

|   |  |                                 |
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| <b>Issue 25b</b>  | <b>Perth Area (within Core) East Settlements</b>   |                                 |
| <b>Development plan reference:</b>  | <p>5.6 – Balbeggie, page 89-90<br/> H13 - St Martins Road, Balbeggie, page 89<br/> RT1 - West Kinfauns, page 126<br/> 5.31 – Perth Airport, page 138-139<br/> MU3 - Perth Airport, page 139<br/> 5.33 – Scone, page 141-143<br/> H29 - Scone North, page 142<br/> MU4 - Angus Road, Scone, page 142<br/> OP22 - Glebe School, Scone, page 142</p>  | <b>Reporter:</b><br>Hugh M Begg |
| <b>Body or person(s) submitting a representation raising the issue (including reference number):</b>  |  |                                 |
| <p>Scone &amp; District Community Council (00043)<br/> Steve Short (00081)<br/> H Moncrieff (00107)<br/> Philip Stickings (00108)<br/> Kenneth Robertson (00111)<br/> William Watson (00113)<br/> Margaret MacLeod (00116)<br/> Catherine Wight (00118)<br/> Helen Goodacre (00138)<br/> Ian Fairley (00142)<br/> Charles MacPherson (00177)<br/> A R Shepherd (00212)<br/> J Learmonth (00217)<br/> Mr &amp; Mrs Gordon Bannerman (00281)<br/> P Williamson (00302)<br/> The Morris Leslie Group (00385)<br/> M McNeill (00415)<br/> Michael Appleyard &amp; Jill Guthrie (00512)<br/> Mr &amp; Mrs William Craig (00555)<br/> James &amp; Margaret Nicol (00597)<br/> Karen Donaldson (00601)<br/> John &amp; Elizabeth Wells (00604)<br/> Norah Stewart (00606)<br/> Dr &amp; Mrs D Shackles (00631)<br/> Gannochy &amp; Kinnoull Community Council (00667)<br/> Ian Gardiner (00685)<br/> Annelie Carmichael (00731)<br/> M C Watling (00724)<br/> Deirdre A Beaton (00741)</p> | <p>George Beaton (00742)<br/> Douglas Davidson (00743)<br/> Dorothy Guthrie (00763)<br/> Suzanne Black (00837)<br/> Alison Befroy (00869)<br/> Philip Gill (00941)<br/> A &amp; J Stephen (Builders) Ltd (03068)<br/> Mr &amp; Mrs Ian Nicol (03187)<br/> Scottish Natural Heritage (05211)<br/> Molly Miller (07693)<br/> Persephone Beer (07744)<br/> William Craig (07979)<br/> Margaret Bowman (08311)<br/> M Robertson-Black (08764)<br/> Forestry Commission Scotland (08988)<br/> Scone Palace &amp; Estate (09163)<br/> TACTRAN (09203)<br/> Archibald McHardy (09232/1)<br/> Edward G &amp; Isobel J F Heggie (09232/2)<br/> Culfargie Estates (09289)<br/> Shell UK Ltd (09313)<br/> Mary Wright (09652)<br/> Patricia Matte (09653)<br/> Mike Moir (09664)<br/> Martin R W Rhodes (09872)<br/> BP North Sea Infrastructure (09994)<br/> Alasdair Bews (10088)<br/> James Smith (10116)<br/> Linda Simpson (10140)<br/> CKD Galbraith(10229)<br/> John Munro (10277)</p> |                                 |
| <b>Provision of the development plan to which the issue relates:</b>  | Designated and new sites within Balbeggie, Kinfauns, Perth Airport and Scone.  |                                 |

**Planning authority's summary of the representation(s):**Balbeggie settlement

Edward G & Isobel J F Heggie (09232/2/001): Burn bank farm lies underneath the star indicating waste management site. The site actually lies to north beside the village hall. Inclusion of a small part of Burn Bank farm (S4\_Doc\_005) would square off the village and it should be included in the village boundary.

Douglas Davidson (00743/1/001): The character of the village would not be improved by a large development at a single location. The extension proposed is artificial.

Archibald McHardy (09232/1/003): Support for the Plan (Balbeggie in Perth Core).

BP North Sea Infrastructure (09994/2/002): Support for the Plan.

Shell UK Ltd (09313/3/007): Support for the Plan eastern village boundary.

Balbeggie H13: St Martins Road

Patricia Matte (09653/4/003): The development of 100 houses in H13 in association with other development proposed for the east of the river will give the entire A94 area a congested appearance and spoil the area and its appeal.

Archibald McHardy (09232/1/001): An extension of site H13 to the south (S4\_Doc\_005) would provide a useful extension to the site (around 10 houses). The site is available now and has a direct connection to the public road. The site also has a good landscape framework.

Shell UK Ltd (09313/3/003): A pipeline consultation zone lies on the east side of Balbeggie it is important that the Heath and Safety Executive is consulted and agrees to the identification of site H13 given its density and proximity.

CKD Galbraith (10229/2/001): The site sits on high ground and will create a prominent new edge at the south west of the village. Screening with a high tree belt would not be compatible with the character of the village. The site will not deliver positive change for village amenities apart from open space and play facilities.

Douglas Davidson (00743/2/001): H13 is too large in scale for the location and is greater than the existing overall development density for Balbeggie.

Culfargie Estates (09289/27/001): Site should be replaced with new site on the east of Balbeggie.

BP North Sea Infrastructure (09994/2/001): Support for the Plan.

Balbeggie: new sites

Ian Gardiner (00685/1/001): A small boundary extension to the southeast along the Abernyte Road (S4\_Doc\_005) could provide a site for 4 houses which would not trigger the embargo relating to the CTRL. The site is not near the pipeline and is available now for development. The site has been in my family ownership for nearly 100 years and I intend to build and live on the site.

Culfargie Estates (09289/27/002); CKD Galbraith (10229/2/002): Development on the east side of Balbeggie (S4\_Doc\_005) will better relate to local services and in particular

the local shop, the primary school and the community hall. The existing hall is on the east side of the village and there is the potential to develop this as a community hub and provide changing facilities, toilets and catering linked to improved open space provision. Development could improve the public realm particularly on the north of the village and may allow the filling station/shop/ restaurant to reopen. The east of the village has a better landscape setting than the west and development here will not break the skyline. Access can be provided to the A94 and B953 and this would allow an early release of housing land (map supplied).

#### Kinfauns settlement

TACTRAN (09203/16/001): The allocation of site RT1 for a park and ride is supported but the boundary extends beyond the envelope shown on page 127.

#### Kinfauns West Kinfauns:RT1

Molly Miller (07693/12/001): Support settlement boundary for Kinfauns but object to allocation of site RT1 for park and ride. MIR did not identify any detailed proposals or potential locations at that time. Priority for designating new park and ride sites should be within or adjacent to strategic development areas to north and west of Perth rather than the east as there are no major proposals along the Carse. There is therefore no justification for a park and ride site at Kinfauns.

There are already amenity issues for residents from the A90 trunk road and these will be raised to unacceptable levels by the location of RT1. Park and ride at Broxden was located away from housing specifically to avoid such amenity issues.

P Williamson (00302/1/001); Gannochy & Kinnoull Community Council (00667/6/001); George Beaton (00742/2/001); Deirdre A Beaton (00741/2/001); Annelie Carmichael (00731/5/001): Support for the Plan.

#### Perth Airport settlement

Mr & Mrs Ian Nicol (03187/1/001): Perth Airport masterplan has an independent but parallel existence and is reportedly supported by Council Officials. LDP should clarify the position as regards to this masterplan. Proposal to extend the runway is unsound and inappropriate because of cost, environmental damage, and impact on the community. There is no need or market for the proposal and no economic justification.

#### MU3: Perth Airport

The Morris Leslie Group (00385/5/001): TAYplan (Core\_Doc\_099) responses to the Reporter examining that plan indicate that should there be a housing land shortfall, it can be accommodated on sites within the Perth Core Area. Surplus land is available for housing in addition to the 50 house allocation at site MU3 and this is within the Core Area. Requirement for a 5 year housing land supply is a minimum and given the significant constraint posed by CTRL there should be a greater supply than this minimum. Housing land allocations within the Perth Core Area should therefore be redistributed to sites which can contribute to the provision of the CTRL so it can be achieved within a meaningful timescale. CTRL is required for appropriate access to the A93 and 94 corridors, to relieve congestion, for air quality reasons, and to reduce reliance on the continuing safety and availability of the existing bridges in Perth. Air Quality Management Plan (Core\_Doc\_043), 2008 GROS figures (Core\_Doc\_134) and 2006 GROS figures (Core\_Doc\_013).

#### Scone settlement

J Learmonth (00217/1/001): The open space to the rear of Pinedale Terrace,

Woollcombe Square and Stormont Road (S4\_Doc\_248) should be identified as public open space and protected as such in the LDP.

M Robertson-Black (08764/1/001): Additional housing in Scone will have a detrimental impact on air quality and congestion at Bridgend, school is already at capacity, drainage capacity would have to be increased, and the CTRLR will increase traffic using Dunkeld Road and have a detrimental impact on amenity. Future development should be directed to areas where there is sufficient existing infrastructure and retail provision such as western Perth and areas outwith Perth and Kinross.

John Munro (10277/1/007): Costs would be lower and environment more amenable for housing in locations other than Scone. Given current economic problems it is important that Perth captures more business; locating more housing with good access would assist this. A 'development corridor' between Gannochy and Scone would support the aim of increasing the use of more sustainable modes of transport.

#### Woollcombe Square

Mike Moir (09664/1/001); Helen Goodacre (00138/1/001); James Smith (10116/1/001); William Craig (07979/1/001); Linda Simpson (10140/1/001); Mr & Mrs William Craig (00555/1/001); Suzanne Black (00837/1/001); Alastair Bews (10088/2/001) Support retention of grass area within Woollcombe Square as open space.

#### H29: Scone North

Ian Fairley (00142/1/001); Patricia Matte (09653/4/005); Margaret MacLeod (00116/1/001); Charles MacPherson (00177/1/001); Catherine Wight (00118/1/001); H Moncrieff (00107/1/001); Philip Stickings (00108/1/001); William Watson (00113/1/001); Martin R W Rhodes (09872/1/001); Mary Wright (09652/1/001); A R Shepherd (00212/1/001); Gordon Bannerman (00281/1/001); Mr & Mrs Ian Nicol (03187/1/002); Margaret Bowman (08311/1/001); M Robertson-Black (08764/1/002); Steve Short (00081/1/001); Dorothy Guthrie(00763); Norah Stewart (00606/1/001); Alison Befroy (00869/1/001); Kenneth Robertson (00111/1/001); Persephone Beer (07744/1/009); James & Margaret Nicol (00597/1/001); Philip Gill (00941/1/001); Scone & District Community Council (00043/1/001); M McNeill (00415/1/001); John & Elizabeth Wells (00604/1/001); M C Watling (00724/1/001): Local residents and Scone and District Community Council make a number of points in opposing the development of the site. These have common themes and are grouped together under the headings below. Enterprise and Infrastructure Committee Report June 2006 (S4\_Doc\_235) and Green Belt study (Core\_Doc\_049).

#### The impact on the village

The amount of building proposed will alter the character of the village changing it to a suburb of Perth or a small town. The population increase at around 30% will impact on the provision of existing services such as schools, shops and emergency services. There is no arterial road connection from the village to site H29 other than CTRLR which will divide community. The appeal decision indicated that the development at Balgarvie would prevent Scone extending northwards. Scone has accommodated more than its fair share of development with little planning gain and there are better sites in Perth and Kinross to accommodate large scale development. The development will attract commuters and it should be closer to Edinburgh or Glasgow.

#### Traffic congestion

The development will cause traffic congestion on the A94 Coupar Angus Road. The CTRLR embargo is unreasonable, unenforceable and will easily be challenged. The

development will cause more congestion and pollution at Bridgend as traffic will still go into Perth using the existing bridges even when the CTRLR is provided.

#### The site

The site is prime agricultural land and parts of it flood. Development will destroy the unique landscape setting important to the village. The development will destroy important habitats which support diverse flora and fauna. As the site is close to Scone Palace there is potential to lose important areas of archaeological and historic interest. The site lies underneath the flight path from Perth Airport and residents will be affected by noise and disturbance from aviation activities. There will be a loss of recreational paths which currently run through the site. The proposed tree belt should be extended to run behind the properties at 22-24 Highfield Road as this would provide a wildlife corridor and help protect properties from flooding. The development of the site is contrary to the wishes of the majority of residents of Scone. The development may exacerbate flooding problems with the Victorian Barrel Drain which runs through Scone.

Scottish Natural Heritage (05211/24/013): Seek amendment to first Developer Requirement to ensure the masterplanning process takes into account current Scottish Government policy on Designing Places (Core\_Doc\_138) and SPP (Core\_Doc\_048) ('location and design of new development'). Current allocation is unrefined and does not give enough information to ensure the protection and enhancement of the landscape, natural heritage, biodiversity and wider environment. Of particular importance is the mitigation of potential landscape and ecological effects including protection and enhancement of woodland, green space and green links, the proposed treatment at the interface of the development with the countryside, and overall sustainability.

A & J Stephen (Builders) Ltd (03068/18/001, 03068/18/002, 03068/18/003, 03068/18/004 & 03068/20/001): A & J Stephen support the development but indicate that it must comply with Circular 1/2010 (Core\_Doc\_097) and question whether the Council's policy on education contributions and the requirement for pedestrian and cycle routes to the village is reasonable or enforceable. (Cross reference to Schedule 4: 04 Infrastructure Contributions). The 4<sup>th</sup> Developer Requirement is a mistake and should read '*committed*' not '*constructed*'. Houses should be built in advance of the CTRLR as the site would be effective without the requirement. (Cross reference to Schedule 4: 24 Perth Area (within Core) Transport Infrastructure and 20d Effectiveness of Strategic Sites). P/PPA/340/789 (S4\_Doc\_237), P/PPA/340/2050 (S4\_Doc\_238).

Scottish Natural Heritage (05211/23/004): Site H29 contains woodland included in the Ancient Woodland Inventory. Developer Requirement or site allocation should be amended to ensure protection of existing woodland complies with Scottish Government policy on trees and woodland paragraph 146 of SPP (S4\_Doc\_080) and control of woodland removal policy or with Policy NE2 (S4\_Doc\_500) of the LDP. Scottish Government Policy on Control of Woodland Removal (Core\_Doc\_187).

Forestry Commission Scotland (08988/1/010): Route of the proposed CTRLR cuts through an area of woodland and prime red squirrel habitat and should therefore be moved south west and into the site H29 area. Within site H29 there are areas of woodland and trees including an area on the western edge which appears to be proposed for development. Forestry Commission cannot condone any tree removal. Scottish Government policy on woodland removal (Core\_Doc\_187).

A & J Stephen (Builders) Ltd (03068/17/001): Support for the Plan. Rep (S4\_Doc\_236), Main Issues Report (Core\_Doc\_095) and Almond Valley Environmental Statement

(Core\_Doc\_137).

Scone Palace and Estate (09163/4/024): Support for the Plan.

MU4:Angus Road

M Robertson-Black (08764/1/004): Further supermarket capacity not desirable as out of town means further increase in traffic and resultant problems. Retail capacity should be easily available for residents who do not have transport.

TACTRAN (09203/17/001): Support for the Plan.

Op22: Glebe School

Patricia Matte (09653/4/004); Margaret MacLeod (00116/1/002); Charles Macpherson (00177/1/002); Philip Stickings (00108/1/002); Kenneth Robertson (00111/1/002); William Watson (00113/1/002); Catherine Wight (00118/1/002); H Moncrieff (00107/1/002); Mary Wright (09652/1/002); M McNeill (00415/1/002); Karen Donaldson (00601/1/002); Norah Stewart (00606/1/002); Dorothy Guthrie (00763/1/002); M Robertson-Black (08764/1/003); Michael Appleyard & Jill Guthrie (00512/1/001); Dr & Mrs D Shackles (00631/1/001): Local residents make a number of points in opposing the development which are related to the overall scale of development proposed for the village and raise similar themes as those outlined under the headings 'impact on the village' and 'traffic congestion' for H29.

There are some specific points in relation to Op22 namely:

Glebe house should not be identified as part of site; the site should be developed as a care home for the elderly; while some residential development would be acceptable on the site but not the amount proposed by the LDP. Site should create link with Earn Road and maintain village edge, maintain existing games pitch for community use with possible addition of changing and pavilion facilities which are not provided elsewhere in Scone; desirable to develop an indoor sporting/leisure facility, current facilities in Scone are not suitable for multi-sports use; links with core paths to Catmoor Woods and Quarrymill Woodland park will be required, additional planting of hedges and wildlife corridors within the site to encourage biodiversity, and cycle way provision linking with other routes in Scone would also be beneficial; desirable for the southern boundary to be improved by a hedge or other planting to reduce noise and intrusion to Burnside House; a windbreak to the west of the games pitch would be advantageous to those using the pitch and enhance aesthetics.

Margaret Bowman (08311/1/002): Support for the Plan

**Modifications sought by those submitting representations:**

Balbeggie settlement

Edward G & Isobel J F Heggie (09232/2/001): The village boundary should be extended to include the small area shown at Burn Bank Farm (S4\_Doc\_005).

Douglas Davidson (00743/1/001): Amend Plan to develop the village more sustainably by encouraging the development of a number of sites in and on the village edge instead of a large development at a single location.

Balbeggie H13: St Martins Road

Patricia Matte (09653/4/003); Culfargie Estates (09289/27/001): Delete the site.

Archibald McHardy (09232/1/001): Site H13 should be extended southwards to the village boundary (S4\_Doc\_005).

Shell UK Ltd (09313/3/003): Consultation and full agreement with the Health and Safety Executive in relation to the identification of the site.

CKD Galbraith (10229/2/001): Replacement of site H13 with site to the east of village.

Douglas Davidson (00743/2/001): The development scale of H13 should be reduced.

#### Balbeggie: new sites

Ian Gardiner (00685/1/001): A small boundary extension (S4\_Doc\_005) be added to the south west of the village with a site identified for 4 houses.

CKD Galbraith (10229/2/002); Culfargie Estates (09289/27/002): A housing site identified on the east side of the village (S4\_Doc\_005) either as a replacement for H13 or in addition to H13.

#### Kinfauns settlement

TACTRAN (09203/16/001): Extend site RT1 to include the area shown on the attached plan.

#### Kinfauns West Kinfauns:RT1

Molly Miller (07693/12/001): Site RT1 at Kinfauns should be deleted.

#### Perth Airport settlement

Mr & Mrs Ian Nicol (03187/1/001): LDP should clarify the position as regards the Perth Airport masterplan.

#### MU3: Perth Airport

The Morris Leslie Group (00385/5/001): Housing land allocations in the Perth Core Area should be redistributed to sites which can contribute to the provision of the CTRL.

#### Scone settlement

J Learmonth (00217/1/001): The open space to the rear of Pinedale Terrace, Woollcombe Square and Stormont Road (S4\_Doc\_248) should be identified as public open space.

M Robertson-Black (08764/1/001): No specific modification sought other than future development should be directed to areas where there is sufficient existing infrastructure and retail provision such as western Perth and areas outwith Perth and Kinross.

John Munro (10277/1/007): No specific modification sought but suggested that strategy for Perth Core area should be to provide for more housing east of the Tay and south of the latter (assumed this refers to Scone). Suggest creation of a 'development corridor' between Gannochy and Scone and use of land below the Kinnoull Forest Park.

#### H29: Scone North

Ian Fairley (00142/1/001); Patricia Matte (09653/4/005); Margaret MacLeod (00116/1/001); Charles Macpherson (00177/1/001); Catherine Wight (00118/1/001); H Moncrieff (00107/1/001); Philip Stickings (00108/1/001); William Watson (00113/1/001); Martin R W Rhodes (09872/1/001); Mary Wright (09652/1/001); A R Shepherd (00212/1/001); Gordon Bannerman (00281/1/001); Mr & Mrs Ian Nicol (03187/1/002);

Margaret Bowman (08311/1/001); Karen Donaldson (00601/1/002); M Robertson-Black (08764/1/002); Steve Short (00081/1/001); Norah Stewart (00606/1/001); M McNeill (00415/1/001); Dorothy Guthrie (00763/1/002); John & Elizabeth Wells (00604/1/001); M C Watling (00724/1/001): Not stated but assume that site H29 should be removed from the Plan.

Alison Befroy (00869/1/001): Site H29 should be removed from the Plan.

Kenneth Robertson (00111/1/001): No modification sought other than consideration should be given as to how to obviate potential noise pollution from aircraft to houses at site H29.

Persephone Beer (07744/1/009): Amend seventh Developer Requirement to include provision of a cycle and pedestrian route to Perth as well as to the village centre.

Scottish Natural Heritage (05211/24/013): Amend first Developer Requirement to: *"A masterplan will be required for the comprehensive development of this site. The first stage of this process will be to establish broad land use and placemaking principles for the site"*.

A & J Stephen (Builders) Ltd (03068/18/001): Second last Developer Requirement should be amended to: *"Investigation into the provision of land for a new primary school or an extension to the existing school"*.

A & J Stephen (Builders) Ltd (03068/18/002): Seventh Developer Requirement should be deleted.

A & J Stephen (Builders) Ltd (03068/18/003): Sixth Developer Requirement should be amended to state *"Core paths should be accommodated within the development"*. The remainder of the sentence should be deleted.

A & J Stephen (Builders) Ltd (03068/18/004): Third Developer Requirement should be deleted.

Scottish Natural Heritage (05211/23/004): Developer Requirements for site H29 should refer to the need to *'protect and enhance existing woodland'* or alternatively, amendment of the allocation to exclude these woodland areas.

James & Margaret Nicol (00597/1/001): More detailed landscape proposals should be indicated on the site plan, in particular an extension to the tree and shrub belt shown on the plans displayed at the public consultation.

A & J Stephen (Builders) Ltd (03068/20/001): Second Developer Requirement should be amended to read: *"Within the identified road corridor the layout of site cannot be finalised until road line and junction details for CTRL are finalised."*

Forestry Commission Scotland (08988/1/010): Line of the CTRL should move south west and into the site H29 area as per submitted plan. Developer Requirements should include advance planting on any new agreed areas of woodland, and the retention of woodlands on sites and incorporation of these into the overall design.

Philip Gill (00941/1/001): Housing numbers on site H29 should be reduced from 700 to 200 and the Affordable Housing percentage should be increased from 25% to 35%.

Scone & District Community Council (00043/1/001): Council should provide a simple timeline to explain how delivery of CTRLR fits together in delivering 350 occupied houses at site H29 by 2024. This should factor in requirement for all necessary roads, footpaths and cycleways to be fully surfaced, open and safe to use by the public; primary school provision in place for the first phase of housing; and surface water drainage installed and handed over for maintenance such that will be no threat of flooding in the village centre should any developments go ahead. Infrastructure capacity assessments and improvements should be carried out before committing Scone to large scale new housing.

Op22: Glebe School

Patricia Matte (09653/4/004): Site Op22 should be community land.

Margaret MacLeod (00116/1/002); Charles Macpherson (00177/1/002); Philip Stickings (00108/1/002); Kenneth Robertson (00111/1/002); William Watson (00113/1/002); Catherine Wight (00118/1/002); H Moncrieff (00107/1/002); Mary Wright (09652/1/002); M McNeill (00415/1/002); Karen Donaldson (00601/1/002); Norah Stewart (00606/1/002); Dorothy Guthrie (00763/1/002): Not stated but assumed that site Op22 should be removed from the Plan.

M Robertson-Black (08764/1/003): Preference for the development of Site Op22 should be given to catering for the elderly e.g. care/residential home and suitable housing of 1 and 2 bedrooms for the elderly.

Michael Appleyard & Jill Guthrie (00512/1/001): Boundary for site Op22 should be amended to exclude Glebe School House.

Dr & Mrs D Shackles (00631/1/001): Developer requirements should include: a link with Earn Road; maintenance of the village edge including field to the West, Catmoor Wood and Quarrymill Woodland Park; maintenance of the existing games pitch for community use; links with core paths to Catmoor Woods and Quarrymill Woodland Park and additional planting of hedges and wildlife corridors within the site. Also desirable would be: addition of changing and pavilion facilities to the existing games pitch; development of an indoor sporting/leisure facility; cycleway provision linking with other routes in Scone; hedge or other planting at the southern boundary; provision of a windbreak to the west of the games pitch. More details of the type of residential uses planned should also be included.

**Summary of responses (including reasons) by planning authority:**

The following responses are supported by the Council's Delivering Infrastructure Background Paper (S4\_Doc\_440) which outlines the key infrastructure requirements and proposed timescales to deliver the strategic development areas.

Balbeggie settlement

Edward G & Isobel J F Heggie (09232/2/001): The star which delineates the waste management site should be moved further south and small adjustments to the settlement boundary would allow some small scale infill development which would be in keeping with the overall strategy of the Plan (S4\_Doc\_331).

If the Reporter is so minded to recommend that the Representations are accepted and the plan modified, the Council would be comfortable with this modification because it would not have any implications for other policies within the LDP.

Balbeggie H13: St Martins Road

Patricia Matte (09653/4/003); Culfargie Estates (09289/27/001); Shell UK Ltd (09313/3/003); CKD Galbraith (10229/2/001); Douglas Davidson (00743/2/001): Two large expansion sites were shown in the Main Issues Report for the expansion of Balbeggie with an indication that only sites for 100 houses would be supported in the LDP. Balbeggie is a Tier 1 settlement identified in the Perth Core where Policy 1 of TAYplan (S4\_Doc\_067) indicates that the majority of development will be accommodated. Of the two sites in the MIR, A (H13) was identified as being the best location for expansion having the best landscape fit and avoiding bringing the settlement closer to the oil transmission pipeline which lies to the east (S4\_Doc\_331), the pipeline operators have indicated support for this approach. The site lies outside the pipeline consultation zone.

No modification is proposed to the Plan.

Archibald McHardy (09232/1/001): The Council sees merit in the representation and the boundary of site H13 could be extended to include the land around the property known as the cottage (S4\_Doc\_331).

If the Reporter is so minded to recommend that this Representation is accepted and the Plan modified, the Council would be comfortable with this modification because it would not have any implications for other policies within the LDP.

Balbeggie: new sites

CKD Galbraith (10229/2/002): The suggested advantages of developing the alternative site could equally apply to H13. The alternative site is very prominent when viewed from the northern approaches to the village particularly from the A94 as it drops down to the village from the north. The alternative is closer to the pipeline consultation zone with the access and part of the site lying within the zone.

No modification is proposed to the Plan.

Ian Gardiner (00685/1/001) A small boundary extension on the south and east boundary along the Abernyte Road would allow the potential for some small scale infill development in line with overall strategy of the Plan (S4\_Doc\_331).

If the Reporter is so minded to recommend that the Representation is accepted and the Plan modified, the Council would be comfortable with this modification because it would not have any implications for other policies within the LDP.

Kinfauns Settlement

TACTRAN (09203/16/001): The site shown was current at the time of drafting the plan but further design work has been undertaken which indicates that the site has potential to be extended however, a final scheme still has to be agreed.

No modification is proposed to the Plan.

Kinfauns West Kinfauns:RT1

Molly Miller (07693/12/001): Proposals map 1 of TAYplan (S4\_Doc\_662) identifies a strategic Park and Ride site on the west side of Perth in the general locality of site RT1. The site is also identified in Tactrans' adopted Park and Ride strategy (Core\_Doc\_206). The principle of a Park and Ride facility in the location of RT1 has therefore been established as part of a package of measures to increase the use of Park and Ride and

reduce congestion in the city centre. The site is a flat area of grass with a small number of trees around its boundaries. The Developer Requirements require the poor existing landscape framework to be improved for both visual and biodiversity reasons. There are residential properties in the vicinity of site RT1; the nearest property (Nether Lairwell) is approximately 100metres west of the site with the nearest property on the east of the site some 150metres away. To the north of the site is the busy interchange linking with the motorway/trunk road network to Perth. To the south side of the site is the main Glasgow/Aberdeen railway. The area is therefore already subject to existing noise and disturbance from these uses. There are currently two operational Park and Ride sites that serve The City the oldest and largest is at Broxden. There are residential properties approximately 130 metres from that site on the north side of the A93. The Park and Ride on the north side of Scone is smaller but in a quieter location and residential properties lie approximately 50 metres from the site. The Council has no records of any noise complaints from these existing Park and Ride sites. Given the location and the experience of operating other sites it is considered that the existing residential properties are not unreasonably close to the proposed Park and Ride site. Dundee road is a principle access road into the city and a suitable location for a park and ride.

No modification is proposed to the Plan.

#### Perth Airport Settlement

Mr & Mrs Ian Nicol (03187/1/001): The Perth Airport masterplan is not part of the LDP and is not Supplementary Guidance. The LDP contains no proposals to extend the runway at Perth Airport.

No modification is proposed to the Plan.

#### MU3:Perth Airport

The Morris Leslie Group (00385/5/001): The site extends to some 5.2 hectares but is restricted to 50 houses. The site was identified in the MIR with the emphasis being that any future residential development should be part of a package of measures to enhance the long term sustainability of the local airport and employment site. Residential development of the site will impact directly on the traffic congestion and air quality issues at Bridgend and the site cannot be developed for housing until the CTLR is a committed project. The developer contributions policy ensures that all development in the Perth Area contribute to the provisions of the CTLR and other necessary infrastructure. The issue is dealt with in more detail in the Schedule 4: 04 Infrastructure Contributions. The airport provides a variety of existing employment uses and it is important to ensure that this mix of land uses is maintained with future development. The airport may be appropriate for further growth in the longer term and its potential should be considered during future reviews of the LPD. The expansion of Scone which is approximately 0.8 Kilometres to the south is a more appropriate location for this scale of housing development has it has better facilities and infrastructure.

No modification is proposed to the Plan.

#### H29:Scone North

Ian Fairley (00142/1/001); Patricia Matte (09653/4/005); Margaret MacLeod (00116/1/001); Charles Macpherson (00177/1/001); Catherine Wight (00118/1/001); H Moncrieff (00107/1/001); Philip Stickings (00108/1/001); William Watson (00113/1/001); Martin R W Rhodes (09872/1/001); Mary Wright (09652/1/001); A R Shepherd (00212/1/001); Gordon Bannerman (00281/1/001); Mr & Mrs Ian Nicol (03187/1/002); Margaret Bowman (08311/1/001); M Robertson-Black (08764/1/002); Steve Short

(00081/1/001); Norah Stewart (00606/1/001); M McNeill (00415/1/001); Dorothy Guthrie (00763/1/002); Alison Belfroy (00869/1/001); Kenneth Robertson (00111/1/001); Persephone Beer (07744/1/009); James & Margaret Nicol (00597/1/001); Philip Gill (00941/1/001); Scone & District Community Council (00043/1/001); John & Elizabeth Wells (00604/1/001); M C Watling (00724/1/001):

#### Impact on the village

Policy 1 of Tayplan identifies Scone as one of the tier 1 settlements as part of Perth Core which have the potential to accommodate the majority of development over the Plan period TAYplan Policy 1 (S4\_Doc\_067). The village is an appropriate location for further expansion as it has good active and public transport links to Perth and good access to services. In particular the site complies with the factors set out in paragraph 80 of SPP (S4\_Doc\_099).

Although the site is identified for a total of 700 houses, up to 350 will be built by the end of the Plan period (to 2024) and the build rate will be under 50 per year. It should be noted that the Balgarvie Farm development (which is on the west side of the Angus Road was only able to provide housing at a maximum rate of 30 per year even during the height of the boom). The understandable fear of residents that Scone will suddenly be overwhelmed by large numbers of new houses will not happen. Scone is a large village (it was known as the largest in Scotland with a population of around 5,000); though the expansion is likely to result eventually in a population increase of around 1500, the village will be able to accommodate an expansion of this level, and, due to the economies of scale involved, it is likely to result in an improvement to services.

The main access to the site will be from the Angus Road using, or being strongly influenced by, the CTRLR, however, it will be possible to provide pedestrian links to the village by using the network of rights of way and core paths particularly Highfield Path (S4\_Doc\_702).

The appeal against the refusal of planning permission for residential development at Balgarvie Farm only considered the merits of that case and not any long term development strategy for Scone. SPP requires planning authorities to identify a generous supply of land for house building. SPP also requires that LDPs identify land on a range of sites in line with the strategy and requirement set out in the SDP (TAYplan). H29 meets these requirements and will provide an important element of the housing supply to the end of the Plan period and beyond. The site is needed to meet the requirement from the Perth HMA not that emanating from other areas (cross reference with Schedule 4: 20d Effectiveness of Strategic Sites).

No modification is proposed to the Plan.

#### Traffic congestion

It is accepted that traffic from the site could have an impact on the traffic congestion on Perth's bridges and air quality issues in the city centre. The majority of the site cannot come forward until the CTRLR is constructed. However once the CTRLR is constructed traffic modelling work commissioned by the Council demonstrates that the network can accommodate the traffic generated by the development (cross reference to Schedule 4: 24 Perth Area (within Core) Transport Infrastructure). Without the CTRLR the development of site H29 cannot meet the policy contained in SPP in relation to the location of new development and in particular paragraph 77(S4\_Doc\_106) which cites the protection of the wider environment as one of the key elements in a settlement strategy.

No modification is proposed to the Plan.

### The site

The site has been investigated as a possible development site since 2006 when it was being considered for inclusion in the finalised version of the Perth Area Local Plan though this was never published. An extensive village consultation was carried out seeking views on the possible development of the site and other areas. There were public exhibitions and a questionnaire was sent to every property in the village. Whilst results indicated that there was widespread opposition to the proposal, no clear ideas emerged about where development should take place (S4\_Doc\_703). The engagement associated with production of the LDP has been more positive and while it would be a misrepresentation to indicate that there was widespread support for the proposal the opposition appears to have reduced. The site was shown in the MIR as site A for 700 houses and as part of the preferred strategy.

Significant parts of the site are prime quality agricultural land however, government policy as set out in paragraph 97 of SPP is that development should not be permitted on such land unless it is an essential component of the settlement strategy. The Council considers the site is such an area and therefore it complies with the policy SPP paragraph 97 (S4\_Doc\_107).

A flood risk assessment including consideration of groundwater flooding is a Specific Developer Requirement. There have been flood issues associated with the Barrel Drain which takes water to the south through Scone (it runs mainly underground but emerges briefly to the south of Murray Road) and these issues will require investigation as part of the required risk assessment. The Scottish Environment Protection Agency has raised no objection to this approach and it is intended that the development of the site will result in flood risk improvements.

There is no evidence that the site has ever had any historical or archaeological significance and Historic Scotland have not raised any issues during the stakeholder engagement for the Plan or in any Representations.

The site consists of land which is in mainly in agricultural use and which has no natural heritage designations, however, the plantation woodland which provides the important backdrop to the site is identified as Ancient Woodland and a small area of this lies within the western site boundary. Highfield path also contains an avenue of mature woodland and this is identified as open space to be retained.

The masterplan will resolve much of the detail with regard to the landscape framework, biodiversity and the protection and improvement of the footpath network. (See also the specific responses below to the representations from the Forestry Commission and SNH.)

Perth Airport is used by a small number of generally privately owned light aircraft there are no proposals contained in the Plan which would increase its usage. While the noise from aviation is of concern to some residents of Scone it is not an issue which would restrict the development of the site.

No modification is proposed to the Plan.

A & J Stephen (Builders) Ltd (03068/18/001, 03068/18/002, 03068/18/003, 03068/18/004 & 03068/20/001): A & J Stephens support for the site is noted. The issues raised in response to the Developer Contributions are noted and are matters of detail best dealt

with in the Supplementary Guidance (S4\_Doc\_446). The issue of the provision of pedestrian and cycle routes to the village does not seem unreasonable particularly when the relative accessibility of sites by a choice of transport options is one of the criteria to be used as set out in paragraph 80 of SPP (S4\_Doc\_099). However this issue can be dealt with through the masterplanning for the site. In relation to the embargo on the site in advance of the construction of the CTRLR this should be cross reference to Schedule 4: 24 Perth Area (within Core) Transport Infrastructure but it is considered that it would not be unreasonable to allow the construction of 100 houses once the CTRLR is a committed project.

No modification is proposed to the Plan.

Forestry Commission Scotland (08988/1/010); Scottish Natural Heritage (05211/23/004): It is accepted that there are some limited areas of existing tree cover on the site and some of this is identified as Ancient Woodland, however, the details of the landscape framework will be matters for the masterplan in general terms existing mature trees will be retained but it is difficult to be more precise without more details and these are not available. The areas of Ancient Woodland are so limited that a blanket protection is not considered useful. The issue of the route of the CTRLR is dealt with in the Schedule 4: 24 Perth Area (within Core) Transport Infrastructure.

No modification is proposed to the Plan.

Scottish Natural Heritage (05211/24/013): The wording proposed in the response is accepted and consequently if the Reporter is so minded to recommend that the Representation is accepted and the Plan modified, the Council would be comfortable with this modification because it would not have any implications for other policies within the LDP.

#### MU4:Angus Road

M Robertson-Black (08764/1/004): The site has a valid planning consent for the erection of a supermarket in principle and the location and proposal complies with retail policy. The site also lies on a principal bus route with regular services to the site.

No modification is proposed to the Plan.

#### Op22:Glebe School

Patricia Matte (09653/4/004); Margaret MacLeod (00116/1/002); Charles Macpherson (00177/1/002); Philip Stickings (00108/1/002); Kenneth Robertson (00111/1/002); William Watson (00113/1/002); Catherine Wight (00118/1/002); H Moncrieff (00107/1/002); Mary Wight (09652/1/002); M McNeill (00415/1/002); Karen Donaldson (00601/1/002); Norah Stewart (00606/1/002); Dorothy Guthrie (00763/1/002); M Robertson-Black (08764/1/003); Michael Appleyard & Jill Guthrie (00512/1/001); Dr & Mrs D Shackles (00631/1/001): Glebe house is not intended to be part of the site and should be a non technical modification.

The site is one of the largest brownfield sites in the Plan area and its development will have an important role in delivering the Plan strategy. Allocating the site for a care home only is too restrictive and lacks the flexibility required of the Plan. A care home would in any event be compatible with the policy framework. It should be noted with the national strategy towards care in the community there is thought to be an excess of bed spaces in the Perth Area. It is accepted that improved planting and links to core paths are desirable but until there is a specific proposal for the site it is difficult set out more detail

requirements for the development of the site.

The suggested uses and the improvements suggested are dealt with by the Specific Developer Requirements or compatible with the policy framework.

No modification is proposed to the Plan.

### **Reporter's conclusions:**

#### Balbeggie settlement

1. Balbeggie is a Tier 1 settlement located within the Perth Core Area which has been identified as having the potential to accommodate the majority of the additional development over the plan period. With that in mind, the small adjustment to the settlement boundary at Burn Bank Farm would be in keeping with the overall strategy of the Plan. It is for the council to identify the alternative site to the south for the displaced waste management facility currently identified for Burn Bank Farm bearing in mind the terms of Policy EP9: Waste Management Infrastructure.

#### Balbeggie H13: St Martins Road and New Sites

2. Neither of the two sites identified in the Main Issues Report is ideal as viewed from the A94. However, bearing in mind the location of the pipeline consultation zone, the western alternative is to be preferred to the alternative to the east. Related to that, the boundary of site H13 could be extended to include the land around the property known as "The Cottage".

3. Housing built out along the south side of the Abernyte Road would not amount to infill. However, there is no good reason not to extend the boundary in the manner proposed by the respondent at this Tier 1 settlement.

#### Kinfauns: Transport Infrastructure Site:RT1

4. Proposals 1: Map-Proposals in TAYplan illustrates how the region will develop over the 20 years between 2012 and 2032. It identifies an indicative location for a "*Proposed strategic park and ride*" somewhere on the east side of Perth. Additional park and ride sites are one of a set of key infrastructure projects upon which the successful delivery of the Perth Area strategy is dependent. The principle of a park and ride facility east of Perth has been established and its location in vicinity of RT1 has likewise been established.

5. The land in the vicinity is in a predominantly rural area. It is flat and currently in grass and an enhanced landscape framework will certainly be required. TACTRAN has indicated that design work is underway and, as a result, the council has not been able to provide any indication of the footprint of the proposed allocation. With these uncertainties in mind no weight can be given to the council's evidence that the nearest property will be approximately 100 metres from the site boundary. Nor has the council addressed matters of local concern including increased traffic movements, emissions, and light pollution in the vicinity. As far as existing noise is concerned any increase will add to that emanating from the busy interchange nearby and the Glasgow/Aberdeen railway to the south.

Perth Airport Settlement

6. The Perth Airport masterplan is not part of the local development plan.

MU3: Perth Airport

7. The Cross Tay Link Road (CTLR) will have numerous advantages including access to the A93 and A94 corridors, to relieve congestion in Perth, and for air quality reasons notably, but not exclusively, at Bridgend. However, the project is not only likely to be relatively long in gestation but also to require developer contributions to ensure its successful completion. Circular 3/2012: Planning Obligations sets out Scottish Government policy on the use of obligations made under Section 75 of the Act and the circumstances in which these can be used. That makes clear that planning obligations should be based on provisions of the relevant development plan once that has been made, the proposed development, and the tests set out in Circular 3/2012. It would not be good planning practice for developer contributions to be a determining factor in making housing allocations within the Perth Core Area or, indeed, elsewhere.

H29: Scone North

8. As a preliminary matter, the council has acknowledged that H29 has been investigated as a possible development site since 2006 and that it would be a misrepresentation to indicate that there is widespread support for the proposal. In particular, Scone and District Community Council remains concerned about what the council now proposes. In particular, the council has not been able to respond to its request to provide a simple timeline which sets out how delivery of CTLR fits with the delivery of 350 occupied houses at site H29 by 2024.

9. In considering the views of the respondents the starting point must be the fact that Policy 1: Location Priorities of TAYplan -the strategic development plan for the period 2012-2032, which was approved by Scottish Ministers in June 21012, has identified Scone as one of the Tier 1 settlements within the Perth Core Area. Each of these settlements is considered to have the potential to accommodate a portion of the region's additional development over the plan period and to make a major contribution to the region's economy.

10. Site H29, of 63 hectares, is identified for a total of 700 houses. It is proposed that 350 will be constructed by 2024 at an annual rate of about 50 per year. This suggests that the CTLR will be completed by 2017. The detail of developer contributions to that project or any others related to the proposed allocation are not matters which are a part of this Proposed Plan. Conclusions on the prospects of the CTLR becoming a committed project within the Plan period are set out in Issue 24.

11. The main vehicular access to H29 would be taken from the Angus Road with the detail dependent on the route of the CTLR. Significant parts of the site are prime quality agricultural land. However, Scottish Planning Policy (SPP) states that development on prime agricultural land may be permitted where it is an essential component of the settlement strategy or is necessary to meet an established need, for example for major infrastructure development. An allocation of housing land at this Tier 1 settlement is an essential component of the settlement strategy of the local development plan. Since no realistic alternative has been identified by the respondents, the notion that H29 should simply be deleted from the plan must be rejected.

12. The council has acknowledged that it would not be unreasonable to allow the construction of 100 houses once the CTRLR is a committed project. However, the owner of this site wishes to be able to develop 100 units in advance of the CTRLR becoming a committed project. Site H29 has reasonably good standard of accessibility to public transport, which could be expected to reduce the level of reliance on car-based commuting into Perth and thereby the extent to which development there would add to traffic congestion and air quality problems. Prospective development sites in other settlements on the A93 and 94 corridors would not have the same level of public transport accessibility. Bearing this in mind and also the fact that Scone is identified as a principal settlement in TAYplan, and should therefore be a focus for development within the Proposed Plan, it is concluded that an initial phase of 100 houses should be permitted to take place in advance of the CTRLR becoming a committed project.

13. The array of site specific developer requirements is sufficient to meet numerous of the concerns about the suitability of all, or part, of the site for an allocation for housing.

14. The route of the proposed CTRLR must be a determining factor in the preparation of a masterplan for the *entire site*. However, that is not yet a committed project. Accordingly, the content of a single masterplan will be difficult, if not impossible, to determine at any time during the plan period. A minor modification to the text is preferable to the deletion of the site from the Proposed Plan that reason.

15. The particular concerns raised by Scottish Natural Heritage and the Forestry Commission including the need to protect and enhance Ancient Woodland, other stands of mature trees and woodland generally, as well as those relating to the landscape framework should be addressed at an early stage.

16. As far as developer requirement two is concerned, that it is a statement of fact rather than a developer requirement. In any event, in the absence of a committed project to be completed to a given timescale, it is difficult to envisage how a master plan for the *entire site* can be prepared other than in stages. Moving on to bullet point 3, this will require modification to enable 100 houses to be built out in advance of a commitment to the CTRLR.

17. With respect to concerns regarding flooding and drainage raised by some respondents, The Scottish Environment Protection Agency has raised no objection, a flood risk assessment is required, it is recognised that there may need to be improvements to current drainage outwith the site, and water storage will be the subject of an investigation.

18. Taking developer requirements 6 and 7, it is reasonable that the council should require that pedestrian and cycle routes to the village are provided to the centre of Scone. Although the provision of a dedicated cycle and pedestrian route to Perth is highly desirable, that is beyond the scope of what can be properly included as a site-specific requirement relating to this housing allocation.

19. As far as developer requirement 10 is concerned, the Council's approach is a satisfactory way forward.

20. Noise pollution from low flying aircraft can, on occasion, be an inconvenience. However, the noise from movements of a small number of light aircraft is not a sufficient reason to sterilise land at H29 for housing.

Woollcombe Square

21. In the absence of evidence to the contrary from the council the small grass area at Woollcombe Square should be identified in the local development plan as open space.

MU4:Angus Road

22. This site has planning permission in principle for the erection of a supermarket, there are regular bus services to and from the location, and there are no grounds to modify the proposed allocation.

Op22:Glebe School

23. Glebe House was not intended to be part of Op22 and it is for the council to rectify that error.

24. The most recent use of Glebe School was as a day and boarding school for children with special needs. Accordingly, the council is correct in describing that part of the site as brownfield. The site, of 4 hectares, has been identified as suitable for 100 residential units and community uses which must include the retention of the existing games pitch.

25. It is understandable that some respondents fear that the development of this site on the southern edge of the settlement may be undertaken in an unsympathetic fashion. However, Op22 provides an outstanding opportunity for a development of housing units and community uses which can be an exemplar of how the requirements of TAYplan Policy 2: Shaping better quality places can be met in full within the policy framework set out in the Proposed Plan. It is for the council to grasp that opportunity.

26. The site-specific developer requirements go some way towards defining what is necessary in that regard; and an application for a development on part of the site which caters for the particular needs of elderly is not ruled out. It is difficult at this stage to go further than the site-specific developer requirements identified by the council. An application for planning permission must be assessed against the policy framework of the development plan and any other relevant material considerations. The respondents will have an opportunity to comment on any planning application which is submitted in the course of its passage by way of the development management process.

**Reporter's recommendations:**Kinfauns: Transport Infrastructure Site: RT1

1. Add the following to the site specific developer requirements: *“a transport assessment with appropriate attention to the impact of vehicular emissions, noise and light pollution on nearby properties.”*

H29:Scone North

2. Delete the first site-specific developer requirement. Replace with the following:

*“Masterplanning required for entire site (allowing for only 100 houses in advance of the CTLR becoming a committed project). The first stage of this masterplanning process will establish broad land use and placemaking principles for the site.”*

3. Delete the second and third site-specific developer requirements.

Woollcombe Square

4. Identify the small grass area at Woollcombe Square as *open space*.