

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	Alison & Nigel Bryden
Address and Postcode	Invermill Caravan Park Inver Dunkeld, Perthshire, PH8 0JR
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" value="Inver"/>	or			
Chapter	<input type="text" value="6.16"/>	Page no.	<input type="text" value="184"/>	Paragraph no.	<input type="text" value="16.6.2"/>

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

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

We would like to see a change to the Plan.

We would like to see an extension of the Inver Settlement Boundary to include the 'Island' Field and the 'Taminree' Field as identified on the accompanying plan Drawing C633.003 Rev B.

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

We are requesting the change for the following reasons:

We welcome the statement under 16.2.2 Spatial Strategy Considerations that 'Tourism plays a key role in supporting employment and the economic viability of services and facilities within the area', and 'The plan seeks to promote and enhance existing and future tourism developments within the area. Within Inver the caravan park is identified for its contribution to the provision of visitor accommodation in the area and should therefore be retained'.

We request that to safeguard the spatial strategy for Inver going forward and in response to high demand, that the settlement boundary is extended to include the 'Island' Field both north and south of the Perth to Inverness railway line, for future expansion of the tourism facilities to include the growing demand for chalets and touring caravan pitches in the north 'Island' field and tent pitch sites in the south 'Island' field.

See Drawing C633.001 showing outline proposals for the south 'Island' field chalet and touring caravan expansion area.

We also request that the 'Taminree' field is included within the settlement boundary to cater for camping for the increasing number of rallies and special events such as the Etape Cycle Race, Scottish Downhill Mountain Bike Championships, Colin McRae Rally etc, which have become annual events. We also understand that the Highland Perthshire Area has been designated by Scottish Enterprise as an area for special promotion and to invest in to encourage Destination Development Plans and a Tourism Innovation Programme to increase and grow tourism in the area.

We feel that as we are already at full capacity almost every weekend and are probably having to turn away 50 to 100 enquiries on peak weekends that there is a great need for a rally field or a field for use for special events in addition to our above request to extend the existing caravan park into the 'Island' fields. Taminree is ideal for this because of its direct access off the A9 and its enclosure within existing trees and forestry.

We appreciate that change of use is not necessarily required now for planning consent but feel it would be helpful to future applications to have these areas designated for future tourism purposes within an extended Inver Settlement Boundary.

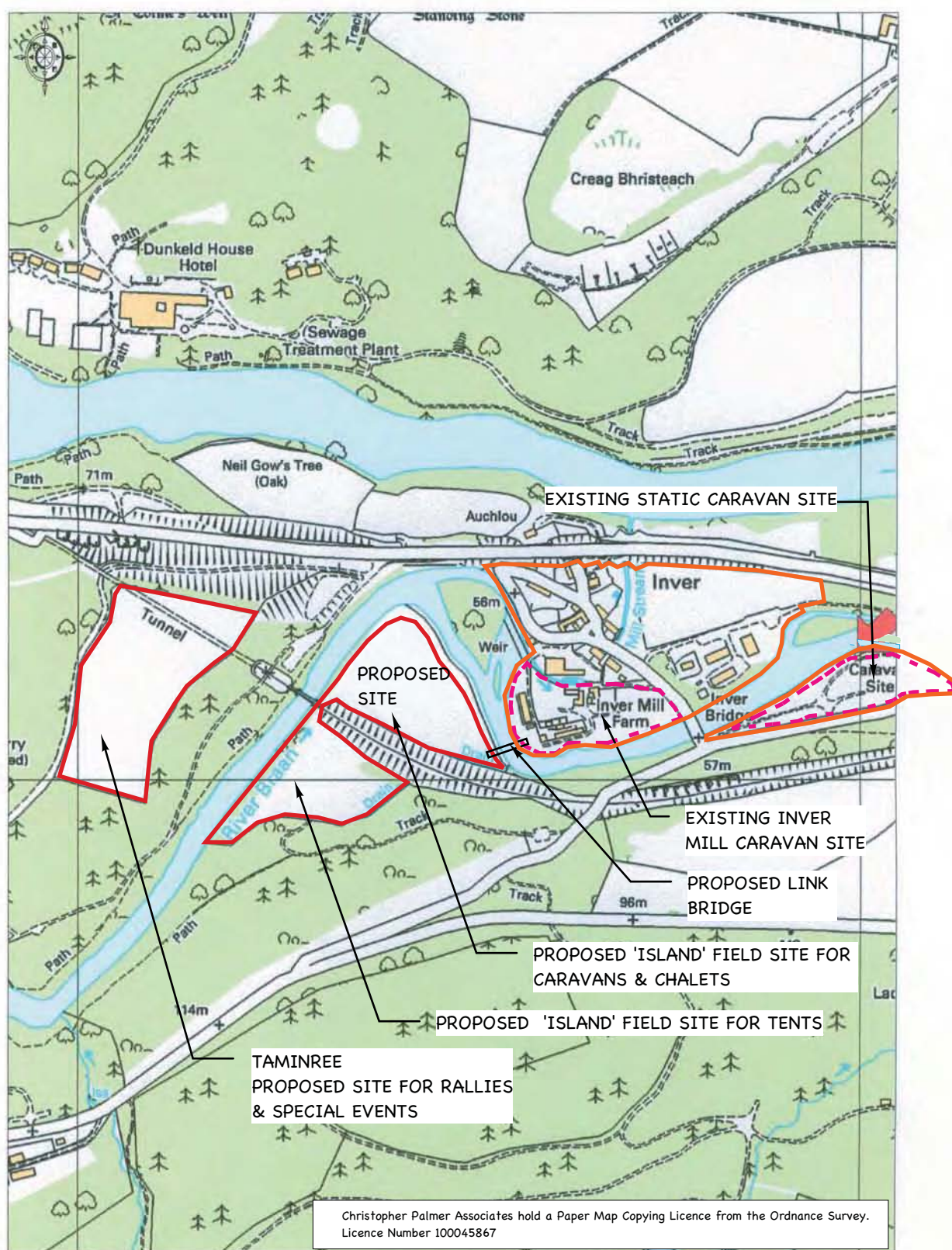
This representation was submitted with supporting documents, due to size these are unavailable on the website, but are available to view at Pullar House, 35 Kinnoull Street, Perth, PH1 5GD.

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**

INVER MILL CARAVAN PARK



Ordnance Survey

© Crown Copyright 2006. All rights reserved. Licence number 100020449. Plotted Scale - 1:7500

Client: Alison & Nigel Bryden
 Project: Inver Mill Farm Caravan Site
 Title: Proposed Extension to Inver Settlement Boundary
 Drawing: C633/003 Rev: B
 Date: APRIL 2012
 Drawn: CP

CHRISTOPHER PALMER ASSOCIATES
 Landscape Architects
 Apple Tree House
 The Ross
 Comrie, Perthshire

Stanley and District Community Council

Mr David Littlejohn
Head of Services Planning and Regeneration
Perth & Kinross Council
Pullar House
35 Kinnoul St
Perth
PH1 5GD

6th April 2012

Proposed Local Development Plan for Perth & Kinross

Representations to Perth & Kinross Council from Stanley and Kinclaven District Community Council

Dear Mr Littlejohn,

I am writing to you as Head of Services, and copying to your staff below, as Stanley and Kinclaven District Community Council perceive that the system adopted by Perth and Kinross Council for receiving and recording Representations from Individuals and others, whereas it may be suitable for electronic sorting, does have one vital flaw in that it is too fragmental and does not appear to allow a community to voice the essence of its opinion as a whole.

Needless to say we have also extracted from our comments below the major aspects and included them on separate Plan Representation Forms which we have also sent to your Department in the prescribed electronic format.

We are commenting on the Proposed Local Plan Section 5.35 Stanley pages 146 and 147.

General Comments.

We find that unlike the previous Draft Development Plans which we have commented on in the past this Proposed Local Development Plan is more comprehensive and we support the strategic approaches to sustainable development, the importance of good design and other considerations such as climate change and safeguards for wildlife and landscapes.

We recognise that the Local Plan document needs to be brief and practicable, but we do however find with only a single page for Stanley in many areas section 5.3 is unclear and we consider inadequate for good planning/control.

As a community we do not wish to be a part of the Perth Core Area as we indicated in our TAYPlan, Main Issue Report Response. We believe that our village is unique and should remain so with its historic Stanley Mills and village layout and propose it should be developed further towards the New Lanark type heritage site with a greater attraction for tourism and hence income for P&K as a whole.

If we are to remain part of the Perth Core Area then there should be better safeguards for our community's unique situation and these should be written into section 5.3

Comprehensive Masterplan required for village expansion.

Although section 5.3 Stanley requires a Comprehensive Masterplan it does not specify as to who should lead/control this Masterplan and what parties should be involved in drawing up this Masterplan.

We propose that this Masterplan be set up by a Community led steering group with core team membership from P&K Planning/Development, the Stanley & Kinclaven District Community Council (S&KCC), the Stanley Development Trust (SDT), Stanley Tenants & Residents Association (STRA) and the Developers Representatives.

We wish to see this core **Masterplan steering Team requirement** written into the Proposed Plan under section 5.3.

Developer Contributions/Planning Gains.

The S&KCC over the years had anticipated that, with any degree of further housing expansion in the village, improvements to infrastructure and amenities would be required within the village and had instigated action which ultimately ended up in the setting up of the Stanley Development Trust (SDT).

The objective of the SDT is to handle all funds such as Developer Contributions, contributions from Charitable Trusts and Grants etc. for and behalf of and to the betterment of the village. We as the S&KCC work closely with the SDT and wish to see the SDT recognised as the village contact for the use/control of Developer Contribution funds for such as village amenities etc.

Since its setting up in 2008 the SDT has led a Community Visioning Exercise which identifies the community's main priorities for future development/improvement and resulted in the Stanley Community Action Plan 2010-2015. Hence the requirements of the village community are understood **now** and there is no ambiguity as to where best to allocate limited funds such as those from developer contributions.

The finalised Local Plan should therefore confirm that all reasonable costs associated with the implementation of the Masterplan will be met from developer contributions, as per council policy. For community related facilities including buildings, open space, play facilities, the SDT should be the appropriate body to administer the above developer contributions on behalf of the community.

We would therefore wish to see added to Section 5.35.3 Infrastructure Considerations, "Other Developer Contributions should be allocated in accordance with the priorities identified in the Stanley Community Action Plan 2010-2015 and administered by the local Stanley Development Trust "

5.35.2 Spatial Strategy Considerations /Housing Allocations and Phasing.

Here there is ambiguity and uncertainty.

Services and Amenities

On the one hand it states, "*.....with a good range of services has the capacity to see considerable expansion*", yet further on it states "*....significant expansion will be expected to assist in delivering enhanced community facilities and support improved shopping provision*".

The services and amenities are now only adequate, "not a good range", to be made possibly worse in the near future by the threatened loss of the village church and associated Reid Halls meeting rooms.

Therefore funding for enhanced community facilities is required sooner rather than later prior to any significant further increase in housing.

Housing Phasing

Further ambiguity arises where it states*"A phasing plan will be required to ensure no more than 180 houses **are occupied** prior to 2024"* **This was not our understanding.**

Yet in the Residential Site section below under Site Specific Developer Requirements it states *"Development phased with a maximum of 180 houses **built** before 2024."*

We wish these statements to be consistent and thus the "**are occupied**" above should be replaced with **are built**. Otherwise theoretically the Developers could build all 300 homes prior to 2024 and sell off all of the remaining 120 on the 1st January 2024.

Sites with existing Approved Applications or in progress Applications should be developed first.

Sites on H31 and H33 are currently within the Planning Application system. H31 is awaiting Approval for 34 housing units and H33 has Approval for 35 units. It is expected that the Application for the other half of H 33 will be for a further 35 units. We also wish to see a statement that there will be no more than 34 housing units built on H31(the current Planning Application total) and that planted tree screening will be used in addition to safeguard the setting of Stanley Mills

To reduce the impact on and disruption to village life from prolonged building activity we would prefer that sites H31 and H33 are completed prior to work commencement on any of the other sites.

Employment Land.

The statement that. "In addition the masterplan should identify opportunities and provide for 1ha of employment land." appears to be an afterthought .The existing employment land has simply evolved with little apparent planning/control.

With such an increase in housing proposed we consider that the adequacy of only 1 ha of additional employment land be questioned and whatever area finally decided must be allocated prior to any further housing development taking place.

5.35.3 Infrastructure Considerations .

This states that "Developer contributions will be required towards transport infrastructure and details will be published as a supplementary guidance during 2012."

Grade separated Junction on the A9 for Stanley at Newmills.

We wish the above statement to be extended to add;

"The Council support the proposal by Transport Scotland, as part of their plans for the dualling of the A9 between Luncarty and the Tay crossing, to replace the Stanley, Marlehall and Tullybelton junctions with a single grade separated junction to service Stanley and Tullybelton".

One of our conditions for supporting some increase in housing in Stanley over the years to come is the understanding that the road linking Stanley and the A9 at Newmills would be improved and the Newmills junction to the A9 itself also improved. In fact two of the proposed housing areas H30 and H32 are on the A9 side of Stanley off this road and, in addition to other village traffic, their traffic would substantially use the junction in question.

We were appalled to learn that a paper was to be presented to the P&K Enterprise & Infrastructure Committee on Wednesday 21st March 2012 recommending that the proposed grade separated junction could be deleted, so much so that we sent a Delegation to present our case to the Committee.

We understand that the Council has now altered its view and now support the grade separated junction for Stanley/Tullybelton, hence the additional statement request.

Services capacity to meet the new housing proposals.

The Plan acknowledges the limitations of the village school and the Public Waste Water system to meet the housing expansion proposals

It acknowledges that sewer network investigations are required but fails to recognise that major sewer replacement works/upgrading may be required which will cause major disruption to village life.

It also fails to recognise the limitations of the current potable water supply system.

In addition although mentioned under 5.35.1 description there is no mention of the Stanley Medical Centre's capacity, not only to meet the proposed Stanley population increase, but also the increases in the populations of the centre's catchment areas of Luncarty, Bankfoot, Murthly, Redgorton etc.

We trust that our intentions are clear to you and that you will add the safeguarding statements we require as referred to above and which are repeated in our separately electronically sent Plan Representation Forms.

Should you or your Perth and Kinross Council Local Development Planning Officers require any clarification of the above I should be grateful if you would contact me with immediate effect.

Yours sincerely,

William Lindsay
Chairman, Stanley & District Community Council

Copies to:

Mr Peter Marshall	HOD P&K Local Area Planning
Ms Brenda Murray	LDP Team Leader
Mr Ron Moody	P&K Local Area Planning
Local Development Plans Team	DevelopmentPlan@pkc.gov.uk

Mr John Swinney	MSP
Mr Murdo Fraser	MSP

Mr John Kellas	Councillor P&K Council
Mrs Barbara Vaughan MBE	Councillor P&K Council
Mr Alasdair Wylie	Councillor P&K Council

Ms Judith Lowes	Chair Stanley Development Trust
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Mrs N Lothian	Secretary	Stanley and Kinclaven Community Council
Mr P Hillier		Stanley and Kinclaven Community Council
Mr Derek Wilkie		Stanley and Kinclaven Community Council

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

Name	Peter Hillier
Address and Postcode	Shielhill House, Linn Road ,Stanley, PH1 4QF
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.	5.35 Stanley - 5.35.2 Spatial Strategy Considerations	or			
Site ref.	All Stanley Sites	or			
Chapter		Page no.	146	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.

On behalf of Stanley Community Council.

Housing Phasing. 5.35.2 Spatial Strategy Considerations.

Ambiguity arises where it states "A phasing plan will be required to ensure no more than 180 houses are occupied prior to 2024". This was not our understanding. We wish this to be altered to "are built " which is then consistent consistent with the Residential Section which states " Development phased with a maximum of 180 houses built before 2024."

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

With the above inconsistency , theoretically the Developers could build all 300 housing units prior to 2024 and sell off all of the remaining 120 on the 1st January 2024.

See also our letter to Mr. David Littlejohn Head of Services Planning and Regeneration from Mr William Lindsay, Chairman Stanley and Kinclaven District Community Council, dated 6th April 2012 copied to your department and Mr Peter Marshall, Ms Brenda Murray and Mr Ron Moody.

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

Name	Peter Hillier
Address and Postcode	Shielhill House , Linn Road , Stanley PH14QF
Telephone no.	
Email address	

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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.

On behalf of Stanley Community Council;

After " Developer contributions will be required..... supplementary guidance during 2012 ".

We would wish to see added " Other developer contributions should be allocated in accordance with the priorities identified in the Stanley Community Action Plan 2010-2015 and administered by the local Stanley Development Trust."

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

Stanley Community Council in anticipation of some future housing development in the village had set up the Stanley Development Trust to administer for and behalf of the village community all such funds as Developer Contributions/Planning Gains etc.

See more detail in our letter sent to Mr. David Littlejohn, Head of Services Planning and Regeneration from Mr. William Lindsay dated 6th April 2012 and copied to your Department and to Mr. Peter Marshall, Ms. Brenda Murray and Mr. Ron Moody.

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Site ref.	All Stanley Sites	or			
Chapter		Page no.	146	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.

On behalf of Stanley and Kinclaven District Community Council;
We wish the following statement to be added to the infrastructure requirements.

" The Council support the proposal by Transport Scotland as part of their plans for dualling the A9 between Luncarty and the Tay crossing to provide a single grade separated junction for Stanley /Tullybelton to replace the existing grade junctions at Newmill (for Stanley), Tullybelton and Marlehall Farm"

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

One of our conditions for supporting some increase in housing in Stanley over the years is our understanding that the road linking Stanley and the A9 via Newmills would be improved and the junction at the A9 itself would also be improved. In fact two of the proposed new housing areas H30 and H32 are on the A9 side of Stanley off this road and in addition to other village traffic, their traffic would substantially use the junction in question.

We were appalled to learn that a paper was to be presented to the P&K Enterprise and Infrastructure Committee on Wednesday 21st March 2012 recommending that the proposed grade separated junction could be deleted, so much so that we sent a Delegation to present our case for retention to the Committee.

We understand that the Council has now altered its view and now support the proposed grade separated junction for Stanley/Tullybelton however we have not seen this in writing , hence the additional statement requirement.

We provide additional documentation attached to the Email as requested;

1/ Representation by Stanley and Kinclaven Community Council to Perth & Kinross Council's Enterprise and Infrastructure Committee on Wednesday 21st March 2012.

2/Letter to Mr David Littlejohn , Head of Services Planning and Regeneration from Mr William Lindsay Chairman Stanley and Kinclaven Community Council dated 6th April 2012.

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Save a copy

Print

Submit

Proposed New Tullybelton/ Stanley A9 Junction.
Representation by Stanley and Kinclaven Community
Council (SKCC) to the Perth & Kinross Council's
Enterprise and Infrastructure Committee
on Wednesday 21st March 2012

Re; the Report by the Depute Executive Director (Environment) on a response to public consultation by Transport Scotland on the proposed A9 dualling.

S&KCC were delighted to see the proposal by Transport Scotland to replace the existing Stanley/ (Newmills), Tullybelton and Marlehall junctions with a single new grade separated Tullybelton/Stanley Junction on the A9.

This would replace the current dangerous crossover carriageway Junction on the A9 at grade level in a stretch of the A9 which has seen 24 serious accidents and 2 fatalities in the past 4 years.

We were appalled to see the implied recommendation from P&K Council Roads Department (Report paragraph 17-page 12) that this Proposed Grade Separated Junction could be deleted forcing Stanley residents and visitors to use the significantly longer access routes via Bankfoot (4 miles) or Luncarty(3.25 miles) to join the A9.

This is totally contrary to the statement 7 in the Proposals Section of this Report (page 10) which says;

- **The Council support the concept of adopting grade separated junctions at all locations as recent experience on other trunk roads such as the A90 indicates that failing to undertake this option at this stage will only result in retrofitting them in the future.**
- Stanley is now considered as part of the Perth Core Area. This proposed junction will provide an significantly improved access to meet the increased housing proposals of Perth & Kinross Council contained in the currently Proposed Local Development Plan (LDP) which proposes up to 300 new housing units to be ultimately built in Stanley in the future.

A Stanley population increase from circa 1,600 to circa 2,500 (compare this with Dunkeld and Birnam which only has 1,200 combined)

- We believe as a community that the proposed new junction is essential for Stanley/Tullybelton and the surrounding area since it would provide ;
- A safer and easier access to Stanley businesses & Tourist Attractions such as the Active Kids adventure centre and Play Park (a very successful private enterprise), Stanley Mills (a historic group of buildings managed by Historic Scotland which has had in excess of 20,000 visitors per year) and to the village as a whole.
- The junction would also help to attract new business to the village in particular to the Employment Land proposed in the new LDP.
- A safer and easier access not only for the residents of Stanley but also for the working farms which have land to work on either side of the A9 such as Newmill, Cottarton/Shielhill etc.
- Recently the Stanley Police House has been converted into a Police Station which is manned 24/7. The shift strength of 12 Officers, whose rural beats stretch from Bridge of Earn to Pitlochry, will be provided with a more rapid and safer access by this new junction. The proximity of Stanley to the A9 (only 1.5 miles via this route) and potential of improved road access in the future was a major factor in this decision.
- Finally a new Stanley/Tullybelton grade separated junction would take the pressure off the Luncarty/Redgorton junction especially as Luncarty is also to increase under the LDP by some 400 housing units.

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

Name	The Rennie Family Trust
Address and Postcode	c/o Montgomery Forgan Associates, Eden Park House, Cupar, KY15 4HS
Telephone no.	[REDACTED]
Email address	[REDACTED]

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Site ref.	<input type="text"/>	or			
Chapter	<input type="text" value="5.28"/>	Page no.	<input type="text" value="131/2"/>	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.

Allocation of land at Eastbank Farm, Longforgan for residential development (circa 100 units)/village park uses.

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

Please refer to attached statement.

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**Perth and Kinross Local Development Plan
Land at Eastbank Farm, Longforan**

Statement in Support of Objections to PKLDP

**on behalf of
The Rennie Family Trust**

April 2010

Montgomery Forgan Associates

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1.0 INTRODUCTION

Introduction

- 1.1 This submission is made in support of the Rennie Family Trust's formal objection to the non allocation of their land at Longforgan for residential/village park and to their separate objections to the allocation of land at **Abernethy (H10/H11)**; **Dunning (H20)**; **Inchture (H24)** and Longforgan (**H25/H26**).
- 1.2 It is submitted that the subject lands ought to be allocated either in addition to or in place of sites **H25/H26** in particular, or those sites also identified.
- 1.3 My client's seek the allocation of their land for a residential development of circa 75 units and a new village park. This is set out within **Figure 1: Location/Indicative Land Use Plan**.
- 1.4 In support of this submission, a **Landscape Overview (Document 1)** and **Transport Feasibility Study (Document 2)** is included.

Site Description

- 1.5 The proposed development site, measuring 6.36 hectares, lies to the south east of Longforgan. It is well defined by the existing urban area to the north and west, with a weaker boundary to the south. The site, which is currently in agricultural use, slopes gradually from north to south. There are several options to access the site Macdonald Road and Eastbank Place as well as the possibility of a new access from Station Road.

2.0 PLANNING POLICY CONTEXT

Scottish Planning Policy

- 2.1 **SPP** requires that planning authorities must ensure that there is ***“a range and choice of marketable sites... to meet anticipated requirements and a variety of size and quality requirements.”*** (paragraph 46) In this, the **SPP** advises that the delivery of housing through the development plan to support the creation of sustainable mixed communities depends on ***“a generous supply of appropriate and effective sites being made available to meet need and demand”*** (paragraph 70)
- 2.2 The purpose of allocating a generous supply of land for housing is to ensure that there is sufficient flexibility to ensure the continued delivery of new housing.
- 2.3 In selecting sites, **SPP** requires planning authorities to set out a settlement strategy and in doing so, to take account of a number of key considerations including:
- the efficient use of land and infrastructure; and,
 - accessibility of homes, services and open space by a range of transport options.
- 2.4 **SPP** sets out the considerations planning authorities must make when selecting sites for housing developments. These includes a site's setting; surrounding landscapes; topography; character; appearance; and, ecologies. This is to be done with the aim of creating places with a distinct character and identity.
- 2.5 In addition, planning authorities should ensure that new housing development should be integrated with public transport and active travel networks, such as footpaths and cycle routes, rather than encouraging dependance on the car. In particular, ***“New streets should connect with existing streets...”*** (paragraph 79)
- 2.6 In promoting the efficient use of land, planning authorities ought to direct development sites within existing settlements where possible ***“to make effective use of existing infrastructure and service capacity and to reduce energy consumption.”*** (paragraph 80) With this direction including land ***“within or adjacent to existing settlements”*** (paragraph 84), the benefits of this approach including ***“reducing servicing costs and helping to sustain local schools, shops and services”*** (paragraph 85) can be secured through the allocation of the subject lands.

- 2.7 It is therefore submitted that the allocation of the subject lands as a housing site fit full square with the principles set out and outcomes sought by **Scottish Planning Policy**. In particular, the site is a logical and sympathetic extension to the village which would be satisfactorily absorbed into the wider town/landscape. Within a highly accessible and sustainable location, the principles underpinning the identification of the subject lands for residential development are sound.
- 2.8 In respect of the inclusion of a new village play park, cognisance has been given to the policy requirements set out within **Scottish Planning Policy** which recognises the broader importance of the population having access to good quality open spaces (**paragraph 149**). The proposed provision of this play area will help secure the government's aim of providing ***"play space and other opportunities for children and young people to play freely, explore, discover and initiate their own activities can support their development."*** (**paragraph 149**)

TAYplan

- 2.9 **TAYplan** once approved, will provide the strategic context within which the new **LDP** must fit. This context is not set given that **TAYplan** is currently at the examination stage. It is therefore difficult to make meaningful comment. Notwithstanding, the following is submitted based on the strategic context set out within the proposed **TAYplan**.
- 2.10 On **page 16**, **TAYplan** sets out the spatial housing strategy. Whilst it is recognised that the majority of housing is to be directed to the Core Areas/major settlements, there are ***"important flexibilities"*** built in. Included within this is ***"Local Development Plans may allocate additional land to ensure an effective supply of housing land."***
- 2.11 Within the Perth Housing Market Area, **Policy 5: Housing** identifies an average annual housing market build rates of 510 units. This is caveated (c), which establishes a presumption against land releases in areas surrounding Dundee and Perth Core Areas, including the Carse of Gowrie, ***"where it would prejudice the delivery of Strategic Development Area or regeneration within the core areas or conflict with other parts of the plan."*** (page 17)
- 2.12 It is submitted that consistent with the principles which underpin the Council's proposed allocation of **Sites H25/26** at Longforgan (both of which ought to be deleted for the reasons set out in my client's separate objection), the limited growth proposed at Eastbank Farm does not run counter to the caveat set out within **Policy 5**.

3.0 CONCLUSIONS

- 3.1 By allocating the subject lands, the aims of securing the proportionate and organic growth of the village, whilst aiming to ensure that there is a generous supply of land, will be best served. It is therefore respectfully requested, that my client's objections be upheld and for their land to be allocated for the uses proposed either in addition to or in place of the sites identified within this submission.

APPENDIX

Figure 1

Location/Indicative Layout Plan

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.



For Construction Purposes Do Not Scale - Use Figured Dimensions Only

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	The Rennie Family Trust
Address and Postcode	c/o Montgomery Forgan Associates, Eden park House, Cupar, KY15 4HS
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

2. Which document are you making a representation on?

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

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

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

Policy ref.	<input type="text"/>	or
Site ref.	H25/H26	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.

Deletion of Sites H25 and H26 and balancing allocation of land at Eastbank Farm, Longforgan (subject of a separate objection).

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

The Council's aim of promoting proportionate organic growth at Longforgan is welcomed and supported.

However, it is submitted that in allocating sites H25 and H26 both are less appropriate for development purposes than my client's land to the immediate east at Eastbank Farm (the subject of a separate objection).

Access to sites H25 and H26 can only be taken via Station Road. It is submitted that Station Road is not of an adequate standard to allow any additional houses here.

In respect of H25, it is submitted that in addition to the Station Road constraint, the internal road layout of the development through which access needs to be taken to H25 is not suitable for the additional vehicles generated by the houses proposed within H25.

In respect of H26, it is submitted that the development to the immediate north was designed as a final and robust edge of the village with further development not expected. With their front facing directly south, there will be an unnecessary impact on residential amenity on the existing houses here. This existing development with its designed landscape/road edge provides a strong defensible boundary and given the existence of a more suitable site at Eastbank Farm, Longforgan, ought to remain as the limit of development here.

By contrast, my client's land to the immediate west does not require to be solely accessed via Station Road with two straight forward separate means of access through the residential area to the north as well as having a frontage onto Station Road. In addition, in terms of residential impact, with the housing adjacent to the site being predominately gable end on and the existing site layout itself, my client's land at Eastbank Farm was always seen as the natural extension to Longforgan, one which can provide a logical, long term and robust village boundary.

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

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

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Policy ref.	<input type="text"/>	or
Site ref.	H20	or
Chapter	<input type="text"/>	Page no. <input type="text"/> Paragraph no. <input type="text"/>

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Deletion of Site H20 and balancing allocation of land at Eastbank Farm, Longforgan (subject of a separate objection).

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

The Council have identified one of the MIR sites to the south west of Dunning (Site H20). This site fronts onto the busy Auchterarder Road and is presently in agricultural use. It is bounded along the roadside by a mature avenue of trees which, together with the agricultural use of the field and strong landscaping to the current edge of the village, provide for an extremely attractive entrance to Dunning.

Along the frontage of the site, the Auchterarder Road is relatively narrow with compromised forward sight lines caused by a bend in the road midway along the site frontage. Because of this, any new vehicular access onto the Auchterarder Road will, without major road improvements and the consequent loss of many mature trees, will be substandard and unsafe.

The Community Council do not want to see further development directed towards Dunning citing concerns regarding visual impact and loss of character of the village's setting. In addition, it is understood that broader concerns regarding the substandard A9 access are also of concern.

In respect of site H20, it is submitted that for the reasons set out here, this site should be de-allocated.

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Policy ref.	<input type="text"/>	or
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Deletion of Site H24 and balancing allocation of land at Eastbank Farm, Longforgan (subject of a separate objection).

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

The Council have identified land to the north of Inchtute (Site H24) as a housing site with a notional 16 unit capacity.

This land is bounded to the north by the A92, to the south by existing open space and to the east by a busy industrial estate.

The site currently provides an effective and attractive visual barrier to the village. Development upon it would be clearly visible from the A90 and would have an adverse visual and environmental impact. It is also arguable whether a sufficient level of residential amenity could be secure here.

The proximity of the established Industrial Estate immediately adjacent to the site also counts against its suitability for residential development. With residential and Class 5/6 land uses being clearly incompatible, the direction of a residential land use to an area which could limit the currently lawful industrial etc. activities runs counter to good planning and in particular PAN56.

It is also questionable whether the infrastructure of the relatively substandard access road to the Industrial Estate by residential traffic is satisfactory.

It is therefore submitted that for visual and landscape impact; residential amenity; and, road safety issues the site ought to be de-allocated. Instead, the site ought to remain as Open Space/Community Woodland as previously identified within the draft Perth Area/Central Area Draft Local Plan 2004.

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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**

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Deletion of Sites H10/H11 and balancing allocation of land at Eastbank Farm, Longforgan (subject of a separate objection).

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

The Council have identified two parcels of land to the east of the current settlement boundary, each with a notional capacity of 50 no. units. The main Perth to Newburgh Road (A913) bisects each site, with the land to the south (H10) rising to an undefined boundary and the land to the north (site H11) bounded on its northern boundary by the Edinburgh-Perth railway line.

In respect of physical suitability of each site for development, it is submitted that neither site is particularly well suited.

Site H10 is constrained by the railway line to the north and the A913 to the south where residential amenity could be adversely impacted by noise. Development here would be prominent and could compromise the existing pleasant transition between town and country. A logical and sympathetic residential development would be difficult to integrate here without undue visual impact.

Site H11 currently provides a very attractive rural edge to Abernethy with the existing landscape structure providing a positive and well defined edge of the settlement. Development of this, exacerbated by the site's topography, would adversely impact on this. With more appropriate sites elsewhere, including my client's land at Eastbank Farm, Longforgan, it is submitted that development here is not appropriate.

Abernethy has seen a considerable amount of growth over the last 10 years. This is a fundamental concern of the community council who have repeatedly advised the Council that the village "needs time to settle". Indeed, other community concerns including the future lack of capacity at the recently built primary school, the lack of local employment opportunities; and, the poor local bus service all suggest that any further allocations here are not justified.

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JWK Properties Representation

on the *Proposed Plan for the Perth and Kinross
Local Development Plan*

6th April 2012

Name: JWK Properties

Address and Postcode: Cottown House, Cottown, Glencarse, Perth PH2 7NL

Telephone number: [REDACTED]

Email address: [REDACTED]

With reference to Section 2.4.8 of the Proposed Plan

We agree that this plan must be able to respond to any economic upturn and ensure that the lack of effective housing land does not become a constraint on general economic recovery.

With reference to Section 2.4.10 of the Proposed Plan

This paragraph speaks of a plan which will “build resilient communities while lessening people’s need to travel to get to work or shop”, yet it proposes sites on which this would be very difficult, and if not impossible, to attain. Please refer to our comments relating to Section 5.0 of the Proposed Plan in this representation.

With reference to Section 2.4.11 of the Proposed Plan

The site at Craigend, for which we propose to be included in the Plan, would be an exemplar town in terms of ‘placemaking’. It would be based upon the principles of sustainable urban design, and its architecture would reflect local character whilst being built to a high standard of construction to be long lasting, and in line with the Building Standards Technical Handbook Section 7 – Sustainability. This is very different to the typical housebuilder development, where the quality of buildings tend to be ugly, do not reflect local character and are cheaply made, and in which there is a distinct lack of urbanism and quality public realm.

With reference to Section 2.4.13-2.4.14 of the Proposed Plan

The Proposed Strategic Development Plan and the Proposed Plan promote areas and housing sites that are dependent upon major new infrastructure, which are undeliverable and unsustainable, and are contrary to PAN 75 with particular reference to paragraphs 24 and 25, and SPP, with particular reference to paragraphs 165-170. From PAN 75 paragraph 25, *“During the assessment process planning authorities must be aware of the realities of local economic and social conditions relating to development.”* Nowhere is this more vivid than the proposed major sites in Perth West and Bertha Park, which would require an investment of at least £140 million for infrastructure alone, at 2012 prices, which would only rise thereafter.

The developer would fund costs for all road and public transport improvements with regards to the Craigend site. The costs for infrastructure at Craigend would pale in comparison to the approximate £140 million pounds infrastructure that PKC must fund to ensure the short and long term effectiveness of the other major sites. Public transport improvements will be typical as opposed to significant as public transport exists on the A85 public highway to the south of the site.

With reference to Section 3.3.5 of the Proposed Plan

Please refer to our comments relating to Section 5.0 of the Proposed Plan in this representation.

With reference to Section 3.38 of the Proposed Plan

Craigend is in line with policy ED3, but we note the following sentence “Proposals whose viability requires some mainstream residential development will only be supported where this fits with the Plan’s housing policies”. To truly support a rural economy that reduces car dependency, a mixed use environment must exist (or be created) with a critical density. Craigend is based on this model, and for this reason can provide the opportunity for at least a third of the population who would live in Craigend with the opportunity of work.

With reference to Section 3.4.5 of the Proposed Plan

PKC planners have stated in the local press that the proposed Sainsbury’s, to be located in Perth West, will contribute to the infrastructure cost requirements necessary to serve the proposed sites in Perth West.

A Sainsbury’s located on this site would further compromise the local businesses located in Perth City Centre, especially if it were to sell comparative goods. The supermarket model of large car parks and big box retail is in direct contradiction to this Plan’s intentions to reduce car dependency and carbon emissions.

It would therefore appear that PKC planners are promoting this unsustainable development purely in the hope of raising part of the funding required to deliver the £140m infrastructure necessary to support the Perth West site proposed in the Plan. PKC planners seem satisfied to sacrifice Perth’s city centre’s economic viability in an attempt to make the flawed Proposed Plan vision a reality, and we do not support this.

As it would appear that PKC intends to continue promoting this vision, taxes that could be accrued from the Craigend settlement would be a sustainable alternative to the proposed unsustainable Sainsbury’s development, to raising finances that could help to fund the Perth West infrastructure.

With reference to Section 3.5.4 of the Proposed Plan

The Craigend site and its settlement would be in line with Policy RD4, and provide a number of Particular Needs Homes as per Policy RD6.

With reference to Section 3.6.3 of the Proposed Plan

Please refer to our comments relating to Section 2.4.13-2.4.14 of the Proposed Plan in this representation.

With reference to Section 3.7.4 of the Proposed Plan

The proposed Craigend settlement's masterplan is in line with Policy CF1B: Open Space within New Developments

With reference to Section 3.10 of the Proposed Plan

In line with Policy ER1A: New proposals, the Craigend site's Masterplan comprises proposals for the utilisation, distribution and development of renewable and low carbon sources of energy.

With reference to Section 3.11.2 of the Proposed Plan

JWK Properties supports Policy EP1 and EP2. We would like to make it clear here, for the avoidance of doubt, that the Keillour Burn runs through the southern part of the Craigend site. The Burn has been incorporated into a 50 acre green corridor in the Masterplan, and no development is proposed within the vicinity of the Keillour Burn. Flooding therefore is not an issue with regards to the Craigend site or the built form proposed in the Masterplan.

With reference to Section 4.3.4 of the Proposed Plan

We note there is still an additional land requirement for a five year employment land supply in the Perth and Strathearn areas, with Perth being short of 26.49 hectares and Strathearn being short 14.16 hectares.

The Craigend site is effective and deliverable and can satisfy a part of this need, to provide employment opportunities that are suited to the scale and nature of the proposed Craigend mixed use settlement.

With reference to Section 4.3.8 of the Proposed Plan

We note the TAYplan 2010-24 requirement Effective Housing Land Supply Shortfall in the Perth and Strathearn areas, of 4,250 and 535 respectively.

Craigend is an effective and deliverable site that could satisfy this shortfall.

With reference to Section 4.3.14 of the Proposed Plan

We welcome PKC taking a long term view, however it is essential too that PKC can deliver an effective land supply within the Plan period. Under 4.3.8 PKC state the shortfall for the Perth and Strathearn area. The Craighend site, is effective and deliverable and is a site capable of accommodating a new sustainable community providing upward of 500 houses, making provision for not just housing but also social, community and employment uses.

With reference to Section 4.3.16 of the Proposed Plan

The Craighend site Masterplan proposes a compact settlement that reduces the need to travel and encourage more trips made by walking and cycling. The Craighend site is also linked by local public transport, as it is on a key bus route linking to Crieff and Perth.

With reference to Section 4.3.17 of the Proposed Plan

We welcome that the Plan seeks to reduce the need to travel through the spatial strategy, but not by implementing this through a growth strategy based upon a pseudo urban extension that does not truly link into Perth. We stated in our past representations that this approach will put a strain on Perth's existing infrastructure, and will permanently change its local character and nature for which many tourists visit, and people live.

With reference to Section 5.0 of the Proposed Plan

We welcome the fact that the Almond Valley site has not been included in the Proposed Plan, which had outline planning applications rejected twice (Almond Valley), substantial opposition from local residents, other concerned people and the majority of the elected officials (see our past representation for details). The article "Almond Valley Village Call" in the Perthshire Advertiser on the 30th December 2011 amplified local concern, stating "*Once again, we (local community) understand that PKC wish to include the Almond Valley Village proposal in the draft Local Plan, which will be decided by the full Council on January 10th. We think the Almond Valley Village plans ignore local residents' views, and would coalesce the present small settlements into a great Perth. This is unacceptable*".

We believe that the Proposed Plan's vision, an urban extension to Perth, underpinning the allocation of the proposed key housing sites in this Proposed Plan, is significantly flawed because the key housing sites (Perth West, Bertha Park, and Oudenarde) depend on infrastructure that is undeliverable and unsustainable, and because of the non delivery of housing over several years despite being granted planning permission (Oudenarde). The urban extension would not be a true extension to Perth but rather a cancerous 'bolt-on' without proper connections back into Perth, as these sites are severed from Perth by the A9 Perth City

bypass. A vision based on the idea of an urban extension therefore is “emperor’s new clothes” which will fail, and will strain Perth’s existing infrastructure and negatively impact upon its local character. For these reasons, we do not support the Proposed Plan’s vision and key housing sites. We would propose the site at Craigend as an alternative housing site that is effective and deliverable, and can provide a 2000 home mixed use settlement. We would welcome a revision to both the Proposed Plan’s vision and the housing sites, with the inclusion of Craigend as a housing site.

The Craigend site, with its Masterplan and delivery strategy for a new sustainable settlement, is an effective and deliverable short term land supply, which would not just deliver homes but would be an exemplar new settlement based on the principles of sustainable urbanism, such as Tornagrain near Inverness, and many other New Urbanism settlements throughout the world. It will be designed and delivered in detail by an experienced team who can demonstrate successful past projects of this type.

Taxes raised at Craigend could also help to finance the infrastructure necessary to make the Perth West and Bertha Park sites deliverable, should PKC continue to support a vision based on an urban extension. The Proposed Plan’s vision must then include for a new settlement at Craigend in addition to the urban extension.

PKC has used the boundary line between Perth Core Area and the Strathearn area as the reason for not including the Craigend site into the Perth Core Area. We have stated in our past representations that this is an arbitrary line that has no cultural or historical relevance to Craigend.

Diagram 3 on page 11 of the report “Proposed Local Development Plan”, which was discussed at the PKC Council Meeting January 10th2012 defines the Perth Core Area as “*Perth, Scone, Almondbank, Bridge of Earn, Oudenarde, **Methven**, Stanley, Luncarty, Balbeggie, Perth Airport*”.

Tayplan’s Policy 1, Location Priorities, shows Methven as being in the Perth Core Area.

Craigend, geographically and culturally, is a part of the Methven Parish. Craigend has a Methven postcode PH1, a Methven telephone area code 01738 840, is in the Methven Primary School catchment area and the Perth Grammar School (secondary school) catchment area and is in the Parish of Methven.

Craigend is within a 25 minutes bus journey of Perth City Centre, as stipulated as a requirement for a site to be considered within the Perth Core Area.

The boundary line defining the Areas (Perth Core Area/Lowland Area/Upland Area) is a notional and arbitrary line for administrative purposes, which does not reflect Craigend's true geographical or cultural location as part of the Methven Parish. This administrative line is in fact the eastern boundary of the site, and artificially dissects the Parish of Methven.

We urge both the TAYplan team and PKC planning officers to recognise Craigend is a part of Methven and is within a 25 minutes bus journey making it a valid site for inclusion in the Proposed Plan as opposed to discarding it because of this administrative boundary line, which does not reflect Craigend's geographic or cultural reality.

Localism in England, has discarded previously similar Areas that were defined by top down imposed administrative boundary lines, which bore no resemblance to the geographical and cultural realities at a local level. Local communities have been given the opportunity to define what they consider to be relevant and realistic planning areas. We urge that the TAYplan team and PKC planning officers follow this example in an attempt to create a plan that is intelligent and realistic as opposed to fixing their argument on this outdated administrative boundary line. We make reference here to Andres Duany's submission on Craigend to the LDP Consultation, where he states *"The only impediment - and it is negligible - is an arbitrary boundary line that bears no relevance to the excellence of the urban design or its ecological performance."*

With Craigend considered for inclusion in The Strategic Plan and Proposed Plan as the valid strategic location and effective site it is, the TAYplan team and PKC planning officers would not have to resort to a vision and strategy that is based solely upon ineffective sites forming an urban extension to Perth, which is dependent upon the delivery of unaffordable and unsustainable infrastructure (at the cost of over £140m). The TAYplan team and PKC planning officers would be able to consider the option of a new settlement that could provide a substantial proportion of short term effective land supply for allocation. Details of how a new settlement model is the second most sustainable growth model can be found in the book "Hertfordshire Guide to Growth – How Should the Country Grow - 2021" by DuanyPlaterZyberk and Company.

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	Craig Miles on behalf of Errol Park Estate
Address and Postcode	Smiths Gore, 12 Bernard Street, Edinburgh
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	Perth Spatial Strategy Emp ⁺	Page no.	69	Paragraph no.	5.1.6 - 5.1.8

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.

All or part of the land at Drums of Ardgath Farm, Errol (as previously submitted) be allocated for Commercial / Industrial Development and Roadside Services - up to 43 Hectares.

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

See attached.

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Errol Park Estates objects to the new economic development sites proposed in the Plan and to the exclusion of potential employment site at Drums of Argaith, at Errol, off the A90.

Whilst the Estate agrees that some of the new economic development sites could form extensions to existing industrial and business parks, new employment allocations need to be provided in a variety of locations to provide choice and encourage inward investment.

Almost all of proposed employment allocations E1 and E3 in Perth are clearly shown as being an area at risk of flooding from rivers on the indicative SEPA flood risk maps. It cannot therefore be logical as a long term employment allocation.

Furthermore, there is not enough choice of suitable marketable sites and locations throughout Perth and Kinross for business allocated in development plans as required by Scottish Planning Policy (para 40). The only choice is the suburbs of Perth. Consideration therefore should be given to an economic land allocation at Land at Drums of Ardgath Farm, nr Errol, Perth and Kinross, as originally submitted.

The site has the space, access, and strategic location to provide for a diverse range of economic development opportunities. It is ideally positioned between Perth and Dundee, next to the main commuter route to Aberdeen, Angus, and the wider Highlands.

Its strategic location means that it can be served by a range of transport modes. It is already adjacent to the A90 dual carriageway, there is a railway running alongside the site and there are existing public transport (bus) links in nearby Errol. Dundee airport is only a 15 minute drive from the site, as is the centre of Perth. The Port of Dundee is just a 25 minute drive away.

The existing access from the A90 dual carriageway adjacent to the site to the north could be re-aligned to provide safe vehicular access to and from the site. The proposed site provides an excellent opportunity for a variety of businesses to expand and grow. An integrated lorry park as part of the road side services could be used alongside the strategic businesses site.

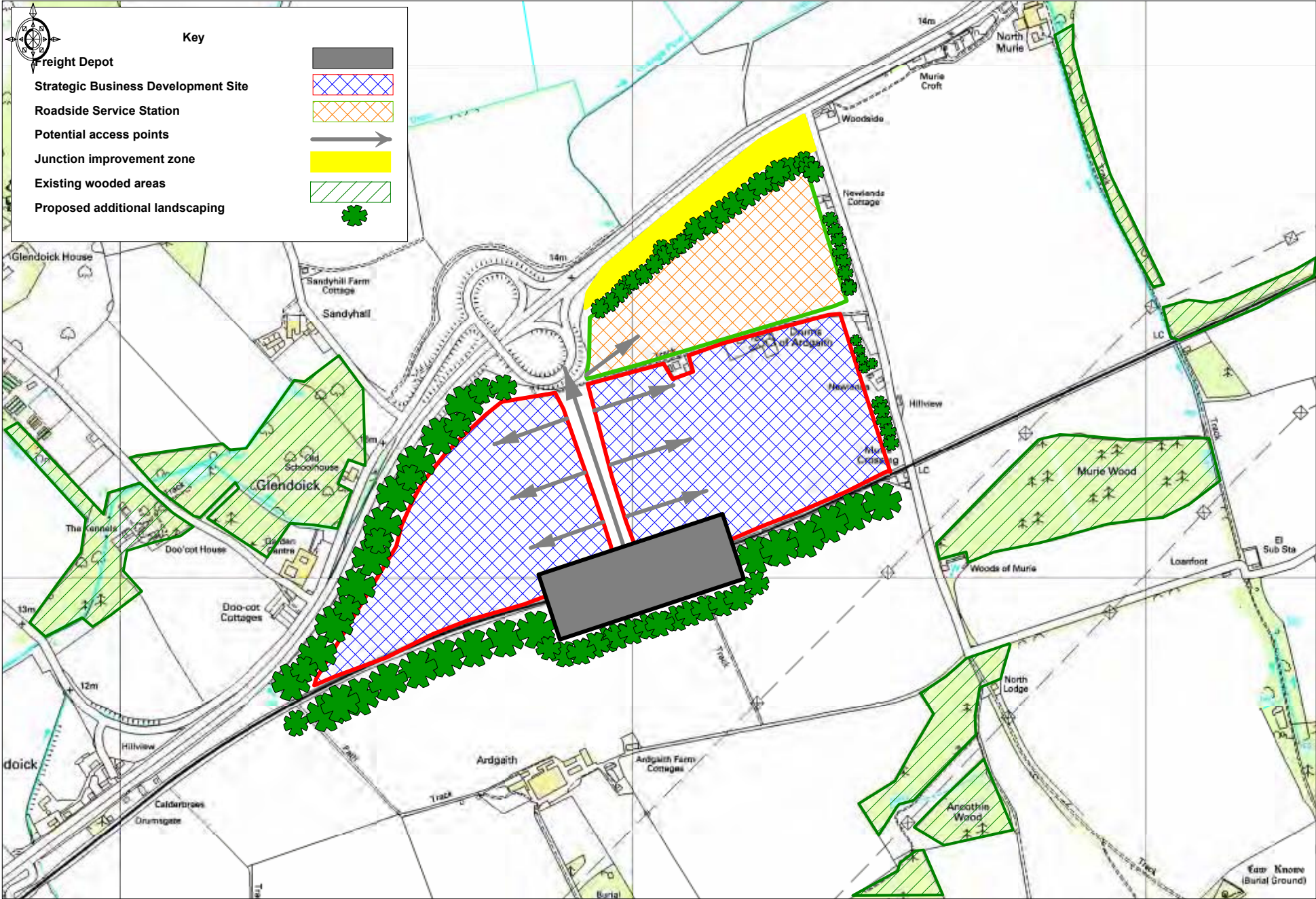
Scottish Planning Policy states that efficient movement and storage is of "significant economic importance" and therefore requires development plans to identify suitable locations for new or expanded rail freight interchanges to support increased movement of freight.

With Perth freight depot being no longer in use (and with limited expansion potential) Tayside is the largest Scottish region without any rail freight facilities (Source – TRACTRAN). An informal discussion with Network Rail regarding the existing railway line alongside the site suggested that the line could be used for freight as well as a passenger line. Our proposal would be to develop a freight depot, alongside the industrial/business land allocation.

Whilst the general aspiration is to develop brownfield sites ahead of taking up greenfield sites for commercial/industrial development, there are no large vacant brownfield sites in the immediate surrounding area that are easily accessible by different modes of transport, or that have the ability to accommodate long term development.

According to SEPA Flood Risk Maps, the proposed site is not at risk of flooding. There are no environmental designations limiting the development of the land. The site is not prime agricultural land and there are no significant landscape features that would prohibit development. Furthermore, the site would complement the existing Glendoick Garden Centre to the north of the proposed site.

An allocation for employment use at Drums of Ardgath Farm, Errol which is free of environmental and physical constraints should therefore be included in the Perth and Kinross Local Development Plan.



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

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

Name	Craig Miles on behalf of Errol Park Estate
Address and Postcode	Smiths Gore, 12 Bernard Street, Edinburgh
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.	<input type="text"/>	or			
Chapter	Perth & Kinross Spatial Strategy	Page no.	61	Paragraph no.	4.2.1

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.

Errol should be correctly identified as a Tier 3 settlement in the text and on the associated diagram.

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

Errol has been excluded from being a tier 3 settlement in the Proposed Plan. The Perth and Kinross Main Issues Report correctly identified Errol as being a tier 3 settlement, (page 66) because of the existing community services within the settlement.

Errol was identified as a tier 3 settlement in the Perth and Kinross Main Issues Report (page 66). It is a settlement which has the potential perform to a modest role in the regional economy and a proportion of development is required to sustain the existing businesses and other services within Errol.

Errol is a tier 3 settlement and together with the smaller surrounding Carse villages provides a pleasant setting within easy reach of Perth Core Area with its employment opportunities, services and other facilities. It serves as a Local Centre for the surrounding villages.

TayPlan and subsequently the Proposed Plan explain that the preferred approach is to stem population decline and to achieve some growth in Dundee by having minimal land allocations at Errol and the Carse of Gowrie. Errol Park Estate does not agree with the approach to allocate modest development opportunities in the Carse of Gowrie.

The development of Errol and the Carse of Gowrie is not solely responsible for the population decline of Dundee as set out in paragraph (5.2.6 – 5.2.7 of the Perth and Kinross Main Issues Report). Physical, social, and environmental improvements need to be made in Dundee to stem population decline not necessarily limiting development in the Carse of Gowrie where there is already a pleasant setting within easy reach of Perth.

Irrespective of whether or not there are any new land allocations within or alongside Errol, it should nevertheless remain as a Tier 3 settlement as part of the Perth and Kinross Local Development Plan as originally indicated in the Perth and Kinross Main Issues Report.

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Email address	

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Site ref.	<input type="text"/>	or			
Chapter	<input type="text"/>	Page no.	<input type="text"/>	Paragraph no.	<input type="text"/>
	Perth Spatial Strategy Hou		103		5.13

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

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

The proposed settlement boundary at Cottown should be maintained in the Perth and Kinross Local Development Plan

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

Errol Park Estates supports the extension to the proposed settlement boundary at Cottown. It is anticipated that the development of the site could help to contribute to support existing services within Errol and the other smaller settlement. The site could be easily accessed and is relatively flat and therefore could be development without any major constraints. The Estate supports the council opinion that the site on the north west side of the settlement could be developed for housing.

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Address and Postcode	Smiths Gore, 12 Bernard Street, Edinburgh
Telephone no.	
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Policy ref.				or	
Site ref.				or	
Chapter	Perth Spatial Strategy Hou	Page no.	69	Paragraph no.	5.19

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

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

All or part of land to the north of Errol, at Northbank Farm, Errol (as previously submitted) be allocated for long term housing (19 Hectares) including phased residential development with associated open space, affordable housing and community facilities.

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

Errol is a tier 3 settlement and together with the smaller surrounding Carse villages provide a pleasant setting within easy reach of Perth Core Area with its employment opportunities, services and other facilities. The Proposed Plan states that Errol has a “good range of amenities and services.” These services need to be supported in the longer term through housing allocations if they are to be sustained.

TAYPlan and the Proposed Plan explain that the proposed spatial approach is to stem population decline and to achieve some growth in Dundee by having minimal land allocations at Errol and the Carse of Gowrie. Errol Park Estate does not agree with the approach to allocate modest development opportunities in the Carse of Gowrie.

As set-out in TayPlan, the development of Errol and the Carse of Gowrie is not solely responsible for the population decline of Dundee. Physical, social, and environmental improvements need to be made in Dundee to stem population decline, and not necessarily limiting development in the Carse of Gowrie where there is already a pleasant setting within easy reach of Perth.

Paragraph 5 of Circular 1/09 – Development Planning requires that development plans to be “succinct and set out ambitious long term visions for their area.” Errol Park Estate do not consider that the Proposed Plan plans ambitiously for Errol. There should be a focus on long term growth alongside the settlement instead of an over-reliance on the development of limited infill sites (settlement statement). It is accepted that Errol airfield can provide housing in the Carse, but owing to its location, detached from the main part of the settlement it cannot provide the space or connection for long term housing which the proposed site can.

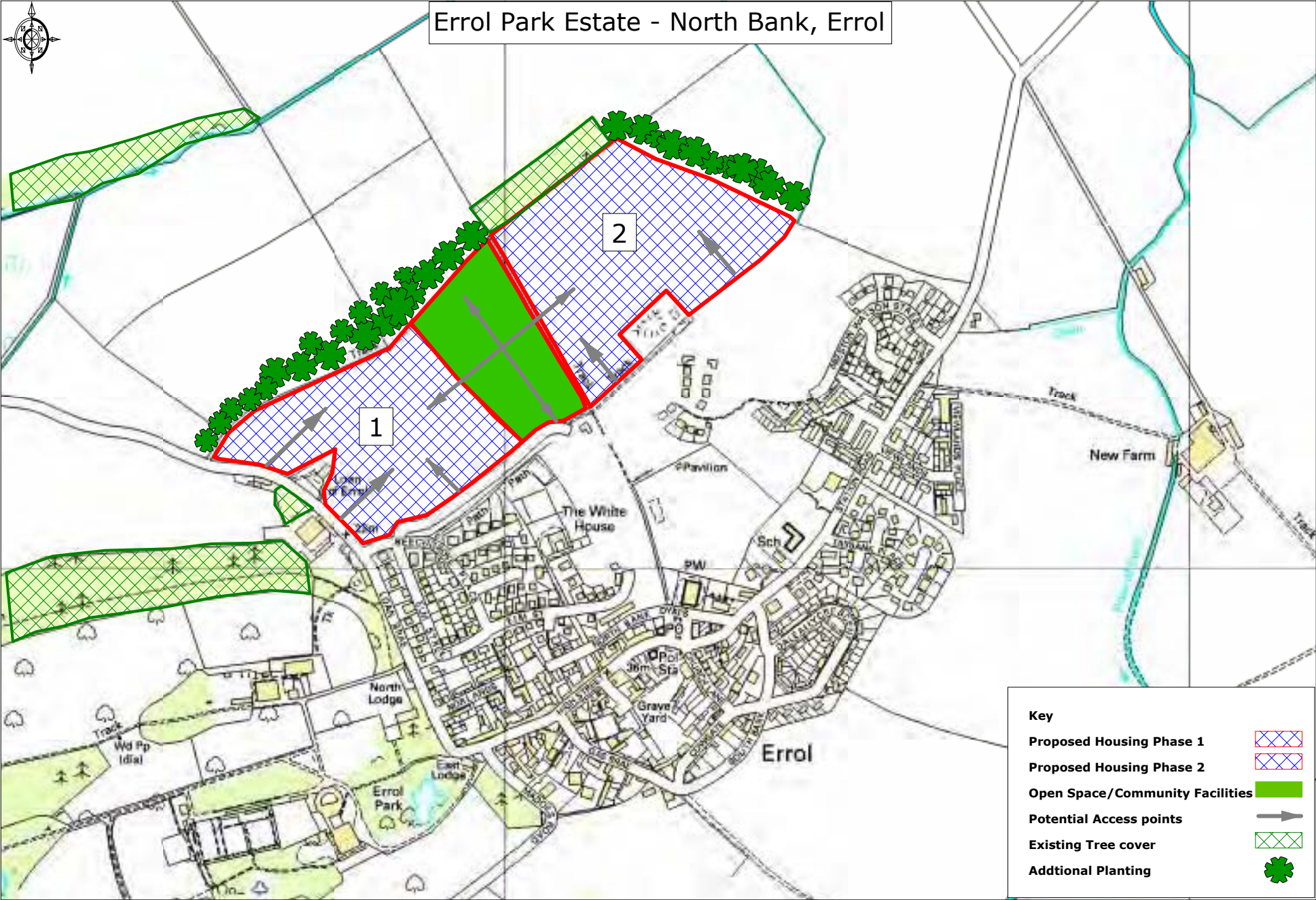
The development of the proposed site would actively support Perth Core area given the proximity to it and the excellent transport links between them. Proportionate phased development here would actively support both Perth and Dundee and be easily accessible. Further development could easily be developed in this location without having a harmful impact on the surrounding environment.

There is already established demand for people to live in Errol following the expansion of to the north of Errol (Northbank). The proposed site positioned to the north of Errol is free of environmental and physical constraints. For the reasons set out above, part or all of the land should therefore be considered as suitable for a long term housing allocation.

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

Name	KEIR DOE
Address and Postcode	Muirmoss Farm GARGU, ERROL, PERTSHIRE PH2 7TB
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

2. Which document are you making a representation on?

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

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

Policy ref.	<input type="text"/>	or
Site ref.	ERROL AIRFIELD / GARGU SETTLEMENT	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.

MIXED USE ZONING EXTENDED ONTO
LAND IN MY FAMILY'S OWNERSHIP.

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

SEE ENCLOSED.

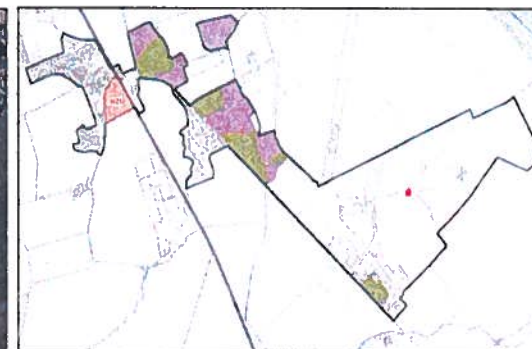
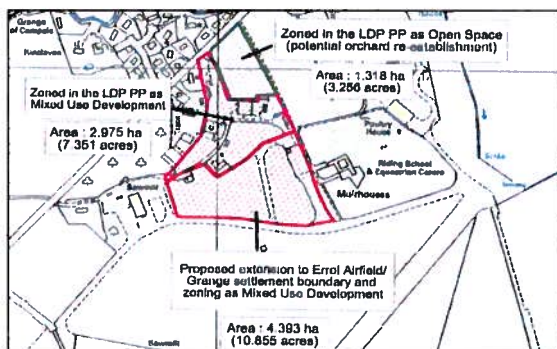
The Submit button will open an email addressed to the LDP team and attach this form, at this point you will have the opportunity to add text to the email and attach any supporting information.

To submit your form you then have to send the email

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Objection to the Perth & Kinross Council Local Development Plan Proposed Plan

South of the Grange, Errol, Perthshire



Planning (Scotland) Act 2006

Perth & Kinross Council Local Development Plan (LDP) Proposed Plan (PP)

Objection to the Mixed Use zoning allocation and the Errol Airfield/Grange Settlement Boundary

Subject site:

Land South of Grange, Perthshire

Contact:

Mr P Keir Doe
Muirhouses Farm
Grange
Errol
Perthshire
PH2 7TB

[REDACTED]

[REDACTED]

Date: April 2012

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Introduction	4
LDP Proposed Plan	5
Mixed Use Development & Settlement Extension	8
Conclusion	10

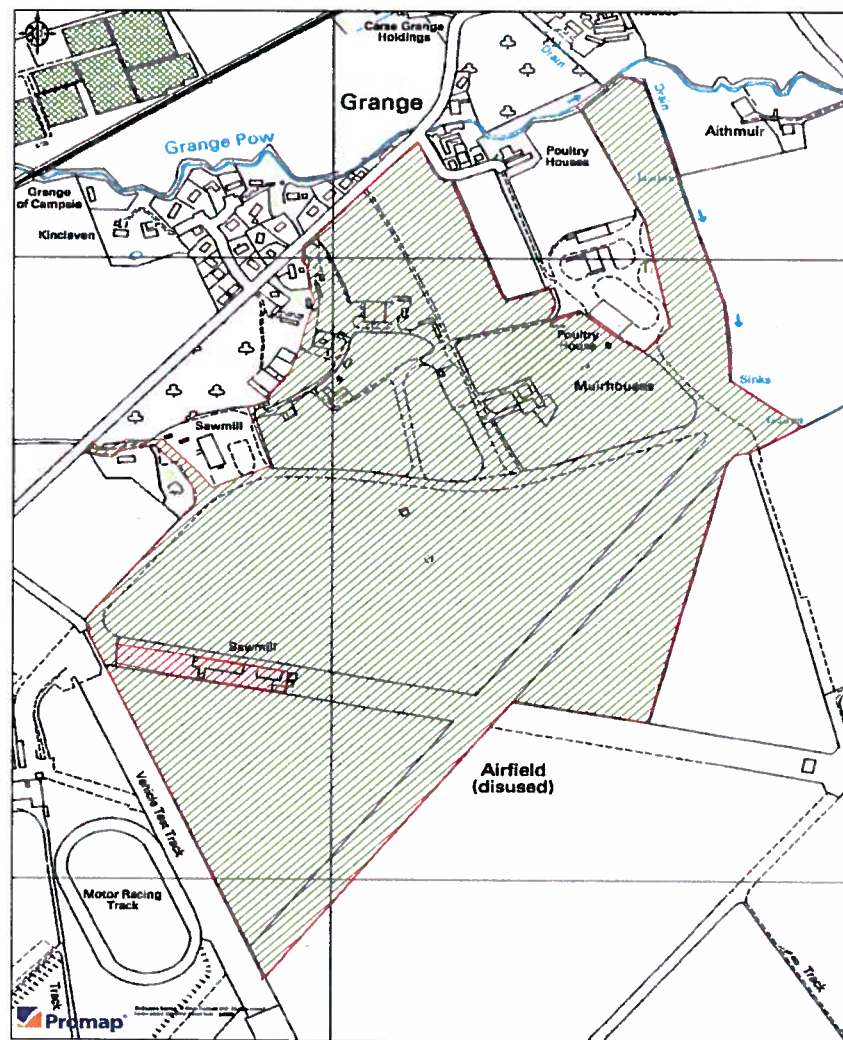
INTRODUCTION

We write to you in response to the publishing of the Perth & Kinross Council Local Development Plan (LDP) Proposed Plan (PP).

My family own Muirhouses Farm, which lies to the immediate south of the village of Grange. The farm also occupies the majority of RAF Errol Airfield and is host to the main runway and the remaining associated buildings/hangers.

Whilst we welcome the zoning of some of our land in the LDP PP as mixed use development, it is not a large enough an area to build industrial units (in which to re-house our existing 15 tenants) and also build a small number of houses to accompany the industrial units and make the development financially viable. We therefore propose that an extension to the mixed use zoning and settlement boundary be considered.

Map 1: Extent of Muirhouses Farm



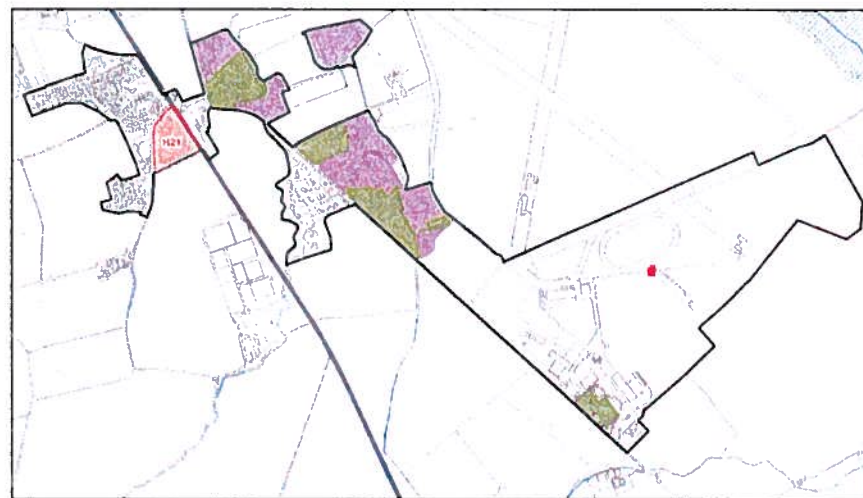
LDP PROPOSED PLAN

Part of my family's farm (approximately 2.9 hectares) has been zoned for mixed use development in the Errol Airfield/Grange Map in the LDP PP.

As is evident on the opposite Map, the mixed use zoning has been directed towards the dilapidated RAF sheds/hangers and the disused poultry units. We commend the Council on this approach and feel that it will assist in regenerating the area and improving its visual perception.

There is an industrial estate on Muirhouses Farm which has been operational for the last 30 years. The tenants are housed in the RAF sheds/hangers and include mechanics, engineers, joiners, stone masons, plumbers, panel beaters etc. There are approximately 15 tenants and there are currently no vacant premises.

Map 2: Errol Airfield/Grange LDP PP Map



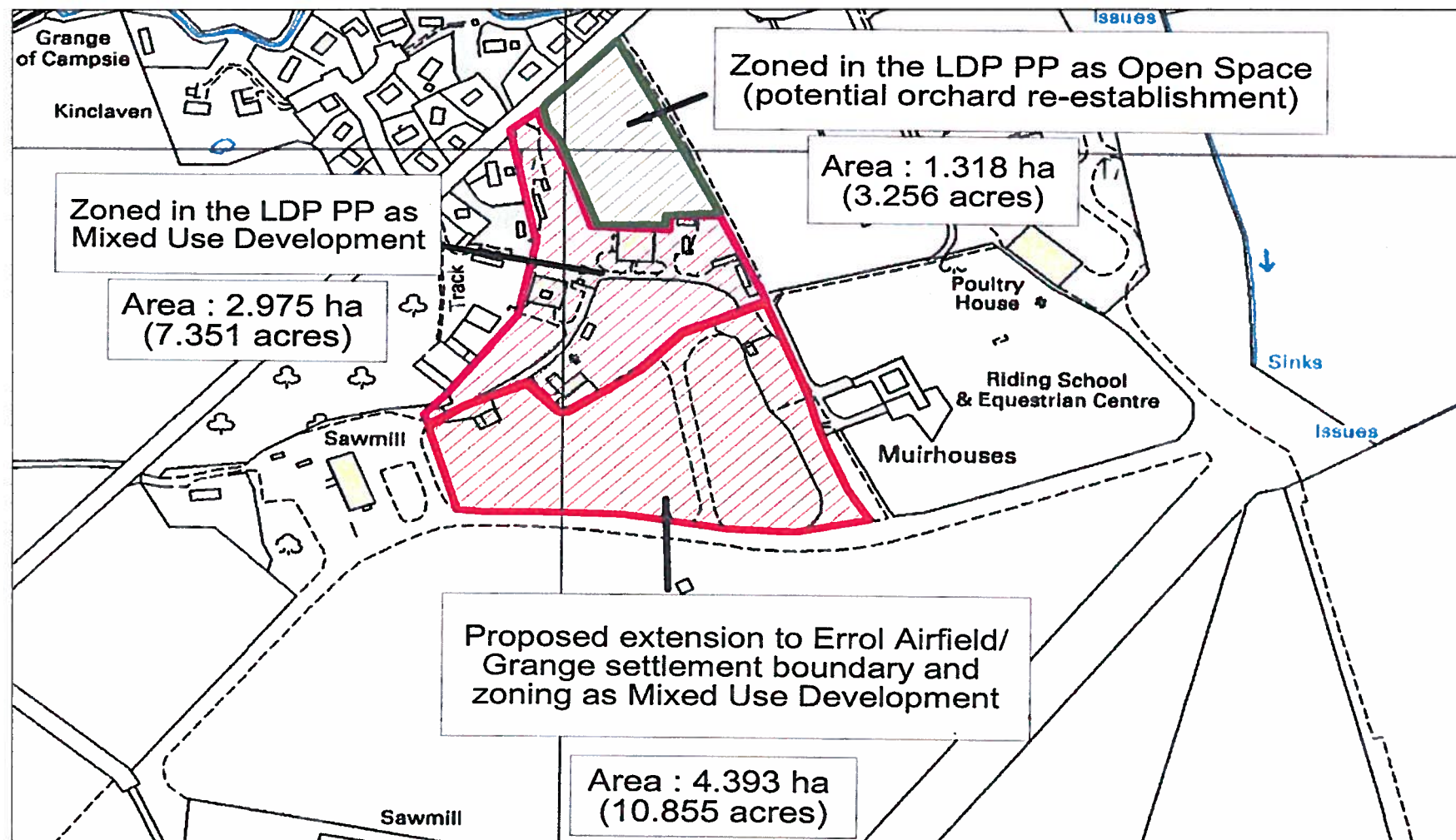
The sheds/hangers are however dilapidated, generally in a poor condition having outlived their intended lifespan and are costly to maintain. It is our intention to therefore to demolish the existing sheds/hangers and construct purpose built sheds to facilitate our existing tenants and possibly offer additional light industrial accommodation for prospective tenants.

The Muirhouses farm industrial estate is one of the areas largest employers – with approximately 50 employees based there. In fact I would doubt that collectively, the other areas zoned for mixed use development would provide an employment base for anymore than 5 employees. Accordingly, with the Muirhouses Farm Industrial Estate being such a big employer – it is vital that the mixed use zoning is adequate in size to allow for enough industrial units to be built to re-house the existing tenants and accommodate a small number of houses.

If you refer to Map 3 on the next page (which annexes the LDP PP zonings in relation to land owned by my family) you will note that the mixed use zoning simply extends to the existing industrial estate. In order to demolish the existing sheds/hangers and construct purpose built sheds in which to accommodate existing tenants and to provide additional industrial units an extension to the mixed use zoning and settlement boundary is required (please refer to Map 4 on page 8). The extension is also required to allow for a small number of houses. Commercial rents at the Grange are traditionally low. They are also low due to the rural location. In order to cross-fund the construction of the sheds and create an orchard, some housing development is also required.

There is also an area of Open Space which has been zoned on my family's land and which it is hoped may be planted in fruit trees – re-establishing an orchard, which is quintessential with the Carse of Gowrie. We suggested this idea and are very supportive of it.

Map 3: Mixed Use and Open Space Zoning at Muirhouses Farm. Also proposed settlement/zoning extension.



MIXED USE DEVELOPMENT & SETTLEMENT EXTENSION

The land on which we propose the mixed use zoning be extended onto comprises a large amount of brownfield and can not be cropped. It includes; roads, runways, aircraft bays, and footprints of sheds which have been previously demolished. It is also has a robust landscape framework. One of the runways contains the southern boundary, whilst bays/roads and a mature hedge and broadleaf trees contain the eastern boundary.

As illustrated on Map 4 on the next page, the proposed extension also makes the settlement more symmetrical and allows for a more seamless transition between sustainable community development (comprising 240 houses) to the west and the Grange. The zoning extension also makes the settlement more

compact and provides more cohesion between the Grange and the consented development to the west.

Photograph 1: Proposed Mixed Use extension (outlined and cross hatched in red).



Map 4: Errol Airfield/Grange LDP PP Map with the Mixed Use Development Extension Proposal (outlined and cross hatched in red).



CONCLUSION

Whilst we support the Council's decision to zone and identify sites for mixed use zoning, in order to ensure that the zoning will come to fruition, an extension is required to mixed use zoning and the settlement boundary. This reason aside, the extension would also make the settlement more compact, add to the sense of place and provide more cohesion.

The Muirhouses Farm Industrial Estate is the heartbeat of economic activity at the Grange and it is vital that the LDP zoning allows the 'heart' to continue beating and safeguards its future. An extension to the mixed use development zoning and settlement boundary would ensure that purpose built sheds could be erected to re-house existing tenants (who are currently operating from dilapidating RAF sheds/hangers built 70 years ago) and provide some additional sheds for incoming tenants to utilise.

Furthermore, if the proposed mixed use extension is incorporated into the LDP this will also ensure that the Community Orchard (located on the Open Space zoning on Muirhouses farm) will be provided.

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

Name	George Maxwell Builders
Address and Postcode	c/o Halliday Fraser Munro Starhage House, Starhage Place EDINBURGH, EH12 5HH
Telephone no.	[REDACTED]
Email address	[REDACTED]

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

2. Which document are you making a representation on?

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

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

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

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

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

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

Please see attached

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

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LONGFORGAN PROPOSED PLAN REPS**LOCAL DEVELOPMENT PLAN SPATIAL STRATEGY****Chapter 57****Page 62****Paragraph 5.11-5.1.19****Change:**

The Spatial Strategy should be amended to increase housing land allocations within the Perth sub- area and specifically the Dundee HMA. An additional land release should be programmed for Longforgran which would allow significant community and infrastructure benefits for the village.

Reasons:***Prematurity and amount of housing land required***

The Proposed TAYplan is currently at examination stage with the Scottish Government, awaiting the Reporters Report expected later this year. Until this time it is premature for the Proposed Perth LDP to assume that the spatial strategy as laid down in TAYplan will be ratified. There are specific concerns in relation to the strategic plan's underestimation of new housing land requirements and also the locational preferences for potential new development.

The TAYplan strategy is predicated on 2006 population projections which are now seriously out of date; the Plan has not taken into account more recent increases identified in 2008 projections. Indeed this issue is one of the matters currently under discussion by the Reporters in the examination of the Plan. In this respect it is also of significance that the 2010 projections recently released, identify Perth as the local authority area with the second largest projected population change- an increase of 32% between 2010-2035. Indeed the 2033 Tayside population is also projected to increase by almost 6% as compared to that of 2008, which as noted was already an increase on 2006 figures.

The housing requirement for the area is therefore likely to be more than that identified.

If and in addition, the Reporters reject TAYplan's conclusions regarding the anticipated delivery timescales of the Dundee Western Gateway, and indeed the likely take-up of brownfield land within Dundee itself there will be an inevitable requirement to release even more short term greenfield land in the Perth sub area of the Dundee HMA. This is discussed in more detail below.

Perth- proposed allocations

Within the Proposed Perth LDP the majority (80%) of new housing land allocations within the Perth sub area are identified on two major sites to the west and north west of the city- Bertha Park and Perth West. However it is apparent that development of these areas of land are by no means assured within the time-scales proposed, particularly when they are reliant on significant

improvements to the existing infrastructure including the Cross Tay Link Road and education provision, as well as issues with potential flood risk. It is of note that Transport Scotland has objected to the development of Bertha Park unless requisite transport infrastructure can be delivered at the start of the site's development. Bearing in mind current funding difficulties with major development sites, the potential for this to take place prior to any development is at the very least debatable.

Indeed Perth and Kinross Council acknowledges that *"meeting the land requirements in the Perth Core area in particular will be a major challenge with land for over 4,000 houses to be identified. ...range of major strategic sites capable of accommodating new or expanded sustainable communities providing upwards of 500 houses each....Most will require major infrastructure investment, and will take many years in the planning process...many of these strategic allocations may not deliver effective land allocations until the later part of the Plan period"*.

The strategy of the Local Development Plan should not be reliant on the delivery of large scale strategic allocations to provide an effective 7 year housing land supply. Such strategic allocations in local authority areas elsewhere have proven to be unreliable contributors to an effective housing land supply due to the significant infrastructure costs associated with the developments. Conversely it is also apparent that small sites, adjacent to village boundaries which can plug into existing service provision, are far better providers for the range and choice of housing sites which Scottish Planning Policy (SPP) demands.

It is possible that the Government's Reporters may increase the overall housing land supply requirements in TAYplan, this will have implications for the Perth Proposed Plan. In addition, and currently In terms of Perth itself, with the anticipated objections from Transport Scotland in particular, as well as the other potential problems outlined regarding development of strategic sites, additional effective housing land will have to be identified in the Local Development Plan for urgent release to make up anticipated short term deficits.

The Perth LDP MIR identified two options for the allocation of housing land in the Perth HMA. Option 1, which sought to provide 90% of the housing land requirement in the Core Area, was identified as the Council's preferred option *"because of difficulties in providing sites in the villages outwith the core"*. However as detailed above, this option is overly reliant on the delivery of large strategic allocations. It is of significance that the initial proposal for the Proposed Plan included a major site at Almondbank- a site which Councillors subsequently deleted as there had been no movement in its development over a number of years. Notwithstanding and as already noted, an area of land at Bertha Park, which on the face of it appears even more difficult to develop has been advanced to accommodate more short term development.

The Council has also not identified what are the particular problems with identifying appropriate sites in the villages outwith the core area.

The Proposed Local Development Plan should at the very least have adopted MIR Strategy Option 2 as its preferred Option, which would have allocated an additional 210 housing units in villages beyond the green belt. The Adoption of Strategy Option 2 and a very modest

increase in the number of houses delivered outwith the Perth Core Area would not conflict with the hierarchical approach to the identification of new residential sites as set out in the TAYplan and the Proposed LDP.

The Council should learn from the experience of other Council areas and, where possible, identify smaller expansions to existing settlements such as Longforgan, which will generally require less infrastructure improvements, to ensure that a truly effective housing land supply is provided and that choice in both stock and location is maintained.

Dundee HMA allocations

As already noted, the strategy in TAYplan for the Dundee HMA is that the majority of new development should be encouraged on brownfield sites within Dundee City centre; greenfield development is directed to the Western Gateway and there should be limited development within those villages which are located on the eastern extremities of the Perth administrative area but still fall within the Dundee HMA.

This approach is flawed. It is apparent that in the current economic climate the delivery of any housing development is problematic. This is even more so in relation to the lack of available finance for the re-development of brownfield land and also sites such as the Western Gateway which has remained undeveloped for a number of years due to the requirement for significant forward funding.

A more pragmatic approach and as outlined above, would be to allow small scale development on the edges of villages such as Longforgan to provide much needed investment and new facilities and to meet deficiencies in the housing land supply.

It is of significance that the Proposed Plan identifies that further development within Longforgan *"could be supported and may act as a catalyst for the provision of improvements to community, education and play facilities."* The expansion of the village is however fettered by the TAYplan aim of encouraging growth within Dundee. This in effect means only an additional 75 units are allocated up until 2024.

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

Name	GEORGE MARTIN BUCHANAN
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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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Perth and Kinross Local Development Plan – Proposed Plan **Representation Form**

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Or

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LONGFORGAN**Page 131****Paragraph 5.28****5.1.11 Table****Change**

To remove Sites H2 and H26 and include land to the west of the village for residential use and the site for a new primary school as identified in MIR site I. A plan is appended to provide an indicative layout for residential development c.80 houses. As however, detailed below the southern part of the site has been offered to Perth and Kinross Council as the site for a re-located primary school. The number of units would therefore be circa 40. Either of these options would be acceptable.

Reason

The village of Longforan has good transport links to both Dundee and Perth and benefits from a new grade separated access to the A90 which could comfortably accommodate any additional traffic generated by future residential development in the village. Longforan benefits from a range of services and facilities, including a post office, general store, church, police station and bowling club, all of which would support and benefit from new residential development.

In the Perth LDP MIR, a site to the west of the village at Janet Forbes Avenue as well as site H26 currently in the Proposed Plan were both identified as the only potential housing land allocations within the village. Site H25 has now however been included within the Proposed Plan instead of Site I, with no apparent reasoning for the latter's deletion.

The Proposed Plan allocates H25 and H26 for up to 75 units pre 2024 (both are promoted by the same housebuilder). Both of these sites propose community facilities and both currently have outstanding planning applications submitted in 2008. (08/01889/OUT and 08/01890/OUT). Recently the Council asked for additional supporting information for these proposals.

It is of note that although Longforan Community Council and Longforan Community Trust expressed support for these proposals when the applications were originally submitted in 2008, this only related to the community facilities element and did not address increased housebuilding in this location which has since engendered considerable opposition. Although we did not object on behalf of our client to the planning applications for these sites we do not support their inclusion in the Proposed LDP.

As noted the MIR identified site I lying immediately to the west of the village as a potential housing site but this has been deleted in the Proposed Plan. The site comprises approximately 5ha of land offering a thoroughly suitable and effective development opportunity for the construction of either c.80 houses as part of a purely residential development or c.40 houses built in association with a site for a new primary school with wrap around care and community facilities to the south of the site, and importantly the ability for future expansion.

Longforgan has a primary school which is at capacity. The Proposed Plan also identifies that the Village lacks an adequate community centre and the local play provision is not centrally located. (Para 5.28.1)

The construction of a new community school on this site would address a long standing need for the Council and provide a new community facility within easy walking distance for all existing residents of the village. Paragraph 5.1.18 of the Proposed Plan identifies that *"the school estate serving Perth in general has limited capacity to immediately support further growth."*

Several meetings have taken place with Perth and Kinross Education officials and the suggestion that if a site for a community school and the build contract could be offered as part of an exchange for the existing school if the rest of the site were to be allocated in the Perth Proposed LDP. We are aware that a replacement school for Longforgan is not a top priority for the Council and therefore the developers would reserve the school site for longer term development (910-15 years)

If, as currently proposed, Noranside prison is closed, it is possible that some if not all relocations of offenders will be to the facility at Castle Huntly with a potential increase in prison warders. This in turn may require additional primary school provision within Longforgan.

It is of significance, and as noted above that there are outstanding objections to the currently proposed sites for housing development within the village. (H25 and H26) Specifically the Council's education department has voiced concerns due to lack of education provision and the Longforgan Toddlers Group has objected on these grounds. Longforgan Church has also stated that it might need part of the land for expansion. There are also major concerns relating to road safety in encouraging additional cars along the narrow main street of the village, which already has to accommodate parking for the school, and access to the sites via the public house.

Development of land to the west of the village could provide all of the facilities proposed as part of sites H24 and H25 with no access problems. More importantly the land could also accommodate a site for a new primary school, which it is apparent that the village will need before any future residential development goes ahead.

While an increase in the population of the village would help support existing businesses, development of this land immediately to the west would not necessarily result in increased traffic travelling along the village's Main Street, due to the site's location west of the new A90 junction. Janet Forbes Avenue, immediately to the east, is served by a bus route.

The site is bounded by a recently approved residential development to the north, the existing village of Longforgan to the east, agricultural land to the west and unused open space to the south. Indeed ancient woodland and the requirement for a SUDs facility at the southern edge of Site I would ensure continued separation from Castle Huntly. The topography of the site and

the mature vegetation along all of its boundaries will ensure that any future development would be contained and would not have any adverse impact on the amenity, character or setting of Longforgan. This does not apply to the proposed site H26 which extends south into open countryside.

There are no known infrastructure constraints that would prevent the development of this site.

Given the highly effective nature of the site, its ability to accommodate any future development without adversely affecting the amenity, character or setting of the village and the potential to accommodate a new community school for the village, Site I as identified in the MIR (Longforgan) should be included for future residential development in the Perth Local Development Plan.

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.