Lathro Lane cul-de-sac and the proposed development.

I would prefer that consideration be given to access routing on a more easterly position between the proposed development into the car parking area to the east and north of the existing swimming pool.

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

One of the main attractions of Lathro Lane is its existence as a cul-de-sac. This was a major consideration and priority in remaining in Lathro Lane with young family.

Over time, vehicle ownership has increased in Lathro Lane and there are most often car parked at the roadside as well as in driveways. If a vehicular access route were to be considered between Lathro Lane and the proposed development, there would be a reasonable chance that traffic movements through Lathro Lane would increase. This in principle is workable however in practice would be fraught with the inevitable weaving between parked cars that would be necessary.

If pedestrian access is considered between the existing Lathro Lane housing and the proposed development, it is fair to assume that pedestrians would be moving between the proposed housing and the main road, via Lathro Lane, in walking towards swimming pool, school, library, health centre, Kinross town centre, Milnathort etc.

Rather than establish a pedestrian route via Lathro Lane that is actually taking pedestrians slightly away from the main road, can I request that consideration be given to creation of an access route more towards the north and east of the existing swimming pool thus generating a thoroughfare from the proposed development without interruption to an established housing area.

Part of the LDP is to create opportunity for new business to locate to the area and for the provision of housing to support such new business. What model has been used to generate the LDP given that opportunity for business to locate already exists - Auld Mart area in Milnathort, Business Park adjacent to Kinross recycling centre to name two - and that these business units remain for let. Additionally housing developments already undertaken lie uncompleted - GS Brown houses by the Park-and-Ride facility in Kinross. Can these housing areas not be completed before others are started - if only to avoid pathways remaining unkept as they have not been adopted by P&KC as well as reducing construction traffic levels.

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: gordon taylor [REDACTED]
Sent: 08 April 2012 17:16
To: TES Development Plan - Generic Email Account
Subject: LDP - representation form
Follow Up Flag: Follow up
Flag Status: Green

Sir/Madam,
Your on-line form does not work: I am submitting the required data by standard e-mail.

From: Gordon Taylor
4 The Hatchery
Milnab Terrace
Crieff PH7 4ED
[REDACTED]
[REDACTED]

Policy Ref. Proposed Plan 2012 - Strathearn Area Spatial Strategy
Site ref. Crieff Chapter 8
Page 1 to 4 Para. no. 8.3.2 to 8.3.9

Changes:

- peripheral development should be accompanied by parallel development on brownfield/ decaying sites close to the town centre
- much more attention to, and detail of, the need for infrastructure investment and improvement is needed, especially with regard to traffic flow increase.

Reasons:

We are going to have over 400 more houses built on the town's periphery, which, together with the Tesco supermarket and other developments, further nudges the town's centre of gravity and commercial and retail activities southwards: these will accelerate the slow decay of an historic town centre.

It should be a firm condition of the granting of planning permission for residential development that a concurrent town centre development should take place by that developer on a brownfield or similar decaying site.

People need somewhere to live but only a fraction will actually work in Crieff: it is likely that a daily commute elsewhere will be the norm since there is insufficient employment in the town and this will add to our already significant traffic problems but no part of the plan seems to address this.

For example, Dollerie Terrace and the Broich area, especially at the junction with King St. and Burrell St., are very limited in their traffic-carrying capacities. Housing and retail developments are going to strain this capacity greatly.

Further traffic increases will also be felt in the High Street, a trunk road which is already congested and unpleasant to walk. Before it is too late, a bypass must be considered for South Crieff.

In addition, a Crieff Town Study report by David Kirk, Head of Town & Regional Planning at the University of Dundee contains the following warnings:

Threats to Crieff

- The likely contraction of general businesses on the High Street in the face of the competition provided the new Tesco supermarket.
- The risks of poor quality development of the Broich area by following an ad-hoc approach to site development and a failure to adopt a sufficiently comprehensive traffic management scheme.

I hope this is not the direction in which we are heading.

Regards,
Gordon Taylor

--

a difference that makes no difference is no difference

From: David Pettigrew [REDACTED]
Sent: 08 April 2012 20:09
To: TES Development Plan - Generic Email Account
Subject: Proposed Plan Representation Form - Site ref 58 Comrie
Follow Up Flag: Follow up
Flag Status: Green

Please find below a Proposed Plan Representation Form for site ref 58 Comrie.

I had difficulty trying to copy and attach the form from the site and hope that the attached copy and past of the form, duely completed is acceptable.

I am aware that the cut of date for submissions is Tuesday and would appreciate an acknowledgment of receipt of this e mail and that the format sent is acceptable.

Regards

David Pettigrew

Perth and Kinross Local Development Plan – Proposed Plan Representation Form

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

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

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

Name: David Pettigrew

Address and Postcode: 8 Polinard, Comrie, Crieff, PH6 2HJ

[REDACTED]

[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

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.

Site ref. H58

Chapter 8.

Paragraph nos. 8.7.2 & 8.7.4

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.

PROPOSED CHANGE TO PLAN

I would like to see paragraphs 8.7.2 and 8.7.4 of the proposed plan modified by removal of site H58 Comrie from the proposed allocation for additional housing land as this scale of development is not appropriate for a small village and is contrary to TAYplan strategic guidance, with which the LDP is required to be consistent. This proposal is also contrary to several of the stated LDP policies which should guide proposals and is therefore unjustified.

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

In support of my objection to inclusion of site H58 in land allocated for housing development I wish to identify with the case set out in the representation relating to this site made by Mr Thomson of 4 Polinard, Comrie, PH6 2HJ. I am strongly in agreement with the rationale and all points made in Mr Thompson's submission and I request that my objection should be treated as having equal weight to his submission.

From: David Pettigrew [REDACTED]
Sent: 08 April 2012 20:28
To: TES Development Plan - Generic Email Account
Subject: Proposed Plan Representation Form - Site H58
Follow Up Flag: Follow up
Flag Status: Green

Please find below a completed Proposed Plan Representation Form for site 58 Comrie from myself, sent on my son in laws e mail..

I am aware that the cut of date for submissions is Tuesday and had origionally intended submitting a hard copy form. As there is no post on Monday and I am unable to get to Perth please accept my form by e mail using my son in laws (David Pettigrew, 8 Polinard, Comrie) e mail. I do have e mail and am not sure what the e mail address is.

Can I, either by phone call, or via this e mail address be advised that the attachedf form has been received on time.

Thanks

Perth and Kinross Local Development Plan – Proposed Plan Representation Form

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

Name: David Thomson

Address and Postcode: 3 Polinard, Comrie, Crieff, PH6 2HJ

[REDACTED]

[REDACTED]

Happy with correspondence being sent to this e mail address if preferred, by letter or by phone call. Thanks.

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

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.

Site ref. H58

Chapter 8.

Paragraph nos. 8.7.2 & 8.7.4

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.

PROPOSED CHANGE TO PLAN

I would like to see paragraphs 8.7.2 and 8.7.4 of the proposed plan modified by removal of site H58 Comrie from the proposed allocation for additional housing land as this scale of development is not appropriate for a small village and is contrary to TAYplan strategic guidance, with which the LDP is required to be consistent. This proposal is also contrary to several of the stated LDP policies which should guide proposals and is therefore unjustified.

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

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Dear Sirs

Ref: Scone Development Plan 5.33.6: Op22 Opportunity Site Glebe School

Comments from: Dr and Mrs D Shackles, Burnside House, Scone PH2 6LP,

tel: [REDACTED]

We are broadly in agreement with the proposed plan but would like to make some specific comments and suggestions.

1. We wish to see more details of the type of Residential Units planned e.g. height of buildings, flats or housing and exact placement within the site.
2. It is essential that a link is made with Earn Road for access as the existing access via Glebe School from the lower part of Abbey Road is narrow and already subject to congestion with parked cars and local traffic. There is no prospect in the plan for enhanced parking for existing local residents.
3. It is essential to maintain the village edge including the field to the West of the site, Catmoor Wood and Quarrymill Woodland Park. This area is of huge amenity value to all the residents of Scone and should not be diminished.
4. It is essential to maintain the existing games pitch for community use. Playing field sites are at a premium and local youngsters need to be encouraged to take part in physical exercise as outlined in Government Health Plans. In addition, the facility would be greatly enhanced by the addition of changing and pavilion facilities which are currently not provided at any other location in Scone - perhaps this could be achieved by redeveloping part of the existing Glebe School building.

It would also be highly desirable to develop an indoor sporting /leisure facility. The current facilities in Scone (the Robert Douglas Institute, Albert Road Hall and Church Halls) are antiquated and not suitable for multisports use. The Astroturf located in the Robert Douglas Park is extremely successful and well used by local sports clubs, youth groups and individuals and this should encourage the development of an indoor facility to be used by all villagers.

5. Linking with core paths to Catmoor Woods and Quarrymill Woodland Park will be required. Additional planting of hedges and wildlife corridors within the site will be needed to encourage biodiversity. Cycle way provision linking with other routes in Scone would also be beneficial, especially since the failure of the Sustrans Bridge project.

6. It is desirable for the boundary to the South end of the site to be improved by a hedge or other planting to reduce noise and intrusion to Burnside House. Also, as we live in this area and are aware of the prevailing winds, planting an adequate wind break to the West of the games pitch would be both advantageous to those using the pitch and enhance the aesthetics.

Please advise us of further developments in this plan.

Yours faithfully

David Shackles and Heather Cameron

8.4.12

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

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

Name	MR & MRS PETER DRUMMOND
Address and Postcode	WESTPARK, ARDLER ROAD, MEIGLE, PH12 8RY
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.	H68 ARDLER ROAD, MEIGLE	or			
Site ref.		or			
Chapter		Page no.		Paragraph no.	

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

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

I object to the development as a whole.

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

Meigle is a tight net community made up of a number of established family's who have lived in the community for a number of years

I current live in a house, that has been occupied for over 30 Years of 4 generations of the same family, which currently has beautiful surrounding and idyllic Settings. Its small village status has also been a highly remarked treasure in the eyes of certain members of the royal family due to Historical moment.

This Development would not only affect my privacy and panoramic views but the future closeness of the community. The following issue are still requiring addressing which I feel the council cannot fulfil at such a large development:

1) Increased Congestions – Traffic which will certainly bring future traffic management and have long term affects on climate change.

2) How can the Council solve the Water and Sewage Problems with increased population of almost double its current inhabitants?

3) School and Education – Meigle School is a small school which is under managed and under resourced. A Contribution of £6000/home will not solve the long term effects of such a development

4) Future Maintenance of Woodland Boundaries on Both sides of divide has to be considered with all affected parties. Also what stage of woodland boundaries would be introduced, woodland that would take 10 years to be at an acceptable height to gain the privacy required would be unacceptable.

5) Proposed path links would also need to be established for concerned parties. I do not wish to have a communal path adjacent to my back garden for future community member to congregate round and start unruly behavior.

The representation is only for the future development on the designated properties, i have more issues when the developer decided to embark on planning application.

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: Fiona Mead [REDACTED]
Sent: 08 April 2012 21:52
To: TES Development Plan - Generic Email Account
Subject: Easter Balgedie boundary objection
Follow Up Flag: Follow up
Flag Status: Green

07 April 2012

Dear Sirs

PROPOSED LOCAL DEVELOPMENT PLAN 2012

I wish to make known my objection to the removal of the boundaries around Easter Balgedie on the proposed new local area plan.

If this is to allow flexibility in development near the edge of the settlement or allow expansion of the settlement, then I strongly object on the following grounds:

Adverse effect on tourism.

Tourism has been very much being encouraged and developed in the area eg Loch Leven's Larder, the Loch Leven Heritage Trail and Vane Farm and visitors need somewhere to stay. The Gate Lodge at Easter Balgedie has been run as a very successful self-catering holiday let over the last 4 years. It is booked on average 85% of the year. The visitors enjoy local walks, spend money locally on eating out, trips to the island, shooting, etc. It relies on being in a rural area and on the spectacular view.

The importance of this landscape is recognised in the Lomonds Living Landscape Project and previously, the Area of Great Landscape Value.

Building outside the settlement boundaries would undoubtedly take away from the attraction of the area to tourists.

Discourages local employment

I use a local laundry and employ local help for the running and upkeep of the building.

If any development occurred around the cottage, the business would not be viable. Thus my income and that of others would be adversely affected.

Need to retain good agricultural land

Since we currently import 40% of our food, we should be aiming to increase our self sufficiency. People now are very keen now to know where their produce comes from and how far it has travelled. We should not be building on good agricultural land.

Inconsistency

The hamlet of Kilmagadwood has had a boundary added in order to prevent development between it and Scotlandwell.

Easter Balgedie needs this same protection to prevent merging.

It is not explained in the plan why Easter Balgedie has been singled out for different treatment from the other hamlets in this area and what the reasoning is behind this. I do not feel that there are sufficient safeguards in the LDP and the Housing in the Countryside Guide 2011 to protect my business and the countryside around Easter Balgedie in the future.

Yours sincerely

Fiona Mead.
Owner at The Gate Lodge, Easter Balgedie
[REDACTED]

From: ritc hie.res e-mail [REDACTED]
Sent: 08 April 2012 22:19
To: TES Development Plan - Generic Email Account
Subject: d evelopment plan
Follow Up Flag: Follow up
Flag Status: Green

We would lilke to express support for the plan outlined for Rumbling Bridge. There has been quite a large expansion of the village over the last few years and we feel it has now reached its potential and any further development would be overdevelopment and valuable agricultural land could be lost. The road structure would not support this and it is an area of great landscape value together with being a tourist destination for walking, horse riding etc which any further housing development would detract from.

We would also like to support not developing the deer farm at naemoor road, again Crook of Devon has seen significant development and local infrastructure would not easily support further development and the village setting would be eroded.

Blairingone is a village that is in great need of some further development, in recent years the post office and inn have both closed and the school is very poorly attended, any development would support the local community to further enhance their village.

We would also like to support the housing in the coutryside policy, to address inappropriate development in very sensitive areas, that are open to explotation by developers who often have little regard for the local community or use of agricultural land.

Thank you for your attention
James and Christina Ritchie
Smithy House
Rumbling Bridge
Ky130px

10 Ritchie Place,
Crieff,
Perthshire
PH7 3SL

Dear Sir/Madam,

Proposed Local Development Plan, H57, Tomaknock, Crieff

With reference to the above proposed development plan I wish to raise the following concerns:

- H57 is a very boggy area. Drainage would presumably be via the small burn immediately adjacent to Ritchie Place residences. This may very well represent a flood risk to these properties.
- If the 60 proposed residential units follow a national average an extra 100 cars will regularly use an already busy Dollerie Terrace for access to the main A85. Much of Dollerie Terrace is in effect single carriageway, due to on-street parking **and** the A85 junction is very hazardous.
- H57 involves a change to a green belt boundary. Is this necessary, when there are already housing developments in Crieff, which have not yet been completed and there are several older, centrally located properties (e.g. Drummond Arms Hotel), which are in serious need of redevelopment? It is, after all, a declared aim of Perth and Kinross Council to keep Crieff town centre viable.
- The distance from the present Community Campus and the proposed new Primary School would negate Perth and Kinross Council's policy of encouraging pupils to walk to school.
- There is already a sewage problem in Crieff in general and east Crieff (i.e. the area of H57) in particular.
- H57 is an area of much and diverse wildlife. Grey Herons feed here; ducks regularly visit the boggy ground; oysters catchers nest in the reeds; buzzards nest and feed in the area; roe deer are inhabitants; bats and owls nest in the area; woodpecker are an occasional visitor.
- Access to H57 is likely to be either adjacent to a dangerous bend in the Crieff/Madderty road, or via Rintoul Avenue, also adjacent to a dangerous turning into Ritchie Place.
- There are no facilities in the area. Trips to shops etc. all involve the use of the busy, restricted (as explained above) Dollerie Terrace.
- Areas more suitable for development would be the more centrally located properties mentioned above and somewhere nearer to the Community Campus with its schools, library, swimming pool etc.

Thanking you in anticipation, for taking the time to read these concerns and hopefully giving them due consideration.

Yours sincerely,

Philip Dyer

From: Robert Curtis [REDACTED]
Sent: 08 April 2012 20:50
To: TES Development Plan - Generic Email Account
Subject: Proposal for Development at St John's School
Follow Up Flag: Follow up
Flag Status: Green

52 Barossa Street,
Perth PH1 5NR

8th April 2012

Dear Sir/ Madam,

I am writing to register my concerns about the Proposed Local Development Plan with regard to the former St John's School in Stormont Street / Barossa Street, Perth. Reference H2 in the plan. I have listed these below.

(1) The information provided gives very little away with regard to the type or purpose of residential accommodation being proposed. However, any development of 50 additional residences in such a compact area, would have a seriously detrimental impact on the quality of life enjoyed by residents living in this locale. This plan would double the amount of residences currently in Stormont Street and Barossa Street, and would be like building a high rise block of flats in a confined space. A backward step in town planning I feel.

(2) I have doubts about whether the existing infrastructure would be able to cope with such increased demand. (especially water and sewerage systems), and while no doubt these could be upgraded, this would come at a considerable cost in terms of finance and additional upheaval and inconvenience to residents.

(3) Parking space, already at a premium in the area would be unsustainable if demand were to increase by 50 to 60 vehicles. There is certainly insufficient space within the footprint of St John's school to provide anything like this number.

(4) I believe concerns have also been raised that the residences in question might be converted for use as accommodation for the homeless. The recently demolished young offenders building at Friarton would have been a much more appropriate setting for such a project, and probably far less costly as it was already designed as robust living accommodation. Why was this not considered?

The development at Stormont Street can only be a bad move for Perth as a whole, as the nearest communal area, North Inch park, lies just around the corner from the St John's school building, and this would become a congregating area for these residents, many of whom will have drink, drugs and other, more serious, anti-social problems. The potential issues here should certainly give cause for concern to local councilors and officials.

The North Inch is one of Perth's most popular attractions for locals and tourists alike and with Perth's recently acquired city status I would have expected to see efforts being made to *improve* the city centre as a place to stay and visit. Experience has shown that when any area becomes populated by rowdy, drunk or drug affected individuals, legitimate users of these areas will simply stay away. It is apparent that there are already instances of anti-social behaviour in the area as the public toilets

in Bells Sports Centre have now been fitted with ultra violet lights. These problems can only be exacerbated if the project continues and this will have a big impact on Perth as a tourist destination, along with associated loss of income from tourism, as well as loss of amenities for the local population.

I hope some consideration will be given to these concerns as I am but one of many local people who have raised similar and other issues to do with this part of the plan.

Yours sincerely

Robert Curtis

From: Mandy Law [REDACTED]
Sent: 10 April 2012 17:41
To: TES Development Plan - Generic Email Account
Subject: Proposed Local Development Plan - H14
Follow Up Flag: Follow up
Flag Status: Green

I appear to be unable to send this link, I have tried 3 times now.

I wish to object to the proposed local development plan - ref H14 at Bridge of Earn.

I live in Dunbarney Avenue and the traffic is already congested within Dunbarney Avenue and The Meadows. I feel that there are more than enough new builds in Bridge of Earn, it seems we are running out of grass as every part of the village that was green now has a housing complex on top of it.

Oedeanarde is only just started and already there are huge problems within the village. As the children from there do not attend the local school, and are going to Perth each day, there is no community spirit as the children nor their parents have any interest in the village at all. This is very sad, I have lived in Bridge of Earn all my life and everyone has always looked out for each other, but sadly no more.

The village is unable to cope with the traffic and the main street is a scary place to drive as there are cars parked all over the place and building this amount of new houses is only going to make these problems worse.

Please leave our village alone.

M Law
19 Dunbarney Avenue
Bridge of Earn
PH2 9BP

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Robert Cairncross"/>
Organisation Name:	<input type="text" value="Portmoak Community Council"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="Kantara"/>
Address 2	<input type="text" value="Wester Balgedie"/>
Address 3	<input type="text" value="Kinross"/>
Postcode: *	<input type="text" value="KY13 9HE"/>
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:

2 The Vision and Objectives - 2.2 The Local Development Plan Vision Statement

Portmoak Community Council supports this key statement.

2 The Vision and Objectives - 2.4 Strategy

Portmoak Community Council supports this key statement.

3 Policies - 3.2 Placemaking - Paragraph 3.2.8

Portmoak Community Council strongly supports key policy PM3.

3 Policies - 3.2 Placemaking - Paragraph 3.2.6

Portmoak Community Council supports key policy PM1 and in particular policy PM1A.

3 Policies - 3.3 Economic Development

Portmoak Community Council supports this key statement.

3 Policies - 3.3 Economic Development - Paragraph 3.3.10

Portmoak Community Council strongly supports policy ED2.

3 Policies - 3.3 Economic Development - Paragraph 3.3.11

Portmoak Community Council strongly supports policy ED3.

3 Policies - 3.5 Residential Development - Paragraph 3.5.5

Portmoak Community Council supports key policy RD1.

3 Policies - 3.6 Transport and Accessibility - Paragraph 3.6.5

Portmoak Community Council strongly supports policy TA1B (New Development Proposals). It asks that Portmoak is provided with better public transport, plus a bus shuttle to the Kinross Park and Ride facility. The policy on car parking should define the standards that will apply in rural areas for public and private parking.

3 Policies - 3.8 The Historic Environment - Paragraph 3.8.6

Portmoak Community Council supports key policy HE3.

3 Policies - 3.9 The Natural Environment - Paragraph 3.9.5

Portmoak Community Council supports: policy NE1A International Nature Conservation Sites; and Policy NE1B National Designations.

3 Policies - 3.9 The Natural Environment - Paragraph 3.9.6

Portmoak Community Council supports policy NE2 Forestry Woodland and Trees.

3 Policies - 3.9 The Natural Environment - Paragraph 3.9.8

Portmoak Community Council supports policy NE4 Green Infrastructure. In particular the protection, enhancement and management of open spaces.

3 Policies - 3.5 Residential Development - Paragraph 3.5.7

Portmoak Community Council Policy RD3 (see principal comment under Supplementary Guidance âHousing in the Countrysideâ December 2011).

3 Policies - 3.7 Community Facilities, Sport and Recreation - Paragraph 3.7.5

Portmoak Community Council supports policy CF1A Existing Areas. Open space is valued within Portmoak settlements and must be safeguarded. It recommends that the existing criteria for open space should be extended to include âPreservation of the Village Settingâ.

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Robert Cairncross"/>
Organisation Name:	<input type="text" value="Portmoak Community Council"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="Kantara"/>
Address 2	<input type="text" value="Wester Balgedie"/>
Address 3	<input type="text" value="Kinross"/>
Postcode: *	<input type="text" value="KY13 9HE"/>
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:

3 Policies - 3.10 Environmental Resources - Paragraph 3.10.5

Portmoak Community Council supports policy ER5, Prime Agricultural Land.

3 Policies - 3.10 Environmental Resources - Paragraph 3.10.6

Portmoak Community Council supports policy ER6. The Community Council points out that there is no Supplementary Guidance on Landscape to replace the current provisions of Areas of Great Landscape Value. This failure makes commenting on this part of the draft Plan impossible.

3 Policies - 3.11 Environmental Protection and Public Safety - Paragraph 3.11.4

Portmoak Community Council supports policy EP2 New Development and Flooding.

3 Policies - 3.11 Environmental Protection and Public Safety - Paragraph 3.11.9

Portmoak Community Council supports policy EP7 Drainage within the Loch Leven Catchment Area.

7 Kinross-shire Area Spatial Strategy - 7.1 Introduction - Paragraph 7.1.8

Portmoak Community Council supports the decision to reduce house building around Loch Leven by 10% because of adverse environmental impact on Loch Leven.

7 Kinross-shire Area Spatial Strategy - 7.1 Introduction - Paragraph 7.1.12

It is unacceptable that the Settlement Strategy Landscape Capacity Study is unavailable for comment. Portmoak C.C. opposes removal of the settlement of Easter Balgedie as: a) it is unique within Portmoak as it contains 3 working farms; b) HiC Policy would not protect it from infill building or growth based on building groups; c) the existing settlement arrangements have proven effective; and d) it is not consistent with the new and unnecessary settlement of Kilmagadwood of similar size.

7 Kinross-shire Area Spatial Strategy - 7.9 Glenlomond - Paragraph 7.9.2

Portmoak Community Council supports the intention to retain open space within the settlement boundary. It opposes the proposal to withdraw the open space identified in the 2004 Plan, and advises that the land concerned is jointly owned by the residents and the Nursing Home.

7 Kinross-shire Area Spatial Strategy - 7.9 Glenlomond - Paragraph 7.9.3

Portmoak Community Council notes that the settlement is supported by a private waste water treatment facility.

7 Kinross-shire Area Spatial Strategy - 7.13 Kinnesswood - Paragraph 7.13.2

Portmoak Community Council notes the decision of the Scottish Executive Reporter in January 2005 to dismiss an appeal for outline planning permission to build on the site adjacent to Bishop Terrace.

7 Kinross-shire Area Spatial Strategy - 7.17 Scotlandwell/Kilmagadwood - Paragraph 7.17.2

Portmoak C.C. rejects site H54 for future development, as it believes that open spaces elsewhere within the existing village will provide a better alternative, and a more integrated development, in accord with Policy PM1A; than the single site H54 added at the southern boundary of Scotlandwell.

7 Kinross-shire Area Spatial Strategy - 7.17 Scotlandwell/Kilmagadwood - Paragraph 7.17.3

Portmoak C.C. supports policy PM3, but insists that planning permission must not be granted before eliminating existing infrastructure deficits which would be exacerbated by development at H17 and H54. Transport links are poor, with no public car parking, and the village relies on the rest of Portmoak for garage, shop, school, church and hall. Pavement links along the A911 are narrow and dangerous.

7 Kinross-shire Area Spatial Strategy - 7.17 Scotlandwell/Kilmagadwood - Paragraph 7.17.4

Portmoak C.C. objects to H54 as a residential development site as previously stated. But in any event, the proposed housing density at 18 per hectare is much higher than in the surrounding area and will increase further if right of access across the site is excluded. This density would create an unattractive development, particularly as the Community Council requires that, in accord with neighbouring Friar Place, all building (including affordable housing) must be single storey.

7 Kinross-shire Area Spatial Strategy - 7.18 Wester Balgedie - Paragraph 7.18.2

Portmoak Community Council supports the proposals for Wester Balgedie, including those for designated open spaces within the settlement boundary. It opposes change to the settlement boundary. The Community Council asks that any redevelopment and conservation of the farm buildings will be subject to an appropriate design, such as that submitted by Wester Balgedie residents on 28th April 2011. The CC asks for improved pedestrian links within the settlement, and a new link along the A911.

11 Appendix 1: List of Supplementary Guidance

Portmoak Community Council notes there is no provision to make specific comment on individual supplementary guidance within this particular feedback provision. Comment on supplementary guidance seems limited to 500 characters which is inadequate.

11 Appendix 1: List of Supplementary Guidance - 11.1 Supplementary Guidance to be consulted on at the same time as the Proposed Plan - Paragraph 11.1.1

Portmoak CC believes:

- a) HiC Guidance must be clear that it does not apply within settlement boundaries. It must set out how creeping Building Group development around a settlement can be prevented; and it must include specific additional protection for conservation areas lying outwith settlement boundaries.
- b) Airfield Safeguarding Guidance must clarify how provisions may differ for powered and non powered aircraft.
- c) Developer Contribution Guidance must deliver acc

Portmoak CC's Representations on the Perth and Kinross Local Development Plan – April 8th 2012

2.0 Chapter 2: The Vision and Objectives

2.2 The Local Development Plan Vision Statement

Portmoak Community Council supports this key statement.

2.4 Strategy

Portmoak Community Council supports this key statement.

3.0 Chapter 3 Policies

3.2 Placemaking

3.2.6 Policy PM1: Placemaking

Portmoak Community Council supports key policy **PM1** and in particular policy **PM1A**.

3.2.8 Policy PM3: Infrastructure Contributions

Portmoak Community Council strongly supports key policy **PM3**.

3.3 Economic Development

Portmoak Community Council supports this key statement.

3.3.10 Policy ED2: Communications Infrastructure

Portmoak Community Council strongly supports policy **ED2**.

3.3.11 Policy ED3: Rural Business and Diversification

Portmoak Community Council strongly supports policy **ED3**.

3.5 Residential Development

3.5.5 Policy RD1: Residential Areas

Portmoak Community Council supports key policy **RD1**.

3.5.7 Policy RD3: Housing in the Countryside

Portmoak Community Council Policy **RD3** (see principal comment under Supplementary Guidance “*Housing in the Countryside*” December 2011).

3.6 Transport and Accessibility

3.6.5 Policy TA1: Transport Standards and Accessibility Requirements

Portmoak Community Council strongly supports policy **TA1B** (New Development Proposals). It asks that Portmoak is provided with better public transport, plus a bus shuttle to the Kinross Park and Ride facility. The policy on car parking should define the standards that will apply in rural areas for public and private parking.

3.7 Community Facilities, Sport and Recreation

3.7.5 Policy CF1: Open Space Retention and Provision

Portmoak Community Council supports policy **CF1A** Existing Areas. Open space is valued within Portmoak settlements and must be safeguarded. It recommends that the existing criteria for open space should be extended to include “Preservation of the Village Setting”.

3.8 The Historic Environment

3.8.6 Policy HE3: Conservation Areas

Portmoak Community Council supports key policy **HE3**.

3.9 The Natural Environment

3.9.5 Policy NE1: Environment and Conservation Policies

Portmoak Community Council supports: policy **NE1A** International Nature Conservation Sites; and Policy **NE1B** National Designations.

3.9.6 Policy NE2: Forestry, Woodland and Trees

Portmoak Community Council supports policy **NE2** Forestry Woodland and Trees.

3.9.8 Policy NE4: Green Infrastructure

Portmoak Community Council supports policy **NE4** Green Infrastructure. In particular the protection, enhancement and management of open spaces.

3.10 The Natural Environment**3.10.5 Policy ER5: Prime Agricultural Land**

Portmoak Community Council supports policy **ER5** – Prime Agricultural Land.

3.10.6 Policy ER6: Managing Future Landscape Change to Conserve and Enhance the Diversity and Quality of the Area's Landscapes

Portmoak Community Council supports policy **ER6**. The Community Council points out that there is no "Supplementary Guidance on Landscape" to replace the current provisions of Areas of Great Landscape Value. This failure makes commenting on this part of the draft Plan impossible.

3.11 Environmental Protection and Public Safety**3.11.4 Policy EP2: New Development and Flooding**

Portmoak Community Council supports policy **EP2** New Development and Flooding.

3.11.9 Policy EP7: Drainage within the Loch Leven Catchment Area

Portmoak Community Council supports policy **EP7** Drainage within the Loch Leven Catchment Area.

7.0 Chapter 7: Kinross-shire Area Spatial Strategy

7.1.8 Housing

Portmoak Community Council supports the decision to reduce house building around Loch Leven by 10% because of adverse environmental impact on Loch Leven.

7.1.12 (Settlement Strategy)

It is unacceptable that the “*Settlement Strategy Landscape Capacity Study*” is unavailable for comment. **Portmoak C.C.** opposes removal of the settlement of Easter Balgedie as: a) it is unique within Portmoak as it contains 3 working farms; b) HiC Policy would not protect it from “infill building” or growth based on “building groups”; c) the existing settlement arrangements have proven effective; and d) it is not consistent with the new and unnecessary settlement of Kilmagadwood of similar size.

7.9 Glenlomond

7.9.2 Spatial Strategy Considerations

Portmoak Community Council supports the intention to retain open space within the settlement boundary. It opposes the proposal to withdraw the open space identified in the 2004 Plan, and advises that the land concerned is jointly owned by the residents and the Nursing Home.

7.9.3 Infrastructure Considerations

Portmoak Community Council notes that the settlement is supported by a private waste water treatment facility.

7.13 Kinnesswood

7.13.2 Spatial Strategy Considerations

Portmoak Community Council notes the decision of the Scottish Executive Reporter in January 2005 to dismiss an appeal for outline planning permission to build on the site adjacent to Bishop Terrace.

7.17 Scotlandwell/Kilmagadwood

7.17.2 Spatial Strategy Considerations

Portmoak C.C. rejects site H54 for future development, as it believes that open spaces elsewhere within the existing village will provide a better alternative, and a more integrated development, in accord with Policy PM1A; than the single site H54 added at the southern boundary of Scotlandwell.

7.17.3 Infrastructure Considerations

Portmoak C.C. supports policy PM3, but insists that planning permission must not be granted before eliminating existing infrastructure deficits which would be exacerbated by development at H17 and H54. Transport links are poor, with no public car parking, and the village relies on the rest of Portmoak for garage, shop, school, church and hall. Pavement links along the A911 are narrow and dangerous.

7.17.4 H54 Residential Site

Portmoak C.C. objects to H54 as a residential development site as previously stated. But in any event, the proposed housing density at 18 per hectare is much higher than in the surrounding area and will increase further if right of access across the site is excluded. This density would create an unattractive development, particularly as the Community Council requires that, in accord with neighbouring Friar Place, all building (including affordable housing) must be single storey.

7.18 Wester Balgedie

7.18.2 Spatial Strategy Considerations

Portmoak Community Council supports the proposals for Wester Balgedie, including those for designated open spaces within the settlement boundary. It opposes change to the settlement boundary. The Community Council asks that any redevelopment and conservation of the farm buildings will be subject to an appropriate design, such as that submitted by Wester Balgedie residents on 28th April 2011. The CC asks for improved pedestrian links within the settlement, and a new link along the A911.

11 Appendix 1: List of Supplementary Guidance

Portmoak Community Council notes there is no provision to make specific comment on individual supplementary guidance within this particular feedback provision. Comment on supplementary guidance seems limited to 500 characters which is inadequate.

11.1 Supplementary Guidance to be consulted on at the same time as the Proposed Plan

11.1.1 Policy Guidance

Portmoak CC believes:

- **HiC Guidance** must be clear that it does not apply within settlement boundaries. It must set out how creeping “building group” development around a settlement can be prevented; and it must include specific additional protection for conservation areas lying outwith settlement boundaries.
- **Airfield Safeguarding Guidance** must clarify how provisions may differ for powered and non powered aircraft.
- **Developer Contribution Guidance** must deliver accountability - paras 3.18 & 3.19.

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

10 APR 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

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	MRS PAULINE PEARSE
Address and Postcode	1 SPRINGFIELD PARK KINROSS KY13 8QS
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.

RE LOCATE HOUSE BUILDING PLAN 1146
REASONS IN ATTACHED LETTER

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

See attached letter

- 1) The H46 proposal will seriously affect the Davies Park Children's Play Area due to the proposed construction of an access road, which will reduce the area in question.
- 2) The road will also greatly increase the risk of accidents to the children going or coming from Davies Park.
- 3) The present Park Area is a very safe location for the Children and Parents etc as it ensures, due to its design, separation from the traffic on Springfield Road.
- 4) The section of Springfield Road where the junction with the new proposed road is currently A High Risk Area and any addition to this would massively increase The Risk of Serious Accidents.
- 5) The proposed road would also serve as a feeder to other Development Proposed in the Gallowhill Road Area and would become A" Rat Run" Route thereby raising further risks in the medium / long term.
- 6) Consideration should also be given to Noise Levels from the M90 motorway and the effect on the householders in the Proposed Development and their quality of life
- 7) It would be terribly wrong to "Shoehorn" this Development and impose The Negative Traffic Effects Both on the Children and the Existing Residents Around This Area of Springfield Road Especially as Alternative Sites are Available such as the old High School.

Yours Faithfully

Pauline Pearse

Perth and Kinross council

Mrs ann fyfe
227 high street Kinross ky13 8dl

RECEIVED
10 APR 2012

Dear sir

I received a letter a couple of weeks ago telling me that there was a proposal too build houses on the big piece of land where Scottish motor auctions is .why do we need more houses we are desperately needing jobs yes the houses would create construction jobs but we need to upgrade the pipes on the main road in front of the car auctions. first is the developer going to upgrade the pipes to take the water and the other stuff and the burn needs to be upgraded too .the car market has flooded 2 years in a row my next door neighbour had his house flooded twice when we had 2 bad winters .when the houses start to be built there will be noise and dust and none of the people will get peace .this is a quiet place too live . Before they even think about any development they need too look at the pipes on the main road and the burn that runs along the back of the car market .they are desperately needing to sort Kinross high street it is a disgrace the manholes are sinking into the road. The footpath is needing new tar on it . The town hall is a disgrace sitting empty old high school is the same we need more shops on the high street to bring in shoppers . Why don't they not build a asada or Tesco or other superstore something that would bring some new life into Kinross especially down at the bottom end of Kinross houses aint bringing in money too the community shops are we badly need them .everything seems too be up at the top of Kinross nothing down at the bottom apart from a industrial estate .and a new road that is getting built by I and h brown that will join on to the other part to take you up too Sainsbury .the Sunday market was a good place where you got a bargain but it got shut down by the car market I no it wasent busy busy but it was always steady stream of shoppers on a Sunday why build houses when there aint no shops for the people to buy out of the people that are in the houses will just shop out side Kinross and at the end of the day that is defeating the purpose I would say .

Yours Sincerely





2.15 mc

18 Tummel Place

Kinross

KY13 8TY

6th April 2012

Dear Sirs,

I spend a couple of hours today trying to submit my comments on the Proposed Local Development for Kinross and in particular with reference to H46, but the system did not want to accept my submission so I am now doing so by letter.

There are a number of reasons why this proposal should not proceed. First, is it reasonable and fair to expect families to live this close to a busy and noisy motorway? Then there is the question of access. Proposed access is off an already busy road on a bend with undoubted damage or loss of a very popular and well used play park. How will this development impact on the much used footpath which runs from Springfield road to Gallowhill Road? There is huge public dismay at this proposal because they see the loss of an amenity which allows a pleasant walk with open space becoming a footpath between two housing developments. The path is used by dog walker, joggers, shoppers, children and is a shortcut between the new High school and Sainsbury .

It was and still is my believe that Local Authorities were supposed to support, maintain and improve the environment and infrastructure for the communities they look after. I fail to see how this particular proposal fulfils any of this criteria. How can the increased flow of traffic at a bend in a busy road and or the introduction of traffic to an area used by children be an improvement? This must be a substantially increased risk of accident or death to young people! The LDP already identifies the need for a new primary school but this has not yet been started. Is it proposed that the additional children who would undoubtedly follow large scale developments should be bused to say Glenfarg or Perth until such a school has been constructed? Then the question of the local health service. Yes, Kinross has a nice new health centre but we are short of people to provide the service to match the building. Kinross GP lists are substantially above the national average and with even more development the numbers will increase further. What agreement exist between PKC and NHS Tayside to deal with this?

Let us now look at Kinross as a town and community. Currently lying derelict and unsightly are the old town hall and museum, the old county buildings and the high school. If any or all of these were redeveloped for housing how many additional houses could be provided? Surely it makes both economic and environmental sense to utilise existing derelict sites before attacking agricultural land. How can it make sense to use existing good quality agricultural land for housing, that based on existing experience will remain a building site and undeveloped for a number of years?

As a 40 year resident of Kinross I firmly believe that to develop the proposed site will not only be mistake for all of the reasons previously stated. but it is a massive step toward destroying the

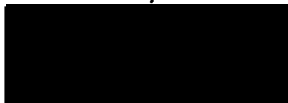
character and community of Kinross with no benefit to either existing or future generations who may decide to live here.

I appreciate that things do not remain the same but H46 is NOT the place to build because it is too close to the motorway, there is no suitable access and there are other more suitable sites available. If the site is not to remain agricultural land, I would urge you to consider it for small allotments, community woodland or other such use that would provide a place for local people to enjoy without the need to cross busy roads or go through the town to access the Kirkgate Park. Please bear in mind that there is no open space in this area that people can access and the loss of the Davis Park or any intrusion onto the footpath would be a massive loss. Also Local Councillor Willie Robertson has stated in a recent edition of Focus "I can't see how access can be taken off Springfield Road without compromising the Davis Park." He goes on to say, "Davis Park is a very important play area for local children and as far as I am concerned play areas and roads don't mix."

Finally I wish to add that developers in general, are profit making organisations, and I have no objection to anyone making a profit, they have no long term interest in the communities that they effect. I hope and trust that Perth and Kinross Council planning department will show honesty, integrity and hold the interests of the Kinross community in mind and withdraw H46 from the LDP for housing development.

I trust you will acknowledge this letter.

Yours sincerely

A black rectangular box redacting the signature of S J Grant.

S J Grant

Joint owner and resident at 18 Tummel Place Kinross KY13 8YT

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	Sidney J Grant
Address and Postcode	18 Tummel Place Kinross Ky13 8YT
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.	Proposed Local Development 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 do NOT support this proposed plan and strongly request that said proposed development at H46 is removed.

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

There are a number of reasons why this proposal should not proceed. First, is it reasonable and fair to expect families to live this close to a busy and noisy motorway? Then there is the question of access. Proposed access is off an already busy road on a bend with undoubted damage or loss of a very popular and well used play park. How will this development impact on the much used footpath which runs from Springfield road to Gallowhill Road? There is huge public dismay at this proposal because they see the loss of an amenity which allows a pleasant walk with open space becoming a footpath between two housing developments. The path is used by dog walker, joggers, shoppers, children and is a shortcut between the new High school and Sainsbury .

It was and still is my believe that Local Authorities were supposed to support, maintain and improve the environment and infrastructure for the communities they look after. I fail to see how this particular proposal fulfils any of this criteria. How can the increased flow of traffic at a bend in a busy road and or the introduction of traffic to an area used by children be an improvement? This must be a substantially increased risk of accident or death to young people! The LDP already identifies the need for a new primary school but this has not yet been started. Is it proposed that the additional children who would undoubtedly follow large scale developments should be bused to say Glenfarg or Perth until such a school has been constructed? Then the question of the local health service. Yes, Kinross has a nice new health centre but we are short of people to provide the service to match the building. Kinross GP lists are substantially above the national average and with even more development the numbers will increase further. What agreement exist between PKC and NHS Tayside to deal with this?

Let us now look at Kinross as a town and community. Currently lying derelict and unsightly are the old town hall and museum, the old county buildings and the high school. If any or all of these were redeveloped for housing how many additional houses could be provided? Surely it makes both economic and environmental sense to utilise existing derelict sites before attacking agricultural land. How can it make sense to use existing good quality agricultural land for housing, that based on existing experience will remain a building site and undeveloped for a number of years?

As a 40 year resident of Kinross I firmly believe that to develop the proposed site will not only be mistake for all of the reasons previously stated. but it is a massive step toward destroying the character and community of Kinross with no benefit to either existing or future generations who may decide to live here. I appreciate that things do not remain the same but H46 is NOT the place to build because it is too close to the motorway, there is no suitable access and there are other more suitable sites available. If the site is not to remain agricultural land, I would urge you to consider it for small allotments, community woodland or other such use that would provide a place for local people to enjoy without the need to cross busy roads or go through the town to access the Kirkgate Park. Please bear in mind that there is no open space in this area that people can access and the loss of the Davis Park or any intrusion onto the footpath would be a massive loss. Also Local Councillor Willie Robertson has stated in a recent edition of Focus "I can't see how access can be taken off Springfield Road without compromising the Davis Park." He goes on to say, "Davis Park is a very important play area for local children and as far as I am concerned play areas and roads don't mix."

Finally I wish to add that developers in general, are profit making organisations, and I have no objection to anyone making a profit, they have no long term interest in the communities that they effect. I hope and trust that Perth and Kinross Council planning department will show honesty, integrity and hold the interests of the Kinross community in mind and withdraw H46 from the LDP for housing development.

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

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

Address and Postcode Tiziana Hetherington - 10, Lomond Mews Station Rd. Kinross KY13 8UE - Tayside, Perthshire.

Telephone no

Email address

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

2. Which document are you making a representation on?

Proposed Plan ☒

SEA Environmental Report – Addendum 2 ☐

Supplementary Guidance ☐

SEA ER Addendum 2 - Appendices ☐

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

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

Policy ref.

or

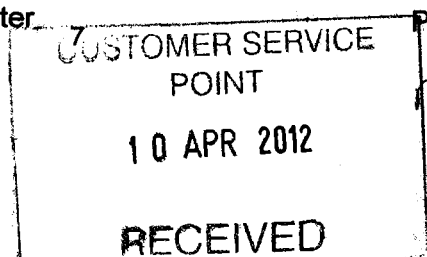
Site ref. H46

or

Chapter

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 stop the work at H46 and for the development to be built at the old High School site.

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

Davies Park is the most important area for children and their parents to have a nice time outdoors...

There are children playing all the time even when it rains. It's a safe place where children of all ages, from just born babies to 99 years people, can have fun sharing family time together.

Even if we do not leave nearby, my son passed all of his infancy there, having great fun with his friends.

I think it's awful to take away the few green areas in Kinross. It would be extremely dangerous to create a road there, the children will have difficulties to cross the street in a safe way.

The lochpark it's too far away to send the children there to play. I'm absolutely against, building more houses in this area!

Tiziana Hetherington.

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	CAYELINI - JONES
Address and Postcode	9 MORLICH PLACE KINROSS KY13 8BW
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

CUSTOMER SERVICE POINT 10 APR 2012 RECEIVED	MC 215
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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.

Remove Site H46
Use the Old High School instead

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

Springfield Rd & Station Rd are
already busy roads.
Gallowhill Rd already pronounced
unsuitable for more intense road
traffic when Bathing Park
development took place.
Loss of play area at Davies Park.
Yet loss of more green spaces:
Overstretch of medical facilities
in the area.

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

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

Name	MR - MRS K. GRAHAM
Address and Postcode	32 MORLICH PLACE KY13 8BW
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.	1446	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? ☒ No

Or

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

DONT WANT ANY INCREASE IN VOLUME OF TRAFFIC ON ROADS. MORRICH PLACE / SUTHERLAND DRIVE / SPRINGFIELD RD. OR THROUGH DAVIS PARK.

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

ABOVE ROADS UNSUITABLE FOR INCREASE OF TRAFFIC DUE TO NUMBER OF YOUNG CHILDREN & MOTHERS USING THEM TO WALK TO SCHOOL & BUILD UP OF TRAFFIC AT JUNCTIONS AT THE MOMENT WITHOUT AN INCREASE MINI BUSES HAVE PROBLEMS GETTING THROUGH PARKED VEHICLES. AT PRESENT AND WE ARE TRYING TO STOP CHILDREN PLAYING ON THE ROADS SO CLOSURE OF DAVIS PARK WOULD NOT HELP THIS PROBLEM. BUT INCREASE IT, IT IS NOT GOING TO HELP THE NOISE POLLUTION WE ALREADY HAVE IN THIS AREA. FROM TRAFFIC MORE HOUSES WOULD ALSO BRING INCREASE OF CHILDREN TO OUR PRIMARY SCHOOL WHICH IS ALREADY USING TEMP CLASSROOMS DUE TO LACK OF SPACE. ALSO THE BUILDING OF THE NEW LINK ROAD IS GOING TO CAUSE MORE CONGESTION ON STATION ROAD / SPRINGFIELD ROAD

Save a copy

Print

Submit

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

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2.15mc
GOVERNMENT SERVICE
POINT
10 APR 2012

RECEIVED

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

Name

JITTY J. STIER

Address and
Postcode13 HORNCH PLACE
KINROSS
KY13 8BW

Telephone no.

[REDACTED]

Email address

[REDACTED]

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

2. Which document are you making a representation on?

Proposed Plan

☒

SEA Environmental Report – Addendum 2

☐

Supplementary Guidance

☐

SEA ER Addendum 2 - Appendices

☐

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

Policy ref.

or

Site ref.

or

Chapter

Page no.

Paragraph no.

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

Or

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

NO - Houses

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

I'm elderly resident and quite happy with the present situation.

Using the path regularly would be a great loss, and especially if we have quite a heavy load of shopping.

My 4 grand children also enjoy the park when they come to visit.

I would like to help but at 84! I feel too old as I live quite often.

Thank you for all your effort, and wish you good luck with your campaign.

Yours Sincerely

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	MICHAEL MEADEN
Address and Postcode	34 MORLICH PLACE KINROSS KY13 8BW
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.				or	
Site ref.	H46			or	
Chapter	7	Page no.	207	Paragraph no.	1

CUSTOMER SERVICE
POINT

10 APR 2012

MC 2.15

RECEIVED

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 oppose plan H4b as I feel the traffic at present is increasing with all the houses all ready built at the Scunbury's site, plus when T in the park occurs this will make life more unbearable.

Davies Park will also be lost so where would parents take their children ?? we have all ready lost the ~~pt~~ mini-golf and trampolines at the loch.

Also I feel the site should be used for a community woodland site which would help with traffic noise.

The schools and G.P. surgery are all ready extremely busy so these houses would have a impact on them too.

If houses are to be built in Kinross the Old High School site would be a better proposal as it is an eye sore.

FLEMINGS OF ROSYTH LTD

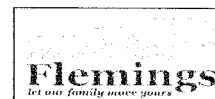


LOCAL & LONG DISTANCE REMOVALS

Belleknowes, Inverkeithing, KY11 1HF

Telephone [REDACTED] Facsimile [REDACTED]

e-mail: [REDACTED]



Local Development Plan

OBJECTION TO Policy EP13 Airfield Safeguarding & Supplementary Guidance

Dear Sirs,

With reference to the above policy as a regular user of Lochleven Equestrian Centre and Causeway Cattery I wish to comment as follows

CAP 793 (3.10) states where possible the runway should be oriented to avoid overflight of population, houses and stables and other sensitive areas during take-off and approach to land.. The Equestrian Centre has been established since 1997 therefore the stable area should be *a no fly zone*, as such the area of the buildings within the Equestrian Centre should be out with the safeguarding zone and shown as a wedged area on the airfield map. This would be inline with Redhouse to the East and the caravan park on the airfield to the west.

The policy states it will be in line with CAA guidelines, CAP 793; Safe Operating Practices at Unlicensed Aerodromes, but CAP 793 states that it's guidelines are not *mandatory* on unlicensed aerodromes.

I understand that it is the council's duty to protect the public from adverse dangers from such operations. I see no provision in this Policy which assures me that the operators of aerodromes are checked on a regular basis regarding compliance with CAP 793.

This raises the question as to whether this policy is workable given the past history at Portmoak Airfield, operated by the Scottish Gliding Union (SGU).

Concern is raised as to the accuracy of Portmoak Airfields' consultation zone map, which shows a larger blue area than in the other airfield maps. Is this a repeat of the map in Policy 49 which shows a non existent runway and is in conflict with the 1998 and 2005 map.

I understand the aims of the council but have serious concerns as to the spirit of the policy being acknowledged by the airfield operators, particularly at Portmoak. I quote the statement from the Civil Aviation Authority to PKC in 1999

Safeguarding is intended to be a method of achieving harmony between an aerodrome and its local community, it is not a pretext for aviators to act in an overbearing manner and any such behavior which brings the system into disrepute damages aviation. The CAA supports sensible safeguarding and reasonable discussion.

Registered in Scotland No: 235954. Registered Office: Belleknowes, Inverkeithing KY11 1HF

BAR Membership No: F029

When an airfield is unlicensed there is no vehicle within which to determine which party is in the right, even after obtaining independent assessments. This makes a mockery of any Airfield Safeguarding Policy, placing undue power within the hands of part-time operators, who after all have no license to lose and who make any statement they wish in their effort to curtail business expansion on the periphery of their airfield.

This is evidenced by a letter on PKC planning web site from the RAF dated 28th February stating that after a Risk Assessment carried out by Wing Commander JD Leighton in February he deems it safe to use Portmoak Airfield as his preferred training airfield. This is in direct conflict to the report by Captain Scougall of the SGU submitted to the PKC planning department as an objection to a planning application, who clearly states

“The majority of aircraft approach over the eastern boundary where the existing buildings already pose a significant hazard”

In Safety Management terms the Captain has identified an existing hazard to current flying operations, which would suggest that in compliance with CAP 793 operations should cease. Yet the RAF deem it safe to use the airfield.

One must assume that Wing Commander Leighton is eminently qualified to carry out a Risk Assessment and the Captain's statement is engineered to mislead a planning decision. (Ref Planning Application No. 09/00936/FLL).

The airfield operators also admit to having upgraded an area of the airfield, which is aligned with the existing stables and cattery, again in direct contravention of CAP 793 guidelines.

Either the stables and cattery are not a problem to them or they are deliberately antagonising the situation to their own ends.

The CAA acknowledges that airfield operators should be consulted as they presume them to be the most knowledgeable in connection with their airfield but I have serious misgivings that not all airfield operators are

- (a) honourable
- (b) hold the necessary qualifications to be classed as experts
- (c) interested in good neighbourliness
- (b) acknowledge the validity of independent assessments

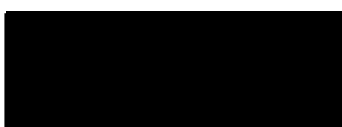
Unless the new Policy can address all of the above issues it should not be implemented.

As a VOSA licensed transport operator I fully understand the need to comply with regulations. I know that the threat of losing a license makes one much more focused on compliance. I also know from first hand experience that a vehicle operator who is not licensed does not require the same diligence as they have no license to lose.

I would suggest the same applies to airfields.

Perhaps the answer is that all airfields should be licensed. Meanwhile the implementation of no fly zones, which is within the planning departments remit, would go some way in helping in clarifying the situation.

Yours faithfully,



From: Hilda [REDACTED]
Sent: 10 April 2012 15:27
To: TES Development Plan - Generic Email Account
Subject: LDP Policy EP13 Airfield Safeguarding
Follow Up Flag: Follow up
Flag Status: Green

Local Development Plan
Policy EP13 Airfield Safeguarding.

Dear Sirs,

With reference to the above policy as a regular user of Lochleven Equestrian Centre and Causeway Cattery I wish to object as follows:-

CAP 793 (3.10) states where possible the runway should be oriented to avoid overflight of population, houses and stables and other sensitive areas during take-off and approach to land.. The Equestrian Centre has been established since 1997 therefore the stable area should be *a no fly zone*, as such the area of the buildings within the Equestrian Centre should be out with the safeguarding zone and shown as a wedged area on the airfield map. This would be inline with Redhouse to the East and the caravan park on the airfield to the west.

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I understand that it is the council's duty to protect the public from adverse dangers from such operations. I see no provision in this Policy which assures me that the operators of aerodromes are checked on a regular basis regarding compliance with CAP 793.

This raises the question as to whether this policy is workable given the past history at Portmoak Airfield, operated by the Scottish Gliding Union (SGU).

Concern is raised as to the accuracy of Portmoak Airfields' consultation zone map, which shows a larger blue area than in the other airfield maps. Is this a repeat of the map in Policy 49 which shows a non existent runway and is in conflict with the 1998 and 2005 map.

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“The majority of aircraft approach over the eastern boundary where the existing buildings already pose a significant hazard”

In Safety Management terms the Captain has identified an **existing** hazard to current flying operations, which would suggest that in compliance with CAP 793 they should cease operations. Yet the RAF deem it safe to use the airfield.

One must assume that Wing Commander Leighton is eminently qualified to carry out a Risk Assessment and the Captain's statement is engineered to mislead a planning decision. (Ref Planning Application No. 09/00936/FLL).

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- a. honourable
- b. hold the necessary qualifications to be classed as experts
- c. interested in good neighborliness

Unless the new Policy can address all of the above issues it should not be implemented.

As a VOSA licensed transport operator I fully understand the need to comply with regulations. I know that the threat of losing a license makes one much more focused on compliance. I also know from first hand experience that a vehicle operator who is not licensed does not require the same diligence as they have no license to lose.

I would suggest the same applies to airfields.

With regards

Hilda Fleming
on behalf of
Flemings of Rosyth Ltd.
Belleknowes
Inverkeithing
Fife KY11 1HF

From: Hilda [REDACTED]
Sent: 10 April 2012 15:42
To: TES Development Plan - Generic Email Account
Cc: [REDACTED]
Subject: Policy EP13 Airfield Safeguarding objection
Follow Up Flag: Follow up
Flag Status: Green

Objection to Policy EP13 Airfield Safeguarding and Supplementary Guidance
In proposed Local Development Plan for Perth and Kinross.

Dear Sirs

I wish to object to the following items in the above policy.

Page 3. Final Paragraph headed Limitations of Incompatible Activities

Item 5: Equestrian Centre – Activities. This wording is prejudicial to existing Equestrian Centres who lawfully operate, with planning consent, on the periphery of airfields. It is the Equestrian Centres' responsibility to carry out risk assessments.

This should be re-worded to "Equestrian Activities" which would cover unregulated equestrian activity.

There is ample evidence of airfields and Equestrian Centres happily co-existing. i.e Kinshaldy Equestrian Centre at Leuchars Airfield, and many more throughout the country

Page 5. Neighbour Agreements

I refer to CAP 793 Safe operating Practices at Unlicensed Aerodromes Chapter 2 (5.1). Which encourages **Local Engagement** to safeguard the aerodrome from complaints from their neighbours. There is no provision to safeguard the neighbours from unreasonable behaviour from aerodrome operators.

There requires a provision in place for an arbitrary body to rule on cases when negotiations break down.

Yours faithfully

Jean Philp
Kind regards

Hilda Fleming
on behalf of
Flemings of Rosyth Ltd.
Belleknowes
Inverkeithing
Fife KY11 1HF

[REDACTED]

[REDACTED]

Allan Smith
2 Back Loan
Milnathort
Kinross
KY13 9YJ

9th April 2012

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

Dear Sirs,

**E13 – AIRFIELD SAFEGUARDING POLICY & SUPPLEMENTARY GUIDANCE
CONSULTATION DOCUMENT – LOCAL PLAN**

I object to Policy EP13: Airfield Safeguarding and the associated Supplementary Guidance.

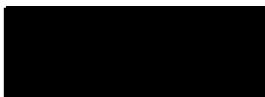
The Council has a duty of care regarding safety for its population and I know that PKC also have a duty to do their best to produce a policy that will address all circumstances and be fair to all.

My concern is as to how PKC arrives at a fair and unbiased conclusion on planning applications subject to planning policy EP13 when it seems not to include a procedure whereby a truly independent airspace design opinion, from an appropriate independent expert can be obtained and used as a primary and authoritative tool in evidence.

The report should be obtained by an independent means and not associated or paid for by the airfield operators or by the applicant but rather by PKC to avoid any accusation of a biased nature. As PKC are the decision makers any report must be independent and robust enough for PKC to defend any decision taken on the advice contained in the report, and thereby reinforce and underpin any planning decision arrived at.

Until the Policy is fully discussed with all the people affected, including the residents on the perimeter then this policy must be abandoned as it is not fair and proportionate as required within the terms of SPP – February 2010.

Yours faithfully,

A black rectangular box used to redact the signature of Allan Smith.

Allan Smith

RECEIVED

11 APR 2012

Perth and Kinross Local Development Plan – Proposed Plan Representation Form

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

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

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

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

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

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

Name	Mrs Meriel Cairns
Address and Postcode	Mosspark, Rumbling Bridge, Kinross, KY13 0QE
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.	Turfhills Sites --- E17 and E36	or
Chapter	<input type="text"/>	Page no. 203 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 do not want to have the Turfhill Sites E17 and E36 allocated for Employment Land or Industrial Land

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

As the owner of Heatherford, the land adjacent to the proposed Turfhill sites -- E17 and E36 (page 203 of the Local Development Plan), I would like to know why the council is continuing to promote these sites for "Employment Land" when permission has already been refused twice - in 1997 and again in 2003 ? At the Public Inquiry in 1997 it was agreed that there were already suitable Brown Field sites available in Kinross for Light Industrial Businesses. It was also decided that the land was unsuitable for building purposes due to the high level of the water table and the flood risk, as identified by SEPA.

Since 1985 we have established a popular and successful Restaurant, Bed and Breakfast and Fishery business which together provide local employment and use local provisions. Having created a beautiful landscape within our boundary, we rely on the pleasant rural surroundings for our customers.

Your proposal for Employment Land/ Industrial Site would be entirely detrimental to our businesses and so I object to the inclusion of these sites in the Local Development Plan.

Meriel Cairns

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

RECEIVED

12 APR 2012

To

HOUSING DEVELOPMENT DEPT
PERTH & KINROSS COUNCIL
KINNLOCH STREET
PERTH.

FROM

MR ROGER J MEREDITH
4, BLACKLOCH CRESCENT
CARSLIE
BLAIRSOWRIE
PH10 6RW

DATED 7/4/2012

Dear Sir,

Re: Your letter of the 26/1/2012 proposing building development of housing on "The Green" at Carslie.

I believe strongly, as do many residents that I have conversed with, that any development of our village green as it were, throws up many questions and ding concerns, that really do need airing and discussing, prior to any decisions being taken. I list my concerns numerically.

1 WILD LIFE. Bats.

Two varieties noted on a regular basis feeding in the considered area. A very small pipistrel of unknown strain, and a larger grey small eared bat. There might well be others, and investigation should be thorough before any action is taken that must surely disturb them.

RED SQUABBLES.

Four of these were seen by myself and others only yesterday in the small Copse that borders the said green. They are regular visitors, and like the bats, can be easily disturbed, and any extra traffic flow in this area, must be an added unnecessary danger to this species, as would families with children.

ROE DEER. Graze this area regularly and surely must not be discouraged in any way.

What are your guarantees on the protection of the above species?

The same question applies to other regular visitors to the green; Barn Owls, Kestrels, Little Owls,

Buzzards (a long time breeding pair) Migrating Lapwings graze the numerous berries on the trees planted in and around the green, there are many types of tits and warblers, all enjoyed by bikers, tourists and local residents alike. Conservationists must surely be consulted. Will they be?

There are footpaths used by bikers and dog walkers alike, from the green through the local woodlands, giving traffic free access to the lochs nearby.

Will there still be access allowed?

2. Sewage and Water Supply:-

Will this be updated, renewed, or improved in any way? Many of the residents in the area have problems with blockages, backing up, and incongruous smells. The water quality is not always 100%, and surface water drainage is ever a problem.

Can these faults be rectified prior to building more properties in the area, with a view to supplying ample facilities to all?

3. What is "Affordable Housing."??

4. By approximately how many will the intended population increase when, and if, your proposed housing is built?

5. Will the local bus service be adequate?

Where will the buses turn, and will the bus stops be moved?

Where will locals park their cars, and will the extra traffic joining the main Blairgowrie to Perth road, make a more dangerous junction than it already is?

6. The footpath from Blairgowrie to Carsic is in a very poor state.

Will this be rectified to accommodate the increased foot traffic?

7/ According to your article printed in 'The Blairie' we were led to believe that local council housing needs are desperate, and that tenanted accommodation lists were untenable.

Will you provide properties to help curtail this need at Carsie particularly, or do you intend privately owned houses to be built? Or if both, what will be the ratio of one type to the other?

What will be the effect of the values of private properties in the area, and will some form of compensation be allowed?

8/ There are many more contentious issues that come to mind: - Eg. The affect on schooling, playground areas, who is financially involved, and could other areas be found that are more feasible for building?

The questions are numerous and as such I feel I must object to your plans for development of the site at Carsie vigorously. It is unwanted, unwarranted and I would have thought, much too expensive to be feasible.

I remain,
Yours faithfully



From: david west
Sent: 17 April 2012 18:04
To: TES Development Plan - Generic Email Account
Subject: Petition against H46
Follow Up Flag: Follow up
Flag Status: Green

Sorry for delay the first reply got stuck in draft from unsent

I write to take ownership of the H46 petition organised by the Kinross Action Group.
My contact details are

David West
9 Leven Place
Kinross
KY13 8BE

--

David West


From: L isa Muir
Sent: 10 April 2012 11:09
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

I just signed the following petition addressed to: Perth & Kinross Councillors.

Stop the plans to build houses in West Kinross H46

We want our leaders to remove area H46 from the local Development Plan and express our demands to retain Davies Park and the pathway in their current form. We are concerned about road safety on the already busy Springfield Road resultant from this and other proposed developments. The Petition is organised by "Kinross Action Group".

Sincerely,

Lisa Muir
Perth, United Kingdom

From: susan brown
Sent: 10 April 2012 11:38
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

susan brown
Dunfermline, United Kingdom

From: F iona Quinan
Sent: 10 April 2012 13:43
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Fiona Quinan
Kinross, United Kingdom

From: Laura Walker
Sent: 10 April 2012 14:01
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Laura Walker
Dunfermline, United Kingdom

From: Julie Muncey |
Sent: 10 April 2012 14:08
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Julie Muncey
Kinross, United Kingdom

19/04/2012

From: Louise Colliar
Sent: 10 April 2012 14:36
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Louise Colliar
Kinross, United Kingdom

From: Julia Cormack
Sent: 10 April 2012 11:22
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Julia Cormack
Kinross, United Kingdom

From: Kirsty Ritchie
Sent: 10 April 2012 07:58
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Kirsty Ritchie
Kinross, United Kingdom

From: Rache I Birch
Sent: 10 April 2012 08:29
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Rachel Birch
Kinross, United Kingdom

From: Grant Wardlaw
Sent: 10 April 2012 08:38
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Grant Wardlaw
Kinross, United Kingdom

19/04/2012

From: Aileen Eadie
Sent: 10 April 2012 07:30
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Because I regularly use this park which is within walking distance of my home. Plus the safety issue hasn't been considered at all

Aileen Eadie
Kinross, United Kingdom

From: Helen Wise
Sent: 10 April 2012 08:49
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Helen Wise
poole, United Kingdom

From: Anne Douglas
Sent: 10 April 2012 09:32
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Anne Douglas
Kinross, United Kingdom

From: joan cornwall
Sent: 10 April 2012 10:32
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

joan cornwall
kinross, United Kingdom

From: stacey mcgregor
Sent: 10 April 2012 10:45
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

stacey mcgregor
kinross, United Kingdom

From: Keith Millar
Sent: 10 April 2012 11:24
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Keith Millar
Leslie, United Kingdom

From: Valerie Lockhart
Sent: 10 April 2012 12:16
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Valerie Lockhart
Kinross, United Kingdom

From: shona yates
Sent: 10 April 2012 13:13
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

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Sincerely,

shona yates
Kinross, United Kingdom

From: Victoria Ross
Sent: 10 April 2012 13:51
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Victoria Ross
Milnathort, United Kingdom

19/04/2012

From: Laura Queen
Sent: 10 April 2012 13:57
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Laura Queen
Lochgelly, United Kingdom

From: Christine Henderson
Sent: 10 April 2012 14:02
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

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Sincerely,

Christine Henderson
St. Peter Port, United Kingdom

From: Ann Marie Neavr
Sent: 10 April 2012 01:35
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Ann Marie Neavr
Kinross, United Kingdom

19/04/2012

From: Alexa Mewse
Sent: 10 April 2012 14:06
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Alexa Mewse
Kinross, United Kingdom

From: Debbie Paterson
Sent: 10 April 2012 14:09
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

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Sincerely,

Debbie Paterson
Kinross, United Kingdom

From: Stewart Proctor
Sent: 10 April 2012 14:27
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

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Sincerely,

Stewart Proctor
Kinross, United Kingdom

19/04/2012

From: Jackie Haley
Sent: 10 April 2012 14:39
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Jackie Haley
Kinross, United Kingdom

From: Gavin Dobson
Sent: 10 April 2012 07:12
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

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Sincerely,

Gavin Dobson
Kinross, United Kingdom

19/04/2012

From: jill wilson
Sent: 10 April 2012 07:49
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

jill wilson
Kinross, United Kingdom

From: Marc Proctor
Sent: 10 April 2012 15:08
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

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Sincerely,

Marc Proctor
kinross, United Kingdom

From: Grace Simpson
Sent: 10 April 2012 08:18
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

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Sincerely,

Grace Simpson
Kinross, United Kingdom

From: jill boyd
Sent: 10 April 2012 08:38
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

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Sincerely,

jill boyd
kinross, United Kingdom

From: Sophie Skea
Sent: 10 April 2012 10:32
To: TES Development Plan - Generic Email Account
Subject: Stop the plans to build houses in West Kinross H46
Follow Up Flag: Follow up
Flag Status: Green

Greetings,

I just signed the following petition addressed to: Perth & Kinross Councillors.

Stop the plans to build houses in West Kinross H46

We want our leaders to remove area H46 from the local Development Plan and express our demands to retain Davies Park and the pathway in their current form. We are concerned about road safety on the already busy Springfield Road resultant from this and other proposed developments. The Petition is organised by "Kinross Action Group".

Sincerely,

Sophie Skea
Kinross, United Kingdom

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

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Address and Postcode	Ryden LLP, 25 Albyn Place, Aberdeen, AB10 1YL
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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.	H7 Berthapark, 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.

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

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STEWART MILNE HOMES, H7 BERTHAPARK, PERTH– PAPER APART**OBJECTION****Perth and Kinross Local Development****SPECIFIC CHANGE REQUIRED**

This representation is submitted on behalf of Stewart Milne Homes and objects to the allocation of H7 Berthapark, Perth for 3000 units of housing and in excess of 25ha of employment land. It is requested that site H7 Berthapark be deleted from the proposed Local Development Plan (LDP).

BACKGROUND

H7 Berthapark is identified within the Perth and Kinross Local Development Plan Main Issues Report (MIR) as 'site A,' being one of four possible options to deliver the expansion of Perth. In discussing the site the MIR noted that the site would require transport connections to the A9/ A85 junction and to the A9 in association with the new Perth Bridge proposal. The MIR explained that due to the lead in time to deliver the infrastructure required for the site it would not be deliverable until the latter period of the plan.

A representation was submitted (appendix 1) which explained that Almond Valley MIR 'site C' and Perth West MIR 'site D' should be allocated within the proposed LDP in preference of 'site A' Berthapark, as delivery of Berthapark in advance of Almond Valley and Perth West could prejudice the delivery of junction improvements on the A9/A85.

H7 Berthapark is now identified within the Proposed LDP for 3000 units of housing and 25ha of employment land. The proposed LDP explains that the Cross Tay Link Road junction with the A9 and a new crossing of the River Almond will be required at the commencement of the development of H7 Berthapark.

TAYPlan submitted its proposed Strategic Development Plan (SDP) to Scottish Ministers on 1 December 2011 for examination. It therefore represents the Strategic Development Planning Authority vision for the future growth of the region. Perth is identified in Policy 1, Location Priorities, as a Tier 1 Settlement with the potential to accommodate the majority of the region's

growth and make a major contribution to its economy. The way it will do this is discussed in Policy 4: Strategic Development Areas; which advises that west/ north Perth can accommodate 4000+ homes and 50ha of employment land.

JUSTIFICATION

Site H7 Berthapark should be deleted from the proposed LDP. The site lies to the north-west of Perth and comprises an extensive area of prime quality agricultural land. Indeed the site is allocated for 3000 units of housing and in excess of 25ha of employment land on over 178ha. In addition to the other allocations at Perth, the total allocation to Perth exceeds the 4000 units of housing and 50ha of employment land identified by TAYPlan's proposed SDP for Perth. The allocation to Perth is therefore at odds with TAYPlan's proposed SDP

The proposed LDP should delete H7 Berthapark and instead allocate Ruthven Farm as part of the Almond Valley allocation as site H5 Almond Valley for 1500 units of housing and 25ha of employment land. This will result in a plan which has an ambitious but realistic and achievable target, unlike the current proposed LDP which proposes a level of development that is half as much again as that proposed by TAYPlan's proposed SDP.

Site H7 Berthapark is allocated for 3000 units of housing and 25 ha of employment development on 178ha of prime quality agricultural land, it is a sizable allocation and indeed the size of a new settlement; when taken with the allocation at H7 Perth West (also allocated for 3000 units and 25ha of employment land), the level of growth proposed is of significant concern. Throughout the plan period there will be an extension of 6000 units of housing and 75ha of employment land to the west/ north of Perth – 2000 units of housing and 25ha of employment land more than allocated by TAYPlan's proposed SDP. Paragraph 42 of Circular 1/2009 Development Planning highlights that in preparing the LDP, section 16 of the (Town and Country Planning Scotland Act (1997) (as amended)) requires LDP's to be consistent with the SDP. Allocation of H7 Berthapark increases the level of housing proposed in Perth to such an extent that it is completely at odds with both the extant Structure Plan and TAYPlan's proposed SDP; in doing so Perth and Kinross Council are in breach of their legal requirements.

The recent allocation of site H7 Berthapark increases the scale of development to the western area by 50% above that proposed by TAYPlan's proposed SDP. The proposed scale of development is not deliverable within the timescales allowed. Furthermore when considered with site H70 Perth West, which has the same level of allocation, it is not considered to be marketable.

Employment land to the west of Perth will consume over 75ha, 25 ha more than the TAYPlan's proposed SDP proposals, which will sterilise allocated sites and existing employment areas through over provision.

The development of H7 Berthapark, as recognised by the proposed LDP cannot commence until the development of the Cross Tay Link Road junction with the A9 and a new crossing of the River Almond are delivered. As recognised by the MIR the delivery of this infrastructure could take some time and as such, constrains the delivery of H7 Berthapark. There are serious doubts that H7 Berthapark is deliverable at all. Furthermore there are major costs associated with the above infrastructure requirements and it is not considered that this site has the ability to contribute to the extent required. In comparison the delivery of other sites, such as H5 Almond Valley, are not dependant on infrastructure improvements prior to development commencing.

Comprising 178ha, development of H7 Berthapark it will also lead to the unnecessary loss of prime quality agricultural land; the loss of such land is contrary to guidance contained within TAYPlan's proposed SDP which protects such land. Development of H7 Berthapark and the loss prime agricultural land is unnecessary particularly when there are other sites, such as H5 Almond Valley, that can accommodate the expansion of Perth with limited impacts and are currently allocated for development and is at an advanced stage.

Land lying to the north west of Perth H7 Berthapark comprises a mix of agricultural land and wooded areas with only a few dwellings being located within the site boundary; of the options identified within the MIR for the expansion of Perth H7 Berthapark is the most remote. Section 2.3 Local Development Plan Key Objectives of the proposed LDP explains under the heading of 'Place' that it is the objective to provide a more efficient settlement pattern by ensuring that the location of development reduces the need to travel, and that new development enhances the environment, enhancing the character, diversity and special qualities of the area to ensure development does not exceed the capacity of the landscape within which it lies; development of H7 Berthapark does not comply with this objective. Lying in a remote location its development will encourage the use of the private car which is contrary to the advice contained in Scottish Planning Policy (SPP) and would transform the rural character into an urban one. When there are sites such as H5 Almond Valley which would not increase reliance on the private car or damage the character of the area, this allocation of H7 Berthapark is unnecessary.

CONCLUSION

In conclusion the decision to allocate H7 Berthapark, lacks compliance with both SPP and TAYPlan's proposed SDP, and should be deleted from the proposed LDP. As set out in Circular 1/2009 Development Planning and the Town and Country Planning Scotland Act (1997) (as amended), the planning authority has a statutory duty to ensure its LDP is in compliance with its SDP. Development of H7 Berthapark is contingent on the delivery of significant infrastructure improvements that, as recognised by the MIR, will take time to deliver –questioning the ability of the site to contribute to the delivery of housing during the life of the LDP. The site, H5 Almond Valley, can be delivered timeously and without relying on infrastructure improvements, it is therefore unnecessary to allocate H7 Berthapark.

RECOMMENDATION

It is recommended that site H7 Berthapark is deleted from the Proposed Local Development Plan and that its allocation transferred to site H5 Almond Valley.

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

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Policy ref.	<input type="text"/>	or
Site ref.	Ruthvenvale Mill, Auchterarder	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**

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STEWART MILNE HOMES, RUTHVENVALE MILL, AUCHTERARDER– PAPER APART

OBJECTION

Perth and Kinross Local Development

SPECIFIC CHANGE REQUIRED

Part of Ruthvenvale Mill, Auchterarder is safeguarded within the proposed Plan for employment uses, the remainder of the land lies outwith the settlement boundary. Objection is made to this and it is requested that the land at Ruthvenvale Mill is re-allocated for residential use, with a capacity of approximately 50 houses.

BACKGROUND

The Strathearn Area Local Plan 2001 identifies land at Ruthvenvale Mill as lying within the settlement boundary of Auchterarder and as an area of predominantly industrial and business uses comprising Classes 4, 5 and 6. Land to the east of Ruthvenvale Mill is identified as lying outwith the settlement boundary.

At the request of Perth and Kinross Council a development proposal (Appendix 1) was submitted in June 2009, which promoted land at Ruthvenvale Mill for a development of 90 units of housing. This consisted of 40 units of housing on the site of Ruthvenvale Mill and the remaining 50 units on land to the east of the site.

Following the publication of the Main Issues Report (MIR) a representation (Appendix 2) was submitted in February 2011 which requested that land at Ruthvenvale Mill be allocated for residential development with the employment element of the site relocated to a stand alone site specifically designed to accommodate such uses.

The proposed Plan now identifies Ruthvenvale Mill as lying within the settlement boundary and safeguards the Ruthvenvale Mill site for employment uses. Land to the east of Ruthvenvale Mill is identified as lying outwith the settlement boundary.

JUSTIFICATION

Allocation of Ruthvenvale Mill for residential development comprising 50 houses

Scottish Planning Policy (SPP) endorses the reuse of previously developed land for development. It explains in paragraph 40 that it is a potential source for new development and planning authorities should support and promote proposals to bring vacant or derelict land back into productive use for development or to create more attractive environments. The proposals for the redevelopment of Ruthvenvale Mill ideally meet the advice contained within SPP. As noted within the development proposal previously submitted, the majority of the site buildings are derelict with the exception of part of a former Mill building fronting Abbey Road; which is now vacant. This building is in a relatively poor condition and cannot readily be adapted for modern industrial requirements. The redevelopment of the site would, as SPP advises be acceptable as it would bring vacant and derelict land back into active use and create an attractive environment, compatible with its immediate surroundings.

The new environment that would be created will enhance this area of Auchterarder and significantly improve what is presently a run down site, no longer fit for purpose. With the allocations contained within the Strathearn Area Local Plan having been completed, improving the visual appearance of the site is considered to be of benefit to the area which has become increasingly residential in character in recent years. In addition to this, it will create a development which is acceptable given the residential nature of the neighbouring land use.

Continuing the allocation of the site for employment use from the Strathearn Area Local Plan, given the residential nature of the neighbouring properties, is no longer considered to be appropriate. As noted above, one small part of the site was used as an engineering workshop, but is now vacant. Employment use of the site for Classes 4, 5 and 6, which is expected of such an allocation, is no longer compatible with the nearby residential dwellings. Re-development of the site for employment uses would not be an appropriate plan led solution to what is now a residential area. Notwithstanding the fact that the majority of the buildings are vacant, the existing uses and indeed any future intensified use, has the capacity to generate significant noise nuisance for the adjoining residential properties. In addition to this the nature of the traffic generated by the business and industrial uses would not be compatible with the adjoining residential uses, nor with the capacity of Abbey Road. It is evident that significant benefits would accrue to the wider area through the redevelopment of the site for residential purposes.

The loss of the employment land at Ruthvenvale Mill which will occur as a result of the proposed residential development is not considered to be of detriment. None of the buildings

are now occupied with the previous business on site having relocated. It should also be noted that representations have been submitted which support a key employment use allocation for future job creation in Auchterarder at proposed E25. This site has more than enough capacity to be able to absorb any employment land benefit for the community potentially derived from the employment use designation at Ruthvenvale Mill. The E25 site is ideally located to accommodate employment land for future business generation in the town.

CONCLUSION

In conclusion it is contended that Ruthvenvale Mill should be allocated within the proposed Plan for residential development and not for employment uses. Residential development in this location not only re-uses a brownfield site but is compatible with the residential nature of neighbouring land. Intensification of Ruthvenvale Mill for employment uses as suggested by the proposed Plan, will lead to a number of conflicts with the adjoining residential area and is no longer suitable as a location for modern employment use. A combination of access constraints and other constraints presented lead to its marketability being highly questionable. The benefits brought by the designation of Ruthvenvale Mill for residential use significantly outweigh those for its retention as employment land and with alternative appropriate employment land allocations proposed in that area the previous need for the site as an individual opportunity for employment no longer exists.

RECOMENDATION

It is recommended that land at Ruthvenvale Mill is identified within the proposed Plan as a site suitable to accommodate approximately 50 houses.

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

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

Policy ref.	<input type="text"/>	or
Site ref.	Muirton Coachworks, Auchterarder	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**

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STEWART MILNE HOMES, MUIRTON COACHWORKS, AUCHTERARDER– PAPER APART

OBJECTION

Perth and Kinross Local Development

SPECIFIC CHANGE REQUIRED

Stewart Milne Homes welcome the identification of Muirton Coachworks, Auchterarder as lying within the settlement boundary for Gleneagles. The site should be specifically identified within the proposed Plan as an opportunity site for re-development to provide housing.

BACKGROUND

The Strathearn Area Local Plan 2001 identifies land at Muirton Coachworks as site reference H35 for the development of 10 units of housing.

At the request of Perth and Kinross Council a development proposal (Appendix 1) was submitted in June 2009 which sought that the Muirton Coachworks allocation be carried forward from the extant Plan into the proposed Plan with an increase in allocation from 10 units of housing to 32 units of housing to take account of changes in national planning policy and making best use of available land.

To inform the preparation of the Main Issues Report, Perth and Kinross Council undertook an assessment of sites (September 2010) which was submitted to them as development proposals. Muirton Coachworks is identified as meeting the preferred spatial strategy of the Plan as it would bring a brownfield site back into use and as such, should be considered for inclusion within the proposed plan as an identified site.

Following the publication of the Main Issues Report (MIR) a representation (Appendix 2) was submitted in February 2011 which requested that land at Muirton Coachworks be carried forward into the proposed Plan as a brownfield residential opportunity.

The proposed Plan now identifies Muirton Coachworks as lying within the settlement boundary of Gleneagles.

JUSTIFICATION

Support for identification of Muirton Coachworks lying within the settlement boundary for Gleneagles

Support is given to the identification of Muirton Coachworks as lying within the settlement boundary of Gleneagles. As noted above it is identified within the extant Strathearn Area Local Plan as site reference H45 for the development of 10 homes. The principle of residential development is therefore established.

Scottish Planning Policy (SPP) endorses the reuse of previously developed land for development. It explains in paragraph 40 that it is a potential source for new development and planning authorities should support and promote proposals to bring vacant or derelict land back into productive use for development or to create more attractive environments. The proposals for the redevelopment of Muirton Coachworks satisfy the advice contained within SPP. As noted within the development proposal previously submitted, the buildings contained within the site are in a state of disrepair. The re-development of the site would, as SPP advises is acceptable, bring vacant and derelict land back into active use and create an attractive environment. Considering the sites location, on approach to the Gleneagles Hotel this is considered a significant benefit as replacement of the existing buildings with a high quality residential development will significantly enhance the area making an important contribution to the immediate vicinity. The new environment created will greatly enhance this area of Gleneagles.

As discussed above Muirton Coachworks is identified within the extant Plan as site reference H35 for 10 units of housing. Prior to the submission of the development proposals discussions were undertaken with Perth and Kinross Council regarding the site density. The outcome of these discussions demonstrated that the site is capable of accommodating more housing than proposed in the extant Plan. An increase in density would deliver a mix of town houses and apartments thereby offering a choice of housing in Gleneagles. The increase in density to that proposed in the extant Plan is considered acceptable and in line with policy. It will maximise development of a self contained brownfield site, thereby reducing pressure on the release of greenfield sites to accommodate development. The site is bound by dwelling houses, an outdoor centre, and residential development around The Gleneagles Hotel, the re-development of Muirton Coachworks for residential is considered to fit well into the landscape. Its re-development will enhance the existing residential environment around Gleneagles and Muirton.

CONCLUSION

In conclusion, support is given to the inclusion of Muirton Coachworks as lying within the settlement boundary of Gleneagles. It is however, requested that it is identified within the Local Development Plan as an opportunity site for brownfield re-development. Residential development in this location will sensitively re-develop a brownfield site compatible with its surroundings given the residential nature of neighbouring land and the landscape character of the site.

RECOMENDATION

It is recommended that land at Muirton Coachworks continues to be identified as lying within the settlement boundary of Gleneagles and it is requested that it is identified as an opportunity site for redevelopment to residential, having regard to the housing allocations existing within the current adopted Local Plan for the area.

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Site ref.	Land to the east of Ruthvenvale Mill, Auchterarder	or
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STEWART MILNE HOMES, LAND TO EAST OF RUTHVENVALE MILL, AUCHTERARDER– PAPER PART

OBJECTION

Perth and Kinross Local Development

SPECIFIC CHANGE REQUIRED

Land to the East of of Ruthvenvale Mill, Auchterarder is identified within the proposed Local Development Plan (LDP) as lying outwith the settlement boundary; objection is made to this and it is requested that the land to the east of Ruthvenvale Mill is identified as lying within the settlement boundary and allocated for a residential development of approximatley 50 houses.

BACKGROUND

The Strathearn Area Local Plan 2001 identifies land to the east of Ruthvenvale Mill as identified as lying outwith the settlement boundary.

At the request of Perth and Kinross Council a development proposal (Appendix 1) was submitted in June 2009, which promoted land at Ruthvenvale Mill for a development of 90 units of housing. This consisted of 40 units of housing on the site of Ruthvenvale Mill and the remaining 50 units on land to the east of the site.

Following the publication of the Main Issues Report (MIR) a representation (Appendix 2) was submitted in February 2011 which requested that land at Ruthvenvale Mill be allocated for residential development.

The proposed LDP (2012) now identifies land to the east of Ruthvenvale Mill as lying outwith the settlement boundary.

JUSTIFICATION

Land to the east of Ruthvenvale Mill should be allocated within the proposed LDP for a residential development of 50 houses. 'Ruthvenvale Mill' itself is the subject of a separate representation promoting it for re-development for houses; development of the land to the east alongside the re-development of the Mill will create an attractive addition to the area which has become increasingly more residential in its character. Development of the land to

the east of Ruthvenvale Mill for a residential development would be a logical extension to the neighbouring residential area.

Any flood risk highlighted in the development bid and will be addressed through the design and layout of the site. A detailed flood risk assessment will be undertaken to ensure that no development takes place in an area at greater risk of flooding than 1:200. Any land at risk from flooding adjoining the burn would be landscaped appropriately as public open space. This would not only enhance the biodiversity and landscape interest of Ruthven Water; but will create additional amenities for local residents.

Development to the east of Ruthvenvale Mill would round off the settlement boundary of Auchterarder and form a logical extension to the town within the confines of the A9 to the south and the A824 to the north. The site lies at a lower level than the main town and is relatively incongruous in the landscape. In addition to this the site is well screened from both Abbey Road and the A9, and will fit well into the landscape.

Land to the east of Ruthvenvale Mill lies approximately 1 kilometer from Auchterarder town center and under 400 metres from a bus stop, well within the walking distances identified in PAN 75 Planning for Transport, Annex B, paragraph B13. It is therefore ideally located to access the services and amenities available in Auchterarder on foot and services in other settlements via public transport. Development of the site would reduce the reliance on the private car and would encourage walking and cycling thus achieving the objectives of Scottish Planning Policy (SPP). Development of this site meets the objectives of the proposed LDP which aims to produce a more sustainable settlement pattern by ensuring that the location of new development reduces the need to travel. It also meets the objectives of the proposed SDP which seeks to reduce the need to travel, improving accessibility on foot.

Auchterarder, being one of the main service centres in the Strathearn area experiences continually high demand for new housing. This is largely attributed to Auchterarder's location adjacent to one of the main arterial routes north and south, the A9, and the opportunities to travel by train from Gleneagles Station; which makes it an ideal and sustainable location to live. It is also the main service centre for the rural hinterland in Strathearn. Allocation of land to the east of Ruthvenvale Mill would assist in meeting part of the demand for new housing in Auchterarder and in doing so will assist in providing a range and choice of housing in a sustainable location.

CONCLUSION

In conclusion, land to the east of Ruthvenvale Mill should be allocated within the proposed LDP for residential development. Residential development in this location is compatible with the character and amenity of the surrounding area and is ideally located to deliver a sustainable development which will meet part of the demand for new housing in the settlement in a location within ideal walking distance to services and public transport. Development of the site will enhance the landscape interest of Ruthven Water; creating additional amenities for local residents which is a benefit of the sites allocation.

RECOMENDATION

It is recommended that land to the east of Ruthvenvale Mill is identified within the proposed Plan as a site suitable to accommodate approximately 50 houses.

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

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

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

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

Name	Natasha Douglas
Address and Postcode	Ryden LLP, 25 Albyn Place, Aberdeen, AB10 1YL
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	8 Strathearn Area	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 see paper apart

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

Please see paper apart

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STEWART MILNE HOMES, SPATIAL STRATEGY, STRATHEARN AREA- PAPER APART

OBJECTION

Perth and Kinross Local Development

SPECIFIC CHANGE REQUIRED

The Spatial Strategy has failed to allocate additional housing in Auchterarder. Objection is made to this and it is respectfully requested that the Proposed Plan be amended to include additional allocations at Auchterarder which is part of the Strathearn Area in the proposed Plan.

BACKGROUND

Following the publication of the Main Issues Report (MIR) a representation (Appendix 1) was submitted in February 2011 which objected to the failure to consider Auchterarder for additional housing allocations. It requested that Auchterarder, given its strategic importance and marketability be preferred to Crieff for major development.

The proposed Plan fails to identify any new housing land allocations in Auchterarder.

TAYPlan submitted its proposed Strategic Development Plan (SDP) to Scottish Ministers on 1 December 2011 for examination. It therefore represents the Strategic Development Planning Authority vision for the future growth of the region. Auchterarder is identified in Policy 1 Location Priorities as a Tier 3 Settlement with the potential to play an important, but more modest role in the regional economy and notes that Auchterarder will accommodate a small share of the region's economy. Crieff is identified in Policy 1 Location Priorities as a Tier 2 settlement that can accommodate a small share of the region's growth.

It should be noted that there are outstanding objections to the strategy adopted by TAYPlan's Proposed SDP and it is considered that Auchterarder, given its status and strength of market in the Strathearn Area should be allowed to continue to grow to boost the existing economy.

JUSTIFICATION

Additional housing allocations in Auchterarder are supported by section 4.2 of the TAYPlan Spatial Strategy which explains that Tier 3 Settlements, such as Auchterarder, will accommodate a small share of new development to help sustain them. The proposed Local Development Plan explains in section 8.1.11 that in line with the TAYPlan approach the Plan seeks to concentrate the majority of development within the principal settlements of Crieff and Auchterarder. However, it fails to identify any new allocations in Auchterarder, only carrying forward allocations from the extant Plan. The justification given for this is that the Auchterarder Development Framework sites are more than adequate to meet demand in the town. This is disputed. Housing demand in the Strathearn Area is greatest in Auchterarder. This is largely attributed to Auchterarder's location adjacent to one of the main arterial routes north and south, the A9, and the opportunities to travel by train from Gleneagles Station; which makes it an ideal location to live. It is also the main service centre for the rural hinterland in Strathearn.

Consideration should be given to reducing the housing allocated in Crieff and re-allocating housing numbers to Auchterarder. Auchterarder is strategically better placed to maximise opportunities offered by its proximity to the A9 and also its proximity to Perth, Stirling as well as Glasgow and Edinburgh. New allocations for housing would maximise this opportunity and increase housing levels in a sustainable location. As discussed in Section 2.3 of the proposed Plan Key Objectives, under the heading of 'Place' it explains that the aim will be to provide a more efficient settlement pattern by ensuring the location of development reduces the need to travel. Under the heading of 'Housing' it explains that population and household growth should be directed to the most appropriate locations. Auchterarder is considered to be such a location. It has delivered a significant proportion of the effective housing supply in the Strathearn Area. Demand for housing in Auchterarder is high. Failure to allocate additional land in Auchterarder could be of detriment to the local area as it limits the growth potential of the existing economy. Indeed discussions with Auchterarder and District Community Council confirm they are supportive of additional allocations to enhance the town's amenities further.

Crieff is less accessible than Auchterarder and therefore less able to accommodate growth. It is some distance from the A9 and has no nearby rail connection making it less sustainable. Furthermore significant growth in Crieff, will extend the settlement and encroach into the town's landscape setting which could be detrimental to the character of the town. The housing market in the town is also significantly weaker than that of Auchterarder. It will also result in the loss of significant areas of prime quality agricultural land lacking compliance with TAYPlan's proposed SDP and Scottish Planning Policy (SPP) which aims to direct growth to the most appropriate locations. In comparison, development in Auchterarder will not be detrimental to its landscape setting nor result in the loss of significant areas of prime quality

land. Development within Auchterarder can be accommodated by an increase in allocations to Auchterarder Development Framework Site 2¹ and also by development on brownfield sites. The benefit of this is that it reduces pressure on greenfield sites in Crieff to deliver housing and utilises previously developed parcels of land as endorsed by SPP. Given that there is a weaker market in Crieff, further allocations at Auchterarder can ensure delivery of housing land over the Plan period in a substantial and comprehensive way while enhancing local amenities to the benefit of the wider community.

As noted above it is requested that a proportion of the peripheral housing allocations identified in Crieff are redistributed to Auchterarder. This will not only assist in meeting the demand for housing, and enhance the local economy, but will help support infrastructure provision in this area including the upgrade to the A9 at its junction with Shinafoot. The allocation of new housing in Auchterarder is considered to be compliant with the provisions of TAYPlan's Proposed SDP would support the delivery of services to the community without the need for further greenfield allocations, by maximising the appropriate allocations for Auchterarder Development Framework site 2 in the effective land supply and by best utilising limited brownfield sites in the settlement.

CONCLUSION

Auchterarder is considered to be the most suitable and marketable location within the Strathearn Area to accommodate additional housing allocations. New allocations in Auchterarder will contribute to meeting some of the demand for housing experienced from within the housing market area and beyond, and in doing so provide a variety and choice of housing locations. It will also grow and boost the existing economy which in turn will have a knock on effect within the wider area. Reducing the allocations identified in Crieff will protect the landscape setting of Crieff and will also reduce the proposed Plan's reliance on additional greenfield sites.

RECOMMENDATION

It is recommended that the Spatial Strategy adopted for the Strathearn Area is amended to include new and enhanced allocations at Auchterarder. Allocations in Crieff should be reduced better demonstrable housing numbers to fit housing market demand.

¹ <http://www.pkc.gov.uk/NR/rdonlyres/D60A4EC8-FC11-449A-A040-278CAE595DDF/0/AuchterarderDevelopmentFramework.pdf>

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Address and Postcode	Ryden LLP, 25 Albyn Place, Aberdeen, AB10 1YL
Telephone no.	[REDACTED]
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If making a representation on Supplementary Guidance, please state the name of the document:

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

Policy ref.	<input type="text"/>	or
Site ref.	Site E34 Meigle	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**

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Please see Paper Apart

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

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JOYCE CAMPBELL
MEIGLE E34 FORFAR ROAD, MEIGLE
PAPER APART

OBJECTION

Perth & Kinross Local Development Plan

SPECIFIC CHANGE REQUIRED

This representation is submitted on behalf of Joyce Campbell and concerns land at E34, Motorland Car Centre, Forfar Road, Meigle. Support is given to the inclusion of this land within the settlement boundary of Meigle, however objection is made to the identification of this land for general employment use. It is requested that this land is identified within the proposed Local Development Plan (LDP) as an opportunity site for re-development to provide housing.

Objection is made to the Site Specific Developer Requirements for E34 and it is requested that they are removed from the proposed LDP.

BACKGROUND

The Eastern Area Local Plan (1998) identifies land at Motorland Centre as lying within the settlement boundary; the Draft Eastern Area Local Plan July 2005 also identifies land at Motorland Car Sales as lying within the settlement boundary - the site did not carry a specific designation in either plan.

The proposed LDP now identifies land at Motorland Car Sales as E34 for general employment uses with Site Specific Developer Requirements as:

- Provision for path access along former railway; AND
- Provision of screening to the east of the site.

The proposed LDP states that that E34 has been identified to encourage local business.

JUSTIFICATION

Removal of General Employment Use allocation

E34 lies to the east of Meigle and comprises land which is currently used for the sale of Motor Vehicles. The business has suffered in recent years as a result of the recession and has fallen into arrears with the land owner. There has been little interest in the site for Class 1 use nor has interest been expressed in the site for Class 4, 5 or 6 uses. This is largely attributed to its location, with demand for such uses being greater in larger settlements.

The site at E34 comprises one industrial shed and a cottage; these buildings are in a relatively poor and unsightly condition. The site sits in between two dwellings and a more appropriate use of the site would be for infill development.

Scottish Planning Policy (SPP) endorses the reuse of previously developed land for development. It explains in paragraph 48 that it is a potential source of new sites for development and planning authorities should support and promote proposals to bring vacant or derelict land back into productive use for development or (more relevantly) to create more attractive environments. The proposals for the re-development of E34 accord exactly with the advice contained within SPP - as noted above the buildings on E34 are in a relatively poor and unsightly condition and the business is currently struggling. The re-development of the site would enable a viable and continued use for the site, which contributes to the character and amenity of the area and will create an attractive environment.

The new environment that would be created will enhance this area of Meigle and improve what is presently an eyesore. Given that site E34 lies in between two dwellings, once H69 is complete E34 will lie to the east of a residential area. Improving the visual appearance of E34 would therefore be of benefit to the area and tie-in with the development to the west. In addition to this, it will create a development which is acceptable given the residential nature of the neighbouring land use.

Allocating E34 within the proposed LDP for employment uses is not considered to be appropriate considering the residential nature of the neighbouring properties. Employment use of the site for Classes 4, 5 and 6, which would be expected of such an allocation, is no longer compatible with the surrounding residential amenity and there is no demonstrable demand in the immediate area for such development land. Re-development of the site for employment uses would not be a logical extension to what is a residential area. The existing use of the site as Sui Generis (permitted change to Class 1; restricted to 235sqm) and indeed any future intensified use, or for the use of Class 4, 5 or 6 as expected from employment use, has the capacity to generate significant noise nuisance for the adjoining residential properties

if the site were allocated for employment. The proximity of residential properties would be a constraint to potential users- the nature of the traffic generated by any business and industrial uses would not be compatible with the adjoining residential uses, nor with the capacity of Forfar Road. It is evident that significant benefits would accrue to the wider area through the re-development of the site for housing.

As noted above the site at E34 is currently used by Motorland Car Sales for the sale of motor vehicles, which are a Sui Generis use with a permitted change of use to Class 1 shop restricted to 235sqm. To now identify it for employment uses in light of the subsequent residential development that has taken place and is proposed is completely inappropriate. This, in addition to the site's location in a residential area, make the identification of the site for employment uses illogical.

Identification of the site within the proposed LDP as an opportunity for the re-development of a brownfield site for housing would bring a number of benefits. Firstly, lying to the east of Meigle its development would assist in creating an attractive entrance to the settlement. E34 is also ideally located to maximise opportunities to access services and facilities available in Meigle on foot lying only 75 metres from such services. In addition to this it lies a short distance from the local Primary School (427 metres). As such, development of the site would reduce the reliance on the private car and would encourage walking and cycling thus achieving the objectives of SPP.

The re-development of the site would also reduce the reliance on greenfield sites in neighbouring settlements to deliver a proportion of the growth proposed for the landward area of Strathmore and the Glens.

Removal of Site Specific Developer Requirements

Land at E34 is in existing use and is currently used for the sale of motor vehicles, thus the Site Specific Developer Requirements do not relate to the current use of the site. In its current use these requirements for landscaping and footpath access are aspirational as they are dependent on re-development for their provision. Landscaping and footpath provision could however be secured through the re-development of the site for housing. Access to the Railway line and screening would be more suited to residential use as they would form a core part of the site layout and design. The development of the site for residential development would increase the security of any path connection as there would be a constant presence which would increase the level of use. The Masterplan required for a proposed residential development should provide landscaping and identify opportunities for path access to the former railway in appropriate locations following a detailed site analysis.

CONCLUSION

Development of E34 for employment uses is illogical considering its location between residential dwellings and its current use for the retail sale of motor vehicles. It should be identified within the proposed LDP as an opportunity to re-develop a brownfield site to deliver a modest residential development. At the very least the employment allocation should be removed from the site.

The Site Specific Developer Requirements should be removed. They do not relate to the current use of the site; if the site were redeveloped, landscaping and connectivity with the wider area would be more appropriately considered within the required Masterplan.

RECOMMENDATION

It is recommended that site E34 be removed from the proposed Plan with it instead being identified within the proposed Plan as an opportunity to re-develop a brownfield site for a modest residential development.

It is recommended that Site Specific Developer Requirements are removed.

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Telephone no.	[REDACTED]
Email address	[REDACTED]

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

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

Policy ref.	<input type="text"/>	or
Site ref.	Site H69 Meigle	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 see Paper Apart

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

Please see Paper Apart

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**JOYCE CAMPBELL
MEIGLE H69 FORFAR ROAD, MEIGLE
PAPER APART**

OBJECTION

Perth & Kinross Local Development Plan

SPECIFIC CHANGE REQUIRED

This representation is submitted on behalf of Joyce Campbell and concerns land at Forfar Road, Meigle. Support is given to allocation of H69 for the development of 50 units of housing in the proposed Local Development Plan (LDP). However, objection is made to the identification of land on the site's eastern boundary for indicative landscaping. It is requested that the requirement for indicative landscaping in this area is removed and that landscaping for the site is identified during the preparation of the masterplan which would be required for the development of the site.

Objection is also made to the Site Specific Developer Requirements. It is requested that the following requirements are removed:

- Provision of landscape planting to the east boundary of the site; AND
- Provision of path along former railway land.

BACKGROUND

Land at H69 Forfar Road is identified in the Eastern Area Local Plan (1998) as H32 suitable of accommodating 40 dwellings.

The Draft Eastern Area Local Plan July 2005 identifies land at Forfar Road as VH7 for the development of 52 dwellings.

The Main Issues Report (MIR) published in September 2010 indented land at H69 as site B Forfar Road as being capable of accommodating part of the growth in the landward area. The MIR however failed to identify the site as identified in the Eastern Area Local Plan within the MIR. A representation (Appendix 1) was submitted which objected to this.

The proposed LDP identified land at Forfar Road as H69 for 50 units of housing however, identifies land on the eastern boundary for indicative landscaping.

JUSTIFICATION

Support for allocation of H69

As noted above, land at Forfar Road was allocated for housing in the Eastern Area Local Plan 1998 and carried forward into the draft Eastern Area Local Plan 2005 -development of the site has therefore been firmly established.

H69 is ideally located within Meigle to accommodate growth of the settlement; it is bound on two sides by development and will make an attractive addition to the settlement. The site lies only 73 metres from local shops and amenities. This short distance encourages walking and cycling thereby reducing the reliance on the private car. In addition to this, once complete, the site will lie adjacent to the local Primary School; thus development of the site would reduce the reliance on the private car and would encourage walking and cycling achieving the objectives of Scottish Planning Policy (SPP).

Removal of land to the east from indicative landscaping

As noted above it is requested that the area of indicative landscaping identified to the east of the site is removed. The eastern part of the area identified as indicative landscaping is in separate ownership and is used by Motorland Car Sales for car storage.

Due to the location of farm out-buildings and a dwelling on the A94 there is only a short distance along the road from which the site is visible; given this short distance and the speed in which cars will be passing (60pmh speed limit), passers by will only be able to obtain glimpses of the site. At present screening is provided by a tree belt on the eastern boundary of the site. Dwellings and buildings at Motorland Car Sales also screen the site from the A94. As such, there is no need for additional landscaping on the eastern boundary of the site.

Indicative landscaping would be considered as an integral part of the preparation of a masterplan which is required for the development of H69. In accordance with PAN 83 Masterplanning, masterplans explain how a site should be developed; in doing so they describe the overall development concept covering principles such as landscaping, built form, building heights and circulation to name but a few. Masterplans are built upon an understanding of place and are intended to provide a structured approach to creating a clear and consistent place for development. In comparison, a Development Plan sets out the scale and type of development. It is therefore inappropriate for the proposed LDP to identify areas of strategic landscaping as these are elements which should be considered as part of the preparation of a Masterplan which is required for this site.

Removal of Site Specific Developer Requirements

The masterplan should provide landscaping in appropriate locations following a detailed site analysis.

The requirement for a path along the railway land should be removed. This land is in private ownership and as such it does not act as an active travel or recreational route. Whilst it is noted that Core Path MEGL /114 lies to the north of the site boundary it does not lie within the railway land. Opportunities for connections to Core Path MEGL/114 should be identified through the preparation of the masterplan for the site.

CONCLUSION

Support is given to the recognition that site H69 is the most appropriate location within Meigle to accommodate growth. Objection is made to the identification of land to the eastern boundary of H69 for indicative landscaping. Safeguarding of this area is inappropriate as it is in separate ownership. The masterplan required for the site will identify the most appropriate location for strategic landscaping following detailed site analysis. In any event H69 is already well screened from the A94 by existing development and an existing tree belt.

The landscape requirements for planting to the east of the site should be removed as landscape planting exists. The requirement for a path along the railway land should be removed as it is in separate ownership. Path links to the Core Path Network and the village should be identified as part of the Masterplan which is to be prepared for the site.

RECOMMENDATION

It is recommended that site H69 is carried forward from the extant Local Plan for the development of 50 dwellings. Land on the eastern boundary of the site should not be identified for indicative landscaping; landscape should instead be addressed by the preparation of a Masterplan, which is required for the development of the site.

The requirement for landscape planting to the east of the site should be removed from the Site Specific Developer Requirements.

The requirement for the provision of a path along the railway land should be removed from Site Specific Developer Requirements.

Appendix 1

Perth and Kinross Local Development Plan

Main Issues Report

R E P R E S E N T A T I O N S F O R M

Please complete using **black ink** so we can copy the form if necessary.

Part 1

Contact Details

Name Address
and

Mrs Joyce Campbell

Telephone
number

Gynack, Forfar Road, Meigle,

Perthshire, PH12 8RS

Email address

(we will use this to
contact you unless you
indicate otherwise by
ticking the box)

☐

Part 2

Representations

Part of the MIR that you are commenting on (Give paragraph no, map reference, question number etc).

Page 144, Chapter 5 – Detailed Housing Site Options, Section 5.6.16 – Landward (Maps 49 – 53),

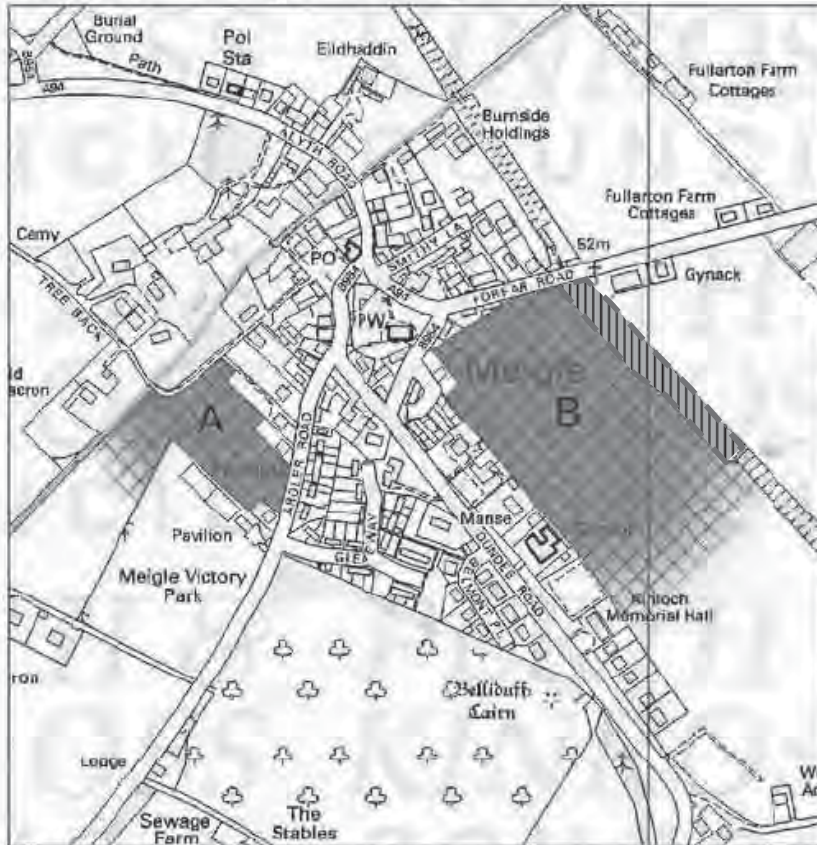
Map 51 – Meigle housing sites.

Points that you would like us to take into account as your representation

Housing site B, as drawn on Map 51 – Meigle housing sites, excludes the former haulage yard along the north eastern boundary, in contrast to the depiction in the 1998 Eastern Area Local Plan on Map J – Meigle (page 57). On the 1998 map, this site was marked as H32 and clearly included the former haulage yard. The relevant maps are also shown overleaf for clarity; on Map 51 the former haulage yard is highlighted in green.

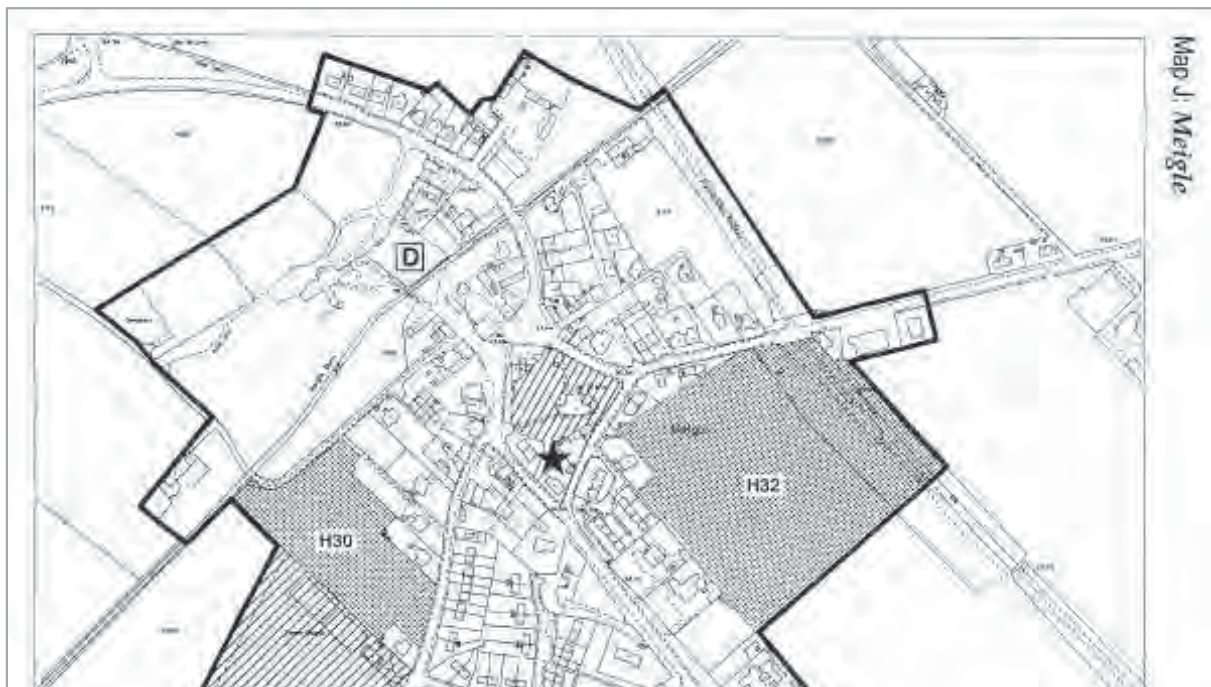
The former haulage yard is owned by D. & T. Campbell (Meigle) Ltd. As a director of this company, I assume that the exclusion of the former haulage yard was due to an oversight, having not been consulted. We wish that Map 51 be amended to correct this error so that the boundaries of housing site B match those shown in the 1998 Local Plan, thus including the former haulage yard within the

Map 51 - Meigle housing sites Draft LDP 2010



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■ Sites A and B - 100 houses ↑ Scale: 1:10,000



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

Policy ref.	<input type="text"/>	or
Site ref.	Kirkton, Auchterarder	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**

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**STEWART MILNE HOMES
KIRKTON, AUCHTERARDER
PAPER APART**

OBJECTION

Perth & Kinross Local Development Plan

Specific Change Required

Support is given to the recognition that 4 hectares of land at Kirkton, Auchterarder identified as Employment Land within the Strathearn Area Local Plan and Development Framework has been transferred to E25. It is requested that the level of housing proposed as part of the Development Framework Site 2 is increased by 100 units of housing to take account of the transfer of 4 hectares from employment land to residential land.

BACKGROUND

Land at Kirkton is identified in the Strathearn Area Local Plan 2001 as site references O3 and ED2. O3 is identified as a development opportunity for residential and compatible uses with ED2 identified for 4 hectares of employment land for Classes 4, 5 and 6 use. It was a requirement of the Strathearn Area Local Plan that a Masterplan be prepared for both these areas.

A Development Framework¹ for the development of site O3 and ED2 was approved by the Enterprise & Infrastructure Committee on 26 March 2008. As required by the Strathearn Area Local Plan, the Development Framework identified 4 hectares for employment land at Kirkton. However, the consortium of land owners identified a number of concerns with the location of the employment land and in a Report to Committee on 26 March 2008, it was acknowledged that there were difficulties in the location of the employment land and if the consortium put forward an alternative site to accommodate some or all of the 4 hectares required, it would be considered favourably and the Development Framework amended accordingly.

At the invitation of Perth & Kinross Council, a Development Bid was submitted on behalf of Stewart Milne Homes in June 2009 (Appendix 1), which sought to reallocate the employment land at Kirkton to residential use, with the 4 hectares of employment land previously identified for the site transferring to an alternative off site location.

¹ <http://www.pkc.gov.uk/NR/rdonlyres/D60A4EC8-FC11-449A-A040-278CAE595DDF/0/AuchterarderDevelopmentFramework.pdf>

The Main Issues Report (MIR) published in September 2010 acknowledges that due to visual impact and topography, there are better options available in Auchterarder for employment land. Therefore land at Kirkton should be reserved for future residential development in a subsequent Local Development Plan. A Representation was submitted in response to this which advised that Stewart Milne Homes supported the reallocation of Kirkton for residential use. However issue was taken with the contention that it should be simply reserved for future allocation in a subsequent Development Plan and requested that it should be allocated in the forthcoming Local Development Plan for residential use as part of the phased development of the Auchterarder Expansion Area.

The proposed Plan now advises that Kirkton should be developed for residential purposes but, fails to increase its allocation.

JUSTIFICATION

Allocation of Kirkton as part of the Auchterarder Development Framework for residential development

Support is given to the recognition that additional land at Kirkton should be identified for residential development. This will ensure that compatible land uses are located adjacent to one another and will present a more appropriate form of development to one of the main approaches to Auchterarder. The site can however, comfortably accommodate an additional 100 units of housing and the allocation of Development Framework Site 2 should be increased accordingly to 725 units of housing.

CONCLUSION

In conclusion, support is given to the Auchterarder Development Framework. Site 2 should be developed for residential uses only with the 4 hectares of employment land being more suitably located elsewhere. However, the level of housing should be increased to accommodate this.

RECOMMENDATION

It is recommended that land at Kirkton remains designated for residential use as part of the Auchterarder Development Framework Site 2. This allocation should be increased to 725 units of housing to reflect the increase in residential acreage.

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

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

Name	Natasha Douglas
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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.	Ruthvenvale Farm, Almond Valley, 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 see Paper Apart

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

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STEWART MILNE HOMES, NORTH RUTHVEN FARM, ALMOND VALLEY PERTH– PAPER APART

OBJECTION

Perth and Kinross Local Development

SPECIFIC CHANGE REQUIRED

North Ruthven Farm, Almond Valley should be carried forward from the Perth Area Local Plan 1995 including Alteration 2000, in its entirety and included within the proposed Local Development Plan as site H5 Almond Valley for 1500 units of housing and 25 ha of employment land.

BACKGROUND

North Ruthven Farm, is identified in the extant Perth Area Local Plan 1995 including Alteration 2000, as lying within an area designated as H24 Almond Valley Village. The extant Plan discusses site H24, under the topic of housing, explaining that *'The District Council will encourage the development of the following housing opportunities to meet future housing needs'*. The table below this statement identifies site H24 as an opportunity site, to be determined by a Masterplan and stating that it is a *'long term proposal'*.

The extant Plan goes on to state under the heading, Almond Valley Village (Site H24) in Policy 45 that *'The District Council, in conjunction with landowners, the local community, statutory and non statutory bodies and other interested parties will prepare a Masterplan for the development of Almond Valley Village'*. Policy 45 goes on to explain that the Masterplan for H24 *'will set out guidelines for the development and specifically for the mix and distribution of land uses, for the densities, mix and tenure of housing, for road layouts, footpath routes and landscaping and for the phasing of construction.'*

The extant Perth and Kinross Structure Plan June 2003 identifies Almond Valley as a major opportunity for the development of 1000 units of housing between 2000-2020.

An outline planning application (reference 08/06678/IPM) was submitted in March 2008 for the development of land at Almond Valley Village. The proposal was refused by Perth and Kinross Development Control Committee (7th December 2011) despite officer recommendation for approval. The committee considered it to lack compliance with Policies 1 and 2 of the Perth Area Local Plan 1995 as the site was different to that zoned in H24. It should be noted that the Planning Officer considered the proposal to comply with the Development Plan. The application is now the subject of an appeal to the Directorate of Planning and Environmental Appeals.

At the invitation of Perth and Kinross Council a 'Development Proposal' (Appendix 1) was submitted in June 2009 for the continued allocation of land at North Ruthven Farm, Almond Valley, Perth for residential development within the proposed Local Development Plan.

The Main Issues Report (MIR) was published for consultation in September 2010. It identified land at Almond Valley, which North Ruthven Farm forms part of, as site C 'Almond Valley'. In discussing site C it was explained that the proposal for a new village was carried forward from the Perth Area Local Plan 1995 including Alteration 2000, with increased housing numbers. A Representation (Appendix 2) was submitted to the MIR in February 2011 which supported the development of site C Almond Valley. This representation advised that failure to carry the site forward from the extant Plan would be inappropriate and would reduce confidence in the Development Plan System.

Site C, 'Almond Valley' was subsequently included within the Draft Proposed Local Development Plan as site reference H5 for 1500 units of housing and 25ha of employment land. The residential element of this site was removed, without justification, from the draft Proposed Local Development Plan (LDP) by Perth and Kinross Council at their meeting on 10th January 2012; with only the employment element remaining as site reference E38 Ruthvenfield Road.

TAYPlan submitted its proposed Strategic Development Plan (SDP) to Scottish Ministers on 1 December 2011 for examination. It therefore represents the Strategic Development Planning Authority vision for the future growth of the region. Perth is identified in Policy 1, Location Priorities, as a Tier 1 Settlement with the potential to accommodate the majority of the region's growth and make a major contribution to the region's economy. Policy 4: Strategic Development Areas; advises that west/ north Perth can accommodate 4000+ homes and 50ha of employment land.

JUSTIFICATION

As noted above land at Almond Valley is identified within the extant Local Plan as site reference H24; the development of which is discussed in Policy 45 of that plan. Following the adoption of the extant Local Plan in 2000, Stewart Milne Homes have, in conjunction with a number of other developers and land owners, undertaken the necessary steps to Masterplan the site, in accordance with Policy 45, and submit a planning application for the site. The removal of the site from the proposed LDP is completely at odds with the extant Local Plan, extant Structure Plan, proposed SDP and Scottish Planning Policy (SPP).

SPP advises that the purpose of development plans is to guide the future use of land and appearance of cities, towns and rural areas (paragraph 11); in doing so, they provide confidence to the development industry to proceed with the development of allocated land. A site's allocation within a plan provides a developer with the confidence needed to purchase land, secure funding, undertake necessary appraisals required for the submission of planning applications and ultimately deliver the site to the market. In addition to the confidence an allocation provides to the development industry, it provides certainty to the public that sites will be developed and how settlements will grow. In times of economic uncertainty, it has never been more important that levels of confidence are maintained.

The removal of North Ruthven Farm, Almond Valley from the proposed LDP is completely at odds with both the extant Structure Plan and SPP strategy, to which it must have regard as well as the proposed SDP strategy, the extant Local Plan and officer's recommendations. It's deletion removes all confidence to the development industry through the current adopted Local Plan. If Perth and Kinross Council wish to meet their targets for housing delivery it is of paramount importance that they are consistent with adopted existing development strategies thus giving confidence to the development industry to deliver allocated development. Almond Valley is in a position to deliver land in the short term.

North Ruthven Farm, Almond Valley should be re-allocated within the proposed LDP for residential development and should be re-identified on the proposals map as site reference H5. It should be included under section 5.2.6 Long Term Strategic Development Areas within subsection Residential Sites as H5 for 1500 units of housing and 25 ha of employment land. The E38 designation for 25 ha of employment land should also be encompassed within this designation. Doing so will ensure that the LDP is compliant with the adopted Local Plan allocations and will reinstate confidence to the development industry in the plan-led system.

The suitability of North Ruthven Farm, Almond Valley was established through consultation into both the extant Local Plan and Structure Plan. Both of these documents identified Almond Valley as a major opportunity site for the delivery of over 1000 units of housing. As such, the suitability of the site for development has long been established.

The proposed LDP should revert to the proposal presented to the Committee on 10th January 2012 which allocated Ruthven Farm as part of the Almond Valley allocation as site H5 for 1500 units of housing and 25ha of employment land. This draft adopted an ambitious but realistic and achievable target, unlike the proposed LDP which proposes a level of development that is half as much again as that proposed by TAYPlan's proposed SDP strategy. Indeed the development of H5 Almond Valley, unlike other options for expansion presented by the proposed LDP, is deliverable within the first period of the proposed LDP and will assist in achieving the targets for growth set by TAYPlan's proposed SDP.

Site H5 Almond Valley is considered to be the most logical area to accommodate the expansion of Perth in addition to that proposed at H70 Perth West. Not only is it an established allocation but the requisite studies and plans have been prepared, demonstrating that it is deliverable, with developers keen to progress development of the site. It is also located in an area that is screened by existing development. This, along with the shape of its boundary, topography, and existing strategic landscaping all reduce the impact of development on the landscape. Furthermore consuming a lesser land area it will not erode the same quantities of prime quality agricultural land as other development proposals would. Allocation of H5 Almond Valley, unlike other sites allocated within the proposed LDP, will not meet with objection from Transport Scotland; as development of the site will not have an adverse impact on the Trunk Road network. The Council overlooked this when deciding to remove it from the proposed LDP.

As noted in the Report to Committee on 10th January 2012 a major constraint to development in Perth is the capacity of the roads infrastructure in and around Perth. A key component to the delivery of the Perth expansion is the delivery of the A9/A85 Junction. The Almond Valley allocation played a key role in the delivery of this infrastructure improvement; indeed it was noted in the representation submitted to the MIR that the delivery of this infrastructure would be secured through allocation of both Almond Valley and Perth West. Whilst H70 Perth West has been allocated the removal of Almond Valley from the proposed LDP and the allocation of H7 Berthapark jeopardises the delivery of the A9/A85 junction. It would have been logical to allocate both Almond Valley and Perth West, a combination which would not only share the cost of the works but maximises benefits. Allocation of Almond Valley would ensure that the A9/A85 junction improvements are delivered.

CONCLUSION

To conclude the decision taken by Planning and Enterprise Committee in January 2012 to remove site H5 Almond Valley contradicts the spatial strategy and policies of the extant Local Plan, Structure Plan, proposed SDP and SPP. The Committee, in amending the draft proposed LDP, have had complete disregard to extant Local Plan, extant Structure Plan and SPP; and have failed to acknowledge the implications of removing H5 Almond Valley. Worryingly their decision removes the confidence needed by developers to deliver sites to the market.

Almond Valley is not only the most logical area to accommodate the expansion of Perth but is an established site identified within the extant Structure and Local Plan and a site that had full backing from Council Planning Officers. It should therefore be carried forward in the proposed LDP in its entirety in place of H7 Berthapark allocation.

RECOMMENDATION

It is recommended that site H5 Almond Valley is reinstated for 1500 units of housing and 25 ha of employment land as per its allocation in the extant Local Plan.

Site H7 Berthapark should be removed from the LDP.

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

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

Name	Jamie Burns
Address and Postcode	8 Ritchie Place, Crieff, PH7 3SL
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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Would you like to see a change to the Plan? Please state this change.

I would like to see H57 taken off the proposed development plan and the sixty units moved in with the plan at Broich Road, Crieff beside the schools

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

I believe that H57 removed from the development plan and the units added into the site at MU7. H57 is right on the edge of the town and the road network surrounding the area would not be able to cope with the additional vehicles. Dollerie Terrace, Crieff is very difficult to negotiate around school times and during the day. This site would be too far away to walk your children to the new school which will be situated along Broich Road. This end of the town does not have any shops again meaning that people will have to take the car to get to the supermarket which will also be located at Broich Road, Crieff. I understand the need for this development plan but would like to see the empty buildings in the centre of Crieff converted to flats instead as they are already in the centre of the town and are becoming an eyesore. These buildings include the Drummond Arms, Crown Hotel and the Kilt a Kelt hotel.

The wildlife would also be affected by any development, we have Kites, Heron`s, deer, Oyster Catchers and Bats at the back of the houses and it would be a shame to see their habitat affected for them not to return.

There is a stream that runs down the back of the houses and this makes the area at the back very boggy. What would happen if this water is re-routed somewhere else.

Stewart Milne have been building in Crieff for the past 2 years and still have not managed to get all of their properties sold. They have stopped building on numerous occasions so they did not have a lot of houses sitting empty, they also have a field at the back of these new houses which should be utilized for houses as this is directly opposite the Crieff Community Campus and is much more central. I don`t think there is as much demand for houses and the Council thinks there is in Crieff. There are not a lot of jobs in Crieff should by moving here it is meaning that people will be commuting every day, again more cars on the roads that are not designed to cope with that amount of traffic.

I am lead to believe that the sewage at this part of the town is also running at capacity and that Inchbrakie have numerous problems across the road. Surely this is another reason why H57 is not a very good option.

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

Name	Ewan Burns
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Telephone no.	[REDACTED]
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1. Contact details (only representations that include full contact details are valid)

Name	David Burns
Address and Postcode	8 Ritchie Place, Crieff, PH7 3SL
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

Name	Louise Burns
Address and Postcode	8 Ritchie Place, Crieff, PH7 3SL
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

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

I would like to see H57 taken off the proposed development plan and the sixty units moved in with the plan at Broich Road, Crieff beside the schools

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

I believe that H57 removed from the development plan and the units added into the site at MU7. H57 is right on the edge of the town and the road network surrounding the area would not be able to cope with the additional vehicles. Dollerie Terrace, Crieff is very difficult to negotiate around school times and during the day. This site would be too far away to walk your children to the new school which will be situated along Broich Road. This end of the town does not have any shops again meaning that people will have to take the car to get to the supermarket which will also be located at Broich Road, Crieff. I understand the need for this development plan but would like to see the empty buildings in the centre of Crieff converted to flats instead as they are already in the centre of the town and are becoming an eyesore. These buildings include the Drummond Arms, Crown Hotel and the Kilt a Kelt hotel.

The wildlife would also be affected by any development, we have Kites, Heron`s, deer, Oyster Catchers and Bats at the back of the houses and it would be a shame to see their habitat affected for them not to return.

There is a stream that runs down the back of the houses and this makes the area at the back very boggy. What would happen if this water is re-routed somewhere else.

Stewart Milne have been building in Crieff for the past 2 years and still have not managed to get all of their properties sold. They have stopped building on numerous occasions so they did not have a lot of houses sitting empty, they also have a field at the back of these new houses which should be utilized for houses as this is directly opposite the Crieff Community Campus and is much more central. I don`t think there is as much demand for houses and the Council thinks there is in Crieff. There are not a lot of jobs in Crieff should by moving here it is meaning that people will be commuting every day, again more cars on the roads that are not designed to cope with that amount of traffic.

I am lead to believe that the sewage at this part of the town is also running at capacity and that Inchbrakie have numerous problems across the road. Surely this is another reason why H57 is not a very good option.

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.

Your Details

An asterisk (*) indicates a required field.

Your Name: *	<input type="text" value="Michael McLaren"/>
Organisation Name:	<input type="text" value="M J & J McLaren"/>
Agent Name:	<input type="text"/>
Address 1: *	<input type="text" value="Fullarton Farm"/>
Address 2	<input type="text" value="Meigle"/>
Address 3	<input type="text" value="Blairgowrie"/>
Postcode: *	<input type="text" value="PH12 8QR"/>
Phone Number:	<input type="text" value=""/>
Email Address: *	<input type="text" value=""/>
Site Name:	<input type="text" value="H69"/>
Contact Person:	<input checked="" type="checkbox"/> Me <input type="checkbox"/> My Agent

Your comments will be applied to the following items:

9 Strathmore and the Glens Area Spatial Strategy - 9.14 Meigle - Paragraph 9.14.6

As the owner's of the Forfar Road development site H69 I would like to express our interest in working with the Planning Authority to keep this site on the area plan for future development.

The site has been marketed in the past and a buyer identified, however sale fell through due to 2 main hurdles, the water treatment works and education, these I believe have been overcome.

In our opinion additional housing in meigle is required to support the local community and keep vital village amenities.

From: Gordon Brown [REDACTED]
Sent: 09 April 2012 10:37
To: TES Development Plan - Generic Email Account
Subject: local development plan
Follow Up Flag: Follow up
Flag Status: Green

I would have submitted the representations form, or attached a copy, to this email, but neither option works. I find it incredible that these simple electronic systems are not working in such an important exercise as this.

So, I record below the content of my representations form -

FROM GORDON & HELEN BROWN
NOWELL
FOSSOWAY
KINROSS-SHIRE
KY13 0UW
[REDACTED]
[REDACTED]

WE **SUPPORT** THE PROPOSED PLAN FOR THE CROOK OF DEVON AREA.

OUR REPRESENTATIONS RELATE TO

SITE - KINROSS SPATIAL STRATEGY
CHAPTER 7.7: PAGES 218 & 219

OUR COMMENTS IN SUPPORT ARE -

WE SUPPORT THE PLAN. IT ALLOWS FOR MEASURED GROWTH IN THIS AREA OVER THE PLAN PERIOD.

WE PARTICULARLY WANT TO EXPRESS OUR SUPPORT FOR THE BOUNDARIES AROUND THE CROOK OF DEVON SETTLEMENT ENVELOPE. THESE BOUNDARIES FOLLOW VERY CLEAR AND LOGICAL LINES, ESPECIALLY DOWN THE B9097 AND ROUND DRUM. WE EXPECT THEM TO BE RIGOROUSLY APPLIED TO ALL PLANNING APPLICATIONS BOTH NOW AND IN THE FUTURE.

As I have no idea if any of these forms/comments are getting through to the LDP team, i would appreciate confirmation of receipt of this email, which i have copied.

Gordon Brown

From: lynn boulter [REDACTED]
Sent: 09 April 2012 10:22
To: TES Development Plan - Generic Email Account
Subject: Objection to boundary of development plan in Powmill
Follow Up Flag: Follow up
Flag Status: Green

Dear Sir/Madam

I write today to strongly object to the boundary of the Powmill Development Plan.

The area concerned is just north of Powmill Farm Steadings. During two planning appeals a Reporter advised that the furthest build line at Powmill should be the line of the Steading Buildings. The new proposed Powmill Development plan shows a finger of land rising northwards to encompass PLOT 5A at Powmill. This plot has been subject to 3 planning applications and 2 appeals whereby the Reporter quickly dismissed this as being detrimental to the area.

There seems to be a mistake in the development plan proposals as this was agreed that this area of land was to be removed from the development plan.

I trust that you will ammend these details at once as this is a major mistake on the plans.

Kind Regards
Lynn Boulter

East Steading, Powmill Farm Steadings.

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Name	Graham Fleming on behalf of Bridgend, Gannochy & Kinnoull Community Council
Address and Postcode	5 Ardchoille Park, Perth, PH2 7TL
Telephone no.	<div style="background-color: black; width: 100px; height: 1.2em;"></div>
Email address	<div style="background-color: black; width: 190px; 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.	NE5	or			
Site ref.		or			
Chapter		Page no.		Paragraph no.	

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

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

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

The proposed Green Belt is viewed by the Bridgend, Gannochy & Kinnoull community as a key asset in helping ensure that Perth continues to provide one of the most attractive places in the UK in which to live and work -and indeed visit. The community urges very strong preservation of Green Belt in the face of the challenge of accommodating the significant increase in population which is forecast for the locale. A particular example is the challenge which was recently mounted to exclude land around St Mary's Monastery from Green Belt. The community applauds the decision taken by Perth & Kinross Council to retain the Green Belt at this site.

Save a copy

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Submit

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Site ref.	<div style="border: 1px solid black; width: 600px; height: 1.2em;"></div>	or
Chapter	4 Spatial Strategy Perth App	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.

Add the Murray Royal Hospital Surplus Land & Buildings as an Opportunity Site for mixed use development which includes community facilities.

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

The Bridgend, Gannochy & Kinnoull area is a community of around 4,500 people but it lacks provision of basic facilities for social capital. For example, there is no community meeting place where clubs and social organisations can conduct their operations. The rebuilding of the Murray Royal Hospital will lead to NHS Tayside disposing of the buildings and land which will shortly become surplus to their requirements. These assets, whether wholly or partly, could and should provide an ideal location within which organisations which develop social capital can operate. Such organisations would include the Perth Left Bank Community Development Trust. Our recommendation is that any proposed development on this site must include the provision of facilities for community use, such as the allocation of a building plus one hectare of land for social capital purposes.

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

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

Policy ref.	<div style="border: 1px solid black; width: 600px; height: 1.2em;"></div>	or			
Site ref.	H3 Gannochy	or			
Chapter	<div style="border: 1px solid black; width: 150px; height: 1.2em;"></div>	Page no.	84	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.

1. That the proposed Bridgend embargo (Page 76) is extended to include this site.
2. That any development includes the provision of facilities which can be used to develop social capital for the whole Ward 12 area.
3. That, to alleviate the problems resulting in poor road infrastructure in the Bridgend, Gannochy and Kinnoull area, a new road be developed running south from the A94 (between Gannochy and Scone) to provide access to this site, the Murray Royal Hospital "surplus assets" area and Muirhall Road.

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

The Bridgend, Gannochy & Kinnoull community is supportive of the potential mixed housing development at the H3 Gannochy site but is concerned that any sizeable housing development which is commissioned prior to the Cross Tay Link becoming a commitment may add cumulative demand to the overburdened and restricted road infrastructure in Bridgend, thereby increasing peak time traffic congestion and worsening the nitrogen oxides and PM10 pollution in an Air Quality Management Area.

The Community Council is further concerned that there are little to no community facilities in the Bridgend, Gannochy & Kinnoull area and that the proposed Local Development Plan makes no provision for any being developed.

Furthermore, road access to the Kinnoull area, via Lochie Brae, Bowerswell Road and Manse Road, is narrow, dangerous (e.g. very narrow or indeed no pavements) and too expensive for Perth & Kinross Council to rectify effectively. The Community Council requests that a relief road be developed, as described above, in order to add safe road infrastructure capacity for:

- a) access to this proposed housing development.
- b) access to Kinnoull,
- c) a relocation for Kinnoull Primary School.

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Policy ref.	<div style="border: 1px solid black; width: 600px; height: 1.2em;"></div>	or			
Site ref.	Cross Tay Link	or			
Chapter	<div style="border: 1px solid black; width: 150px; height: 1.2em;"></div>	Page no.	<div style="border: 1px solid black; width: 100px; height: 1.2em;"></div>	Paragraph no.	<div style="border: 1px solid black; width: 150px; height: 1.2em;"></div>

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

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

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

The biggest single constraint facing the Perth Area is the capacity of the roads infrastructure in and around Perth (ref: page 74). The Cross Tay link is the most critical element of the proposed solution. Road traffic forecasts show that its timing is also most critical in that it needs to be fully operational by 2018 AT THE LATEST. While fully supporting the proposed solution, the Bridgend, Gannochy & Kinnoull community has expressed serious concerns that Perth & Kinross Council requires to have firmer plans in place to ensure that sufficient financing is secured in order to meet this critical deadline. It is requested, therefore, that the Cross Tay Link be given urgent and high priority.

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Site ref.	<div style="border: 1px solid black; width: 600px; height: 1.2em;"></div>	or			
Chapter	<div style="border: 1px solid black; width: 150px; height: 1.2em; padding: 2px;">Perth Area Spatial Plan</div>	Page no.	<div style="border: 1px solid black; width: 100px; height: 1.2em;"></div>	Paragraph no.	<div style="border: 1px solid black; width: 150px; height: 1.2em;"></div>

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

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

1. Add the provision of a relocation of Kinnoull Primary School to land north-east of Murray Royal Hospital or the Murray Royal Hospital "surplus Assets" area.
2. Add a provision that, should the current Kinnoull School Primary School premises become available, any redeployment of the facilities must consider social capital uses.

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

Despite Kinnoull Primary School having operated at full capacity in a cramped and restricted location for many years, the proposed plan fails to mention a potential relocation to a more favourable site. The Murray Royal Hospital "Surplus Assets" area - or the land to the north-east - provides a site which offers many advantages for the school, if the road infrastructure supporting the site is addressed. One obvious consideration is a new access road from the A94 to the Murray Royal Hospital location. This road would serve not just the hospital site in total but also the proposed H3 Gannochy location, thereby not only providing development infrastructure but also alleviating the considerable traffic congestion and air pollution in the Bridgend area.

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Policy ref.	<div style="border: 1px solid black; width: 600px; height: 1.2em;"></div>	or			
Site ref.	RT1	or			
Chapter	<div style="border: 1px solid black; width: 150px; height: 1.2em;"></div>	Page no.	138	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.

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

Given the traffic congestion in the Bridgend area of Perth, the addition of an efficient and effective Park & Ride service for the eastern entry to Perth is strongly supported by the Bridgend, Gannochy & Kinnoull community. Particular attention should be given to how this proposed Park & Ride (plus those at Scone, Broxden and the other proposed locations) should handle events at Perth Racecourse and Scone Palace which inevitably create huge traffic queues.

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Site ref.	<div style="border: 1px solid black; width: 600px; height: 1.2em;"></div>	or			
Chapter	<div style="border: 1px solid black; width: 150px; height: 1.2em;"></div>	Page no.	<div style="border: 1px solid black; width: 80px; text-align: center;">76</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.

Change the proposed embargo "To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth .. to brownfield sites" to

- a) include Ward 12 and
- b) include brownfield sites.

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

The Bridgend, Gannochy & Kinnoull community understands the rationale for an embargo on planning consents for further housing pending the Cross Tay Link and supports the proposal, save that it is insufficient in its scope. Excluding the problem area itself from the embargo simply makes no sense. For example, an assumption that additional housing in the Bridgend, Gannochy & Kinnoull area would not generate sufficient traffic to affect the traffic congestion, itself the sole reason for Bridgend being an AQMA, fails to pass any test of reasonableness since the steep roads in this neighbourhood deter cycling and public transport is infrequent. Similarly, the proposition that brownfield sites (such as the Glebe, in Scone) would not contribute to significant generation of additional traffic makes little sense.

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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 Murray Mentiplay
Address and Postcode	7 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.	<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.

Quite clearly due to congestion at peak times and danger to the children I would not like to see this access road anywhere near Davies Park.

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

The road in the park would pose a danger to children accessing the park, although there is a current access the danger is minimal as mostly only used intermittently by council vehicles.

The access road would also be exiting onto Springfield road onto a semi blind corner, filtering more traffic onto Springfield Road will make this very busy road even more busy at peak times when trying to exit Springfield Road onto Station Road is extremely difficult already at peak times, in my view this junction needs to be re-thought.

It has also been my understanding that this area was green belt land and would never be developed that the sewerage system was at its upper limits already.

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	janice mentiplay
Address and Postcode	7 Katrine Place Kinross KY13 8YY
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.	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 road to be situated elsewhere and prefer not to have any more houses in the area

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

I think the park should be left alone. I am against the play area being reduced, this is the only decent play area for children in this immediate area. Also not too many years ago Kinross council were saying the sewerage etc was at capacity, i have found our water pressure isnt as high as it used to be before Wilson Court was built, so can I expect even lower pressure with more houses being erected in the immediate area?

at the moment Springfield road is a very dangerous road, the "traffic calming " on this road is really a waste of time. Drivers do not pay any attention to young mothers with children trying to cross this road and at times are abusive to the people trying to cross the road.

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.