

5.17 Errol Airfield/Grange

5.17.1 Description

Errol Airfield/Grange, which lies approximately 2 miles to the east of Errol, has grown up around a Second World War airfield and though flying operations have now largely ceased (except for use by a parachute club) the ancillary airfield buildings provide useful accommodation for small businesses. Residential development has taken place on the northern part of the settlement with employment expanding to the south-west creating a fragmented settlement pattern.

The nearest community facilities to be found are in Errol.

5.17.2 Spatial Strategy Considerations

Planning permission has been granted for the development of a sustainable community of some 240 houses in the southern part of the settlement.

A small housing site is identified which was undeveloped and carried over from the previous adopted plan helping consolidate the settlement.

A mixed use area is identified in the core of the settlement and contains a scattering of houses and employment uses. This provides a useful source of low rent business accommodation although the units are now reaching the end of their useful life. A scheme to upgrade these units would be welcomed particularly where this continues to provide small low cost units. The provision of a small number of houses in mixed use areas is acceptable provided the predominant character of the area remains for employment uses.

The framework also identifies some open space which is worthy of protection and may have potential to re-establish orchards which were a feature of the area in the past.

5.17.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

The settlement is within the catchment of Errol Primary School where the capacity of the school has been increased to meet housing need. A financial contribution towards this expansion will be required from development in line with supplementary guidance.

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

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

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

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

Residential Site

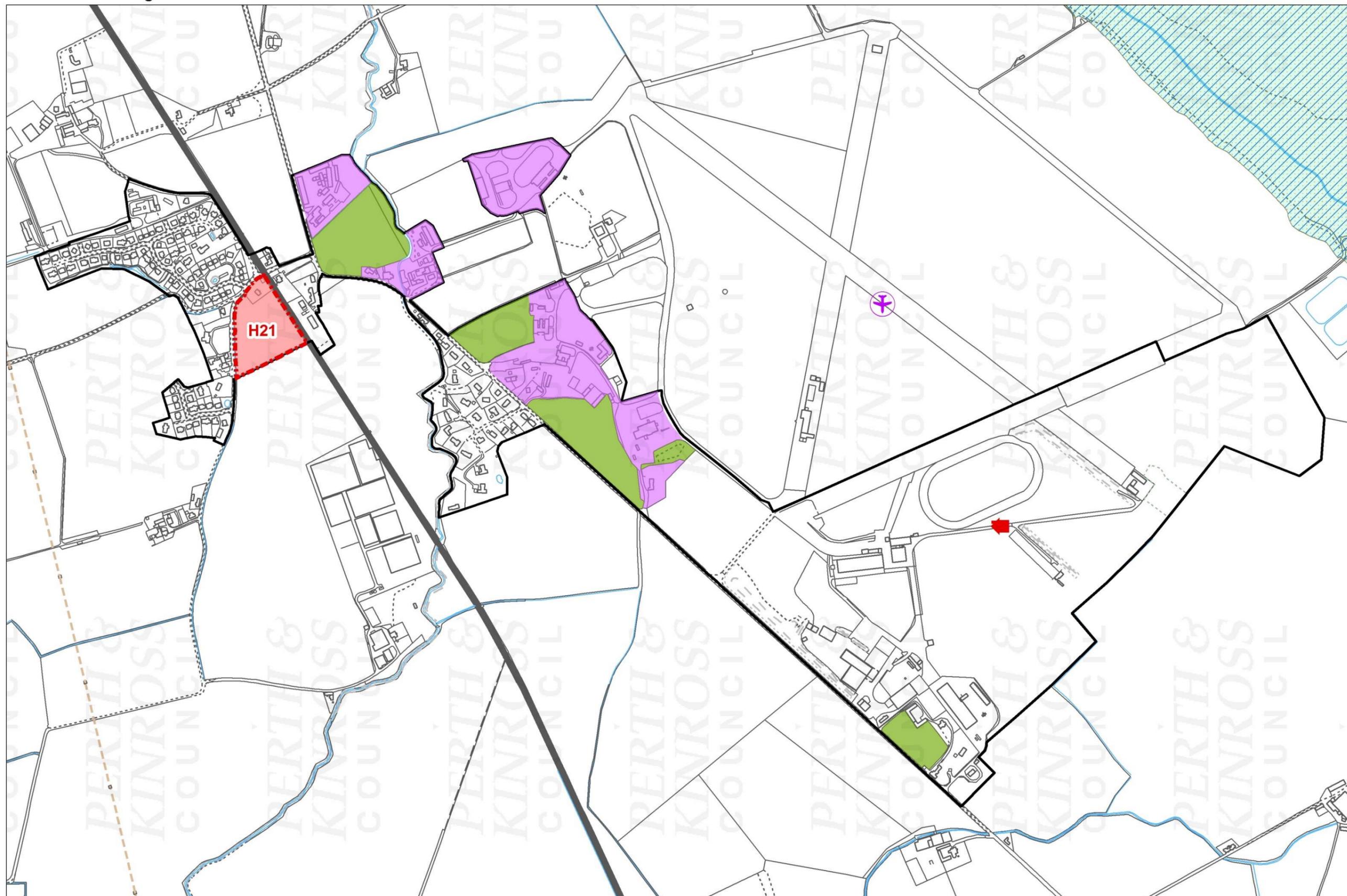
| Ref | Location | Size | Number |
|-----|--------------------------|--------|--------|
| H21 | West of Old Village Hall | 2.0 ha | 16 |

Site Specific Developer Requirements

- ⇒ Noise impact assessment of adjacent railway line.
- ⇒ Design to create cohesion and links with adjacent development.
- ⇒ Flood risk assessment.



Errol Airfield/Grange



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5.18 Forgandenny

5.18.1 Description

With a population of 680, Forgandenny lies on the old west route now the B935 leading to Forteviot and Dunning. The village has a church (with Norman origins), shop, primary school and village hall. The village has two distinct groups of buildings to the north and south of an area of open space. Development in the northern area has been associated with Strathallan School which has expanded significantly in recent years. The northern area including the open space is designated as Conservation Area which seeks to protect the character and historic integrity of the area.

5.18.2 Spatial Strategy Considerations

The village has scope for expansion and the boundary has been extended to the south to allow some limited roadside development. The Strathallan school buildings and grounds lie within the settlement boundary with the grounds identified as open space to protect the setting of the school.

5.18.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

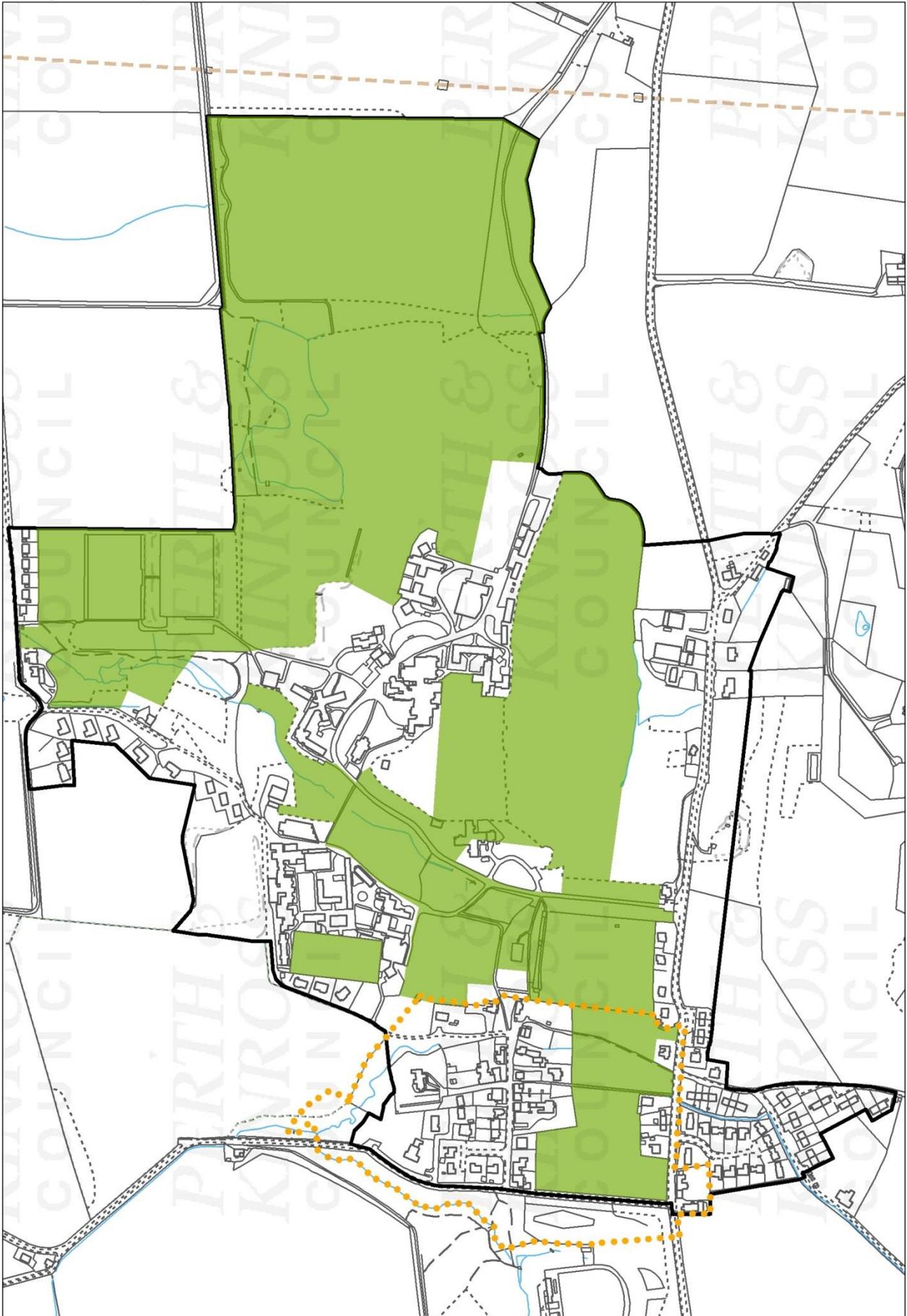
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Forgandenny



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5.19 Forteviot

5.19.1 Description

With a population of 200, Forteviot lies approximately 7 miles to the south-west of Perth. The original settlement was rebuilt as a planned estate village in the 1920s and reflects the “garden suburb” style of the period with attractive housing looking onto a village green. The village has limited community facilities with just a village hall and school.

5.19.2 Spatial Strategy Considerations

A settlement boundary has been drawn to protect the character of the village and because of this development opportunities are limited. The important areas of tree lined open space which are a feature of the centre of the village are identified and protected by the plan.

5.19.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

Drainage from all development should connect to Public Drainage System.

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

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

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

Forteviot



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5.20 Glenfarg

5.20.1 Description

With a population of 620, Glenfarg lies approximately 10 miles to the south of Perth. The village has a range of community facilities.

5.20.2 Spatial Strategy Considerations

A small housing site is identified on the southern side of the village which is carried forward from the previous Local Plan. This site will extend the settlement to a planted wooded boundary and an indicative landscape edge is shown for the site.

5.20.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

The village is within a HSE pipeline consultation zone.

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

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

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

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

Residential Site

| Ref | Location | Size | Number |
|-----|----------------|------|------------|
| H23 | Duncrieve Road | 9 ha | 33 maximum |

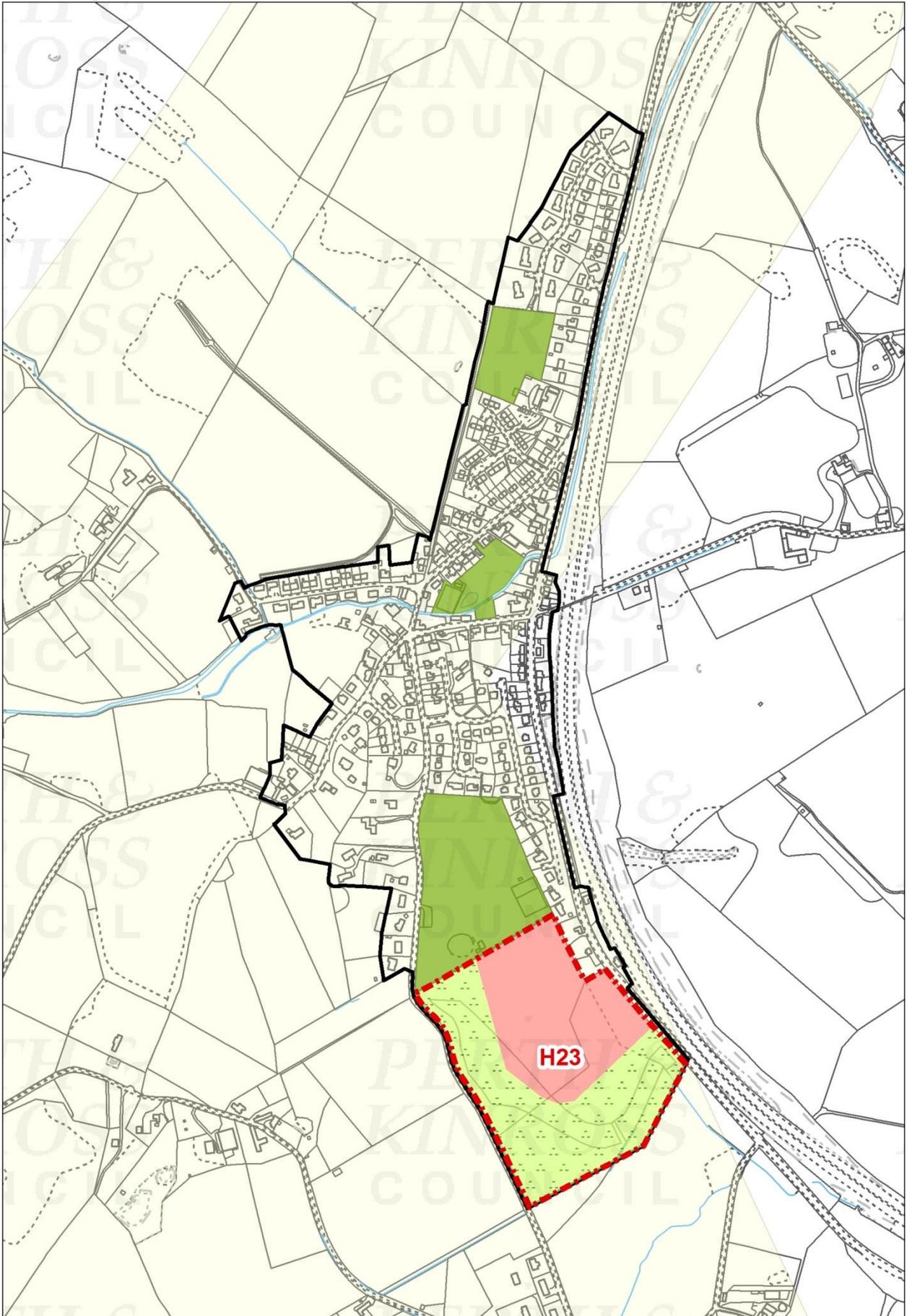
A planning application for the site was withdrawn to resolve drainage and flooding issues. The Health and Safety Executive however recommended that the site be limited to 33 houses.

Site Specific Developer Requirements

- ⇒ Resolution of drainage and flooding issues (from withdrawn planning application).
- ⇒ Develop suitable access and internal road layout.
- ⇒ Landscape framework to ensure the built form and layout strengthens the character of the settlement and creates attractive village boundary.
- ⇒ Enhancement of Biodiversity.
- ⇒ Re-consult the HSE on the development of the site at the planning application stage to ensure that there are no conflicting issues.



Glenfarg



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5.21 Guildtown

5.21.1 Description

Guildtown lies on the A93 approximately 6 miles north of Perth and has a population of 300. The village was established by the Guildry Incorporation of Perth in 1817 as a planned farm town. The village has expanded in a linear fashion along the A93 with perpendicular minor roads (School Road and Hall Road) running eastwards.

5.21.2 Spatial Strategy Considerations

Planning permission has been granted for the erection of 64 houses on sites on the east side of the village. These sites are contained within the village boundary together with a small boundary extension to the west which would allow some small scale infill along the road frontage.

5.21.3 Infrastructure Considerations

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on further planning consents for housing sites of 10 or more until such time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites.

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

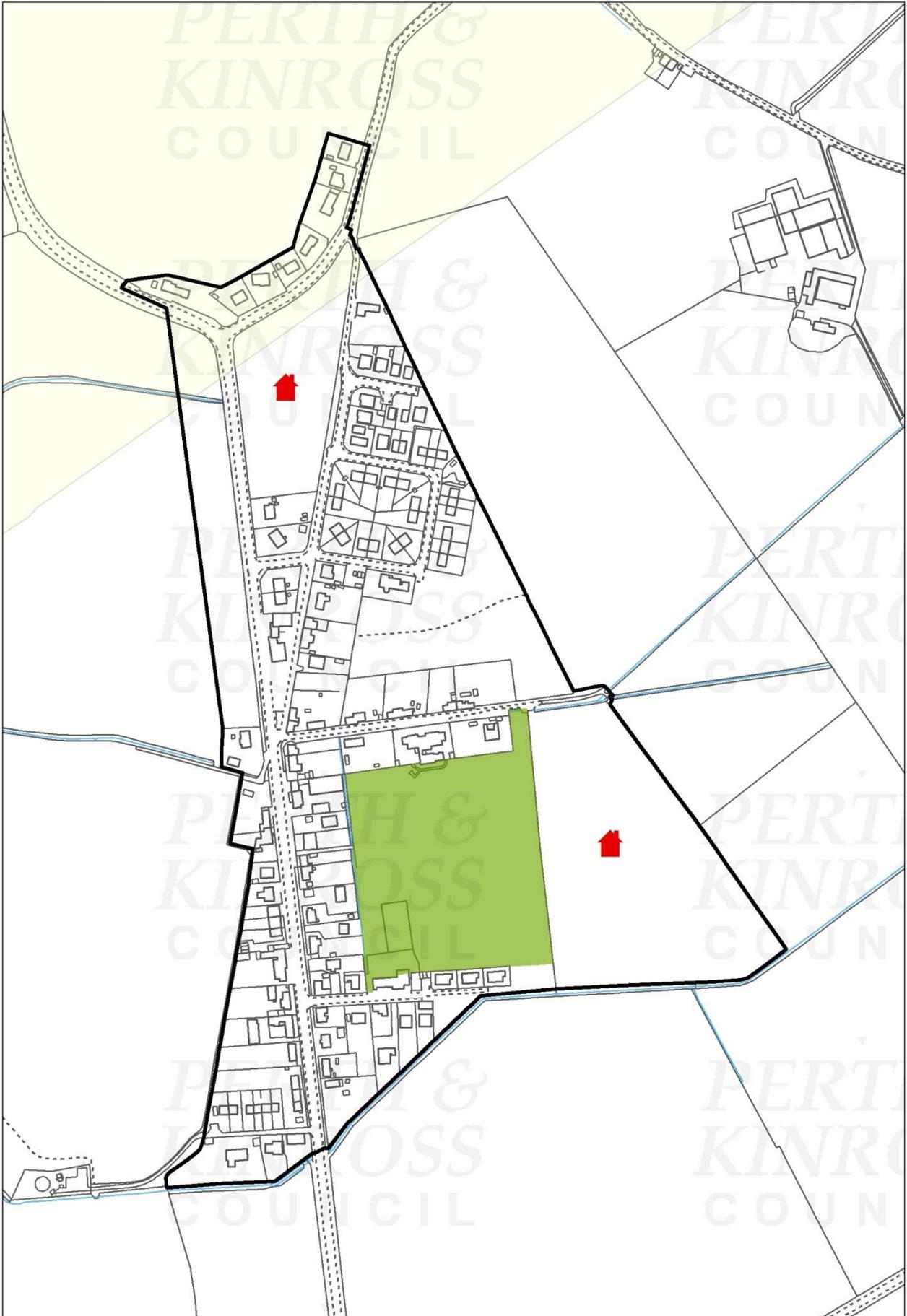
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Guildtown



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5.22 Inchtute

5.22.1 Description

With a population of 1,200, Inchtute is one of the principal settlements of the Carse of Gowrie. The village is situated just off the A90 trunk road between Perth and Dundee, approximately 9 miles from Dundee city centre and 13 miles from Perth. The village benefits from a flyover (grade-separated) junction onto the A90 making it popular with commuters working in Perth, Dundee and further afield.

5.22.2 Spatial Strategy Considerations

Following allocation for 280 houses in the former Local Plan the village has expanded in recent years and the settlement boundary has been drawn to accommodate limited further expansion during this plan period. The centre of the settlement is designated as a Conservation Area which seeks to protect the character and historic integrity of the area.

5.22.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

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

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

Residential Site

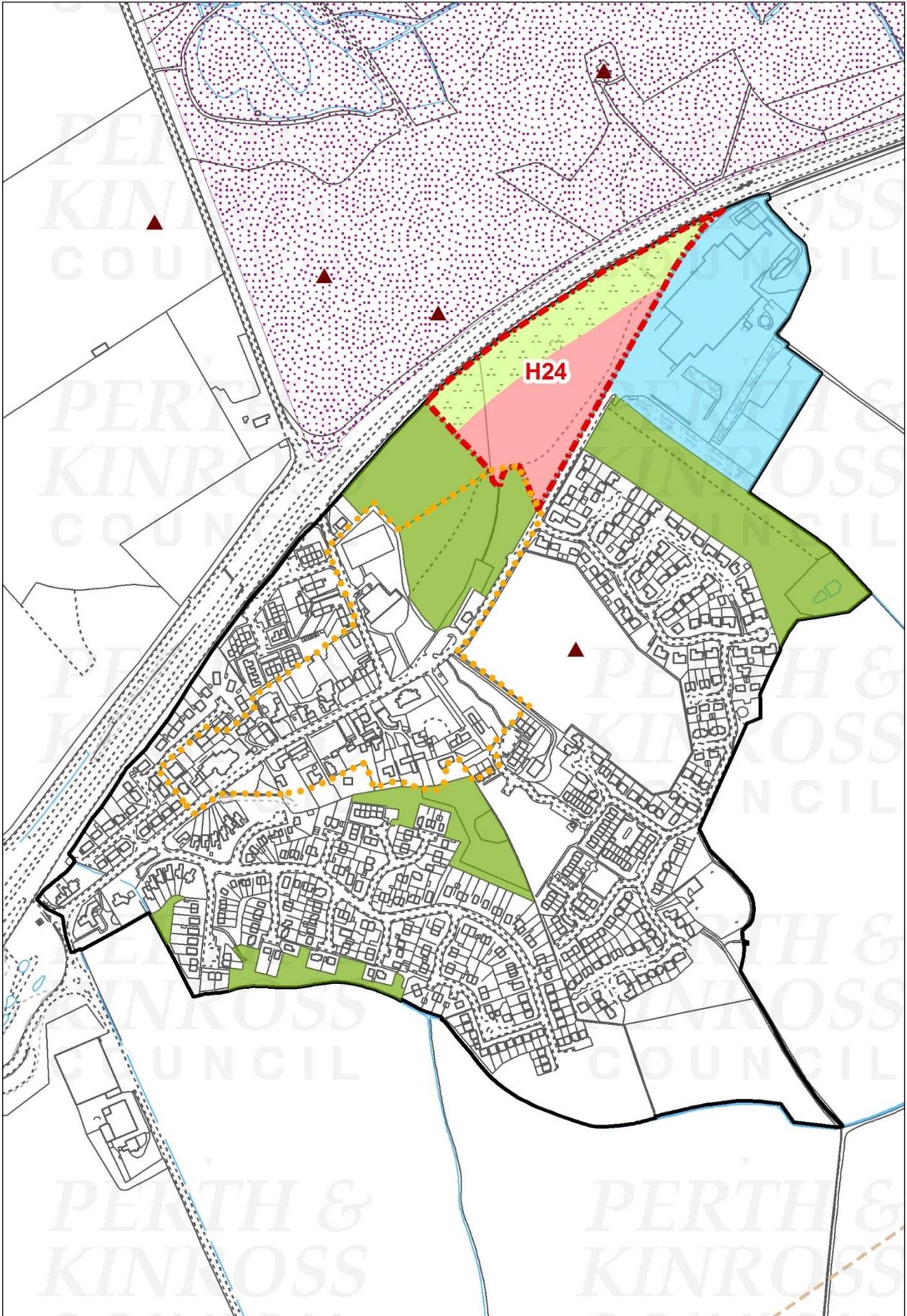
| Ref | Location | Size | Number |
|-----|------------------|----------------------------|--------|
| H24 | Moncur Farm Road | 3.6 ha (2.0 ha housing) | 16 |

Site Specific Developer Requirements

- ⇒ Noise attenuation measures along A90.
- ⇒ Provision of public space and paths in green area. The first 40 metres to be planted with Scots Pine Birch Ash Lime Oak and Aspen.
- ⇒ Existing stone wall to be reused to provide boundary treatment for properties bounding Moncur Farm Road.
- ⇒ The creation of an avenue of trees in the front gardens in the properties bounding Moncur Farm Road to mitigate impact of tree loss.
- ⇒ Incorporation of core path into layout.



Inchture



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5.23 Invergowrie

5.23.1 Description

With a population of 1,800, Invergowrie lies 18 miles east of Perth and 2.5 miles west of Dundee. The village grew up along the old road between Perth and Dundee and was famous for stone quarrying and paper making. More recent development has extended along Invergowrie Bay to Kingoodie.

There is a good range of amenities and services and two major employers are located in the village: Scottish Water and the James Hutton Institute.

5.23.2 Spatial Strategy Considerations

Although Invergowrie is within Perth & Kinross Council area, due to its proximity to Dundee, TAYplan classifies it as a principal settlement within the Dundee Core Area. It is also located within Dundee's Housing Market Area. TAYplan has designated the James Hutton Institute as a Strategic Development Area for employment use related to food/agricultural research. No housing sites have been identified for the village as it is constrained by the James Hutton Institute, the Tay and the A90.

The village is currently served by Invergowrie Railway Station, however, TAYplan contains a proposal to relocate Invergowrie railway station to serve the Dundee West development.

5.23.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

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

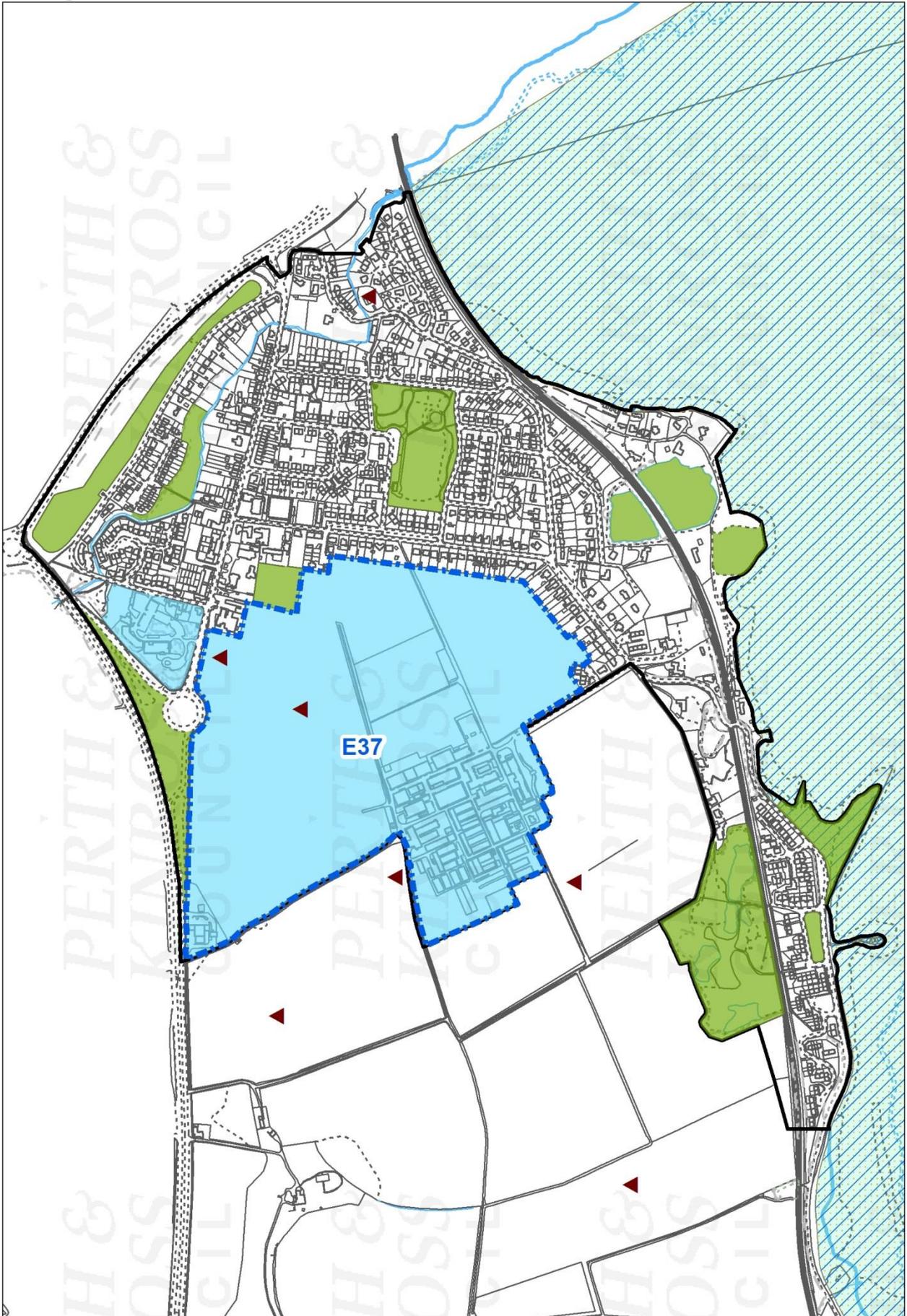
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Employment Site

| Ref | Location | Size | Uses |
|---|------------------------|-------------------------|------------------------------------|
| E37 | James Hutton Institute | 5-10 ha from 52 ha site | Class 4 Food/Agricultural Research |
| Site Specific Developer Requirements | | | |
| ⇒ A masterplan will be required for the comprehensive development of this site setting out the phases of development. | | | |
| ⇒ Development must be compatible with existing uses. | | | |
| ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. | | | |
| ⇒ Transport Assessment. | | | |
| ⇒ Enhancement of biodiversity and protection of habitats. | | | |



Invergowrie



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5.24 Kinfauns

5.24.1 Description

Kinfauns Holdings, West Kinfauns and Walnut Grove lie 2 miles to the east of Perth. The settlement takes the form of a ribbon of development along the old Dundee road and originally was the location for a number of small holdings. The settlement also contains a large headquarter office development.

5.24.2 Spatial Strategy Considerations

Planning permission has been granted for 37 houses which have yet to be developed. Important areas of open space are identified and protected by the plan. Due to its strategic location adjacent to the A90, a park and ride site is identified on the west side of the settlement.

5.24.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

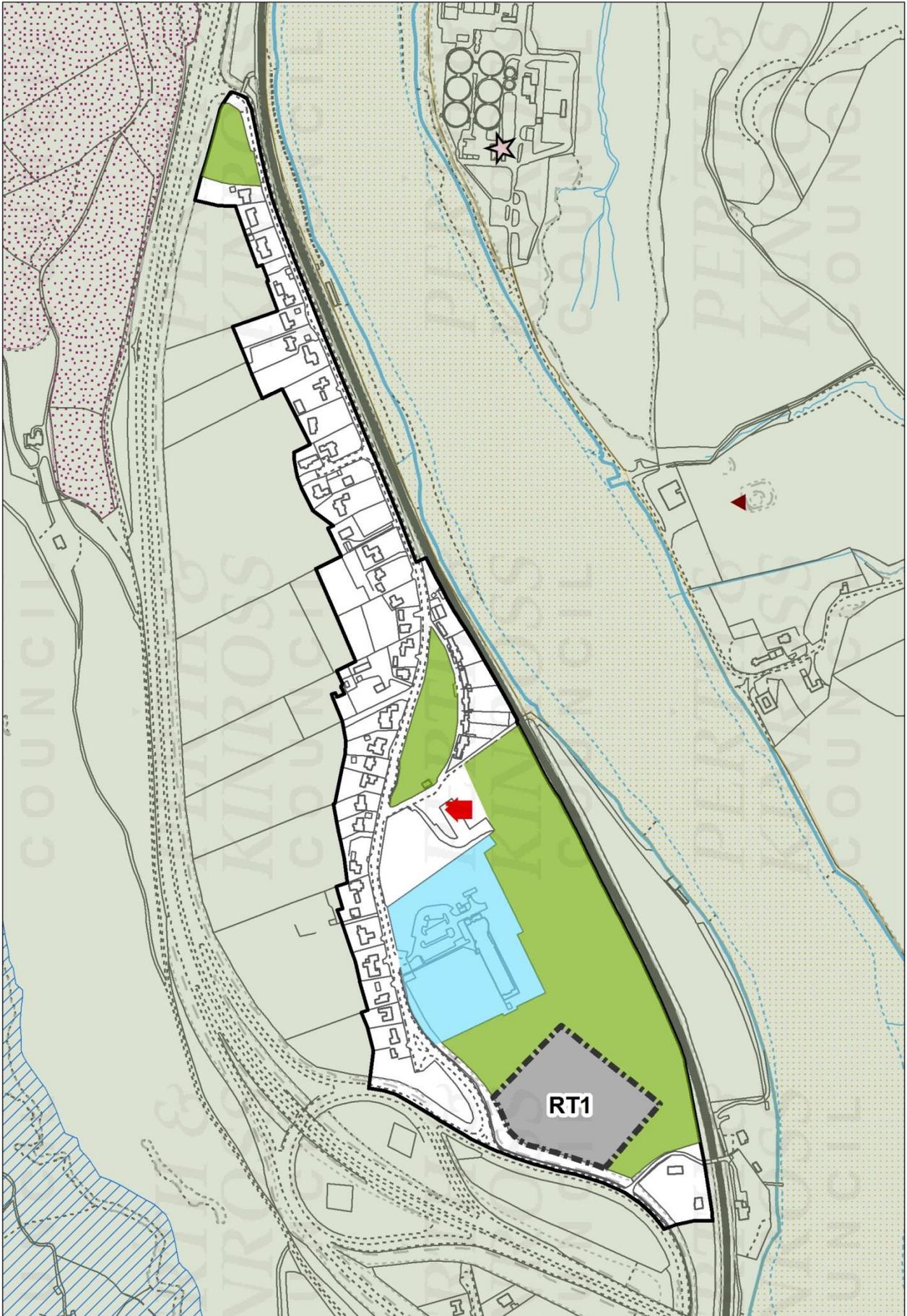
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Transport Infrastructure Site

| Ref | Location | Size | Uses |
|---|---------------|------|---------------|
| RT1 | West Kinfauns | N/A | Park and ride |
| Site Specific Developer Requirements | | | |
| ⇒ Enhanced landscape framework to be created incorporating biodiversity improvements. | | | |
| ⇒ A transport assessment with appropriate attention to the impact of vehicular emissions, noise and light pollution on nearby properties. | | | |



Kinfauns



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5.25 Kinnaird

5.25.1 Description

A small village 12 miles east of Perth on the old high Carse Road sitting just below the 15th century Kinnaird Castle. The settlement has an attractive mix of properties interspersed with open space.

5.25.2 Spatial Strategy Considerations

The boundary has been drawn to protect the settlement's character, reflect physical features and allow some limited development opportunities. Important areas of open space are identified and protected by the Plan.

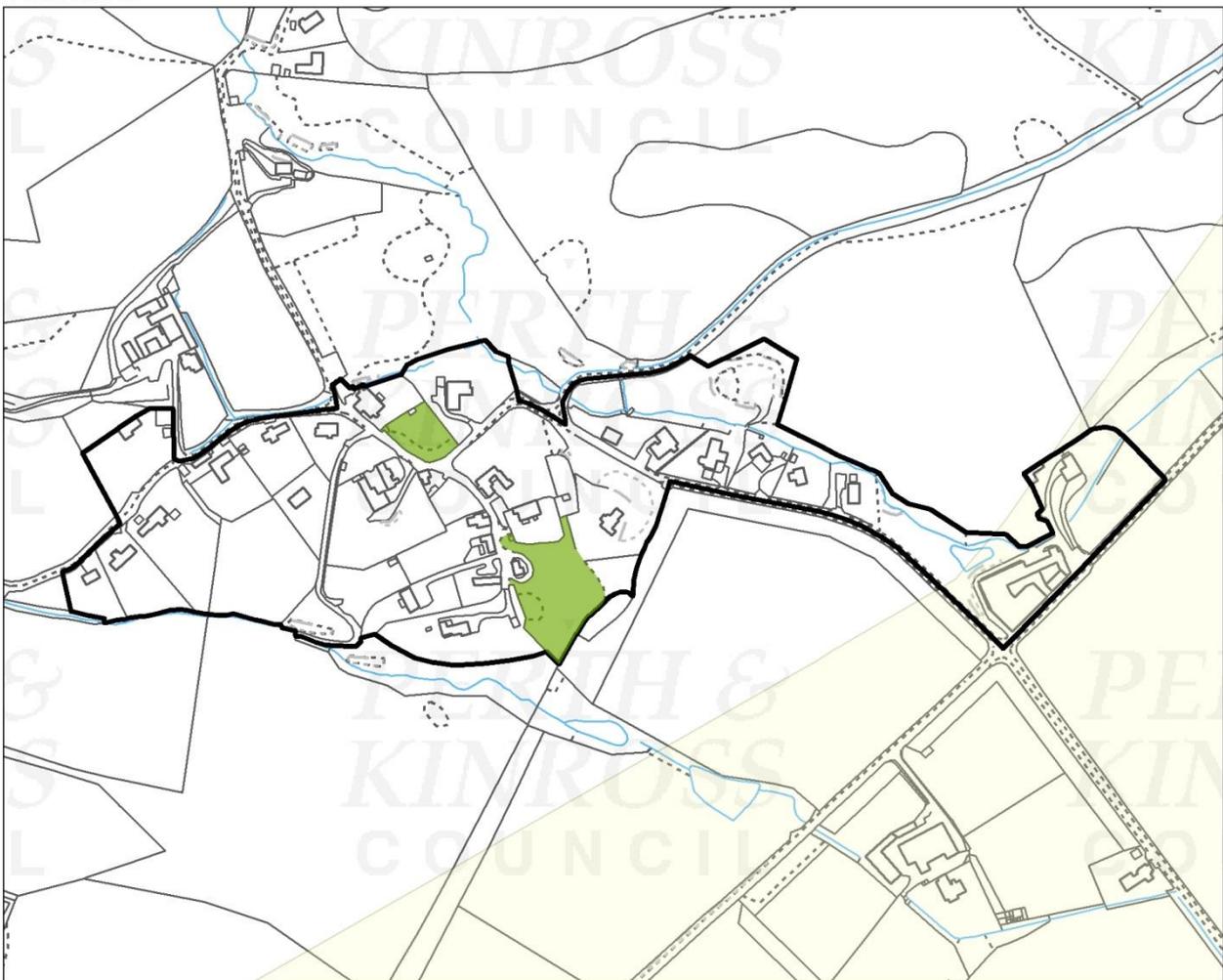
5.25.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

Kinnaird



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5.26 Kinrossie

5.26.1 Description

Kinrossie is a planned estate village which lies approximately 8 miles to the north-east of Perth. The village has a distinct style with long low single storey houses set back from the road by grassed open areas. Recent residential and employment development has taken place on the west side of the village. The majority of the village is designated as a Conservation Area which seeks to protect the character and historic integrity of the area.

5.26.2 Spatial Strategy Considerations

There are limited opportunities for further infill residential development on the south-east boundary of the village. The playing field is identified as an important area of open space and protected by the Plan.

5.26.3 Infrastructure Considerations

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on further planning consents for housing for sites of 10 or more until such time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites.

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

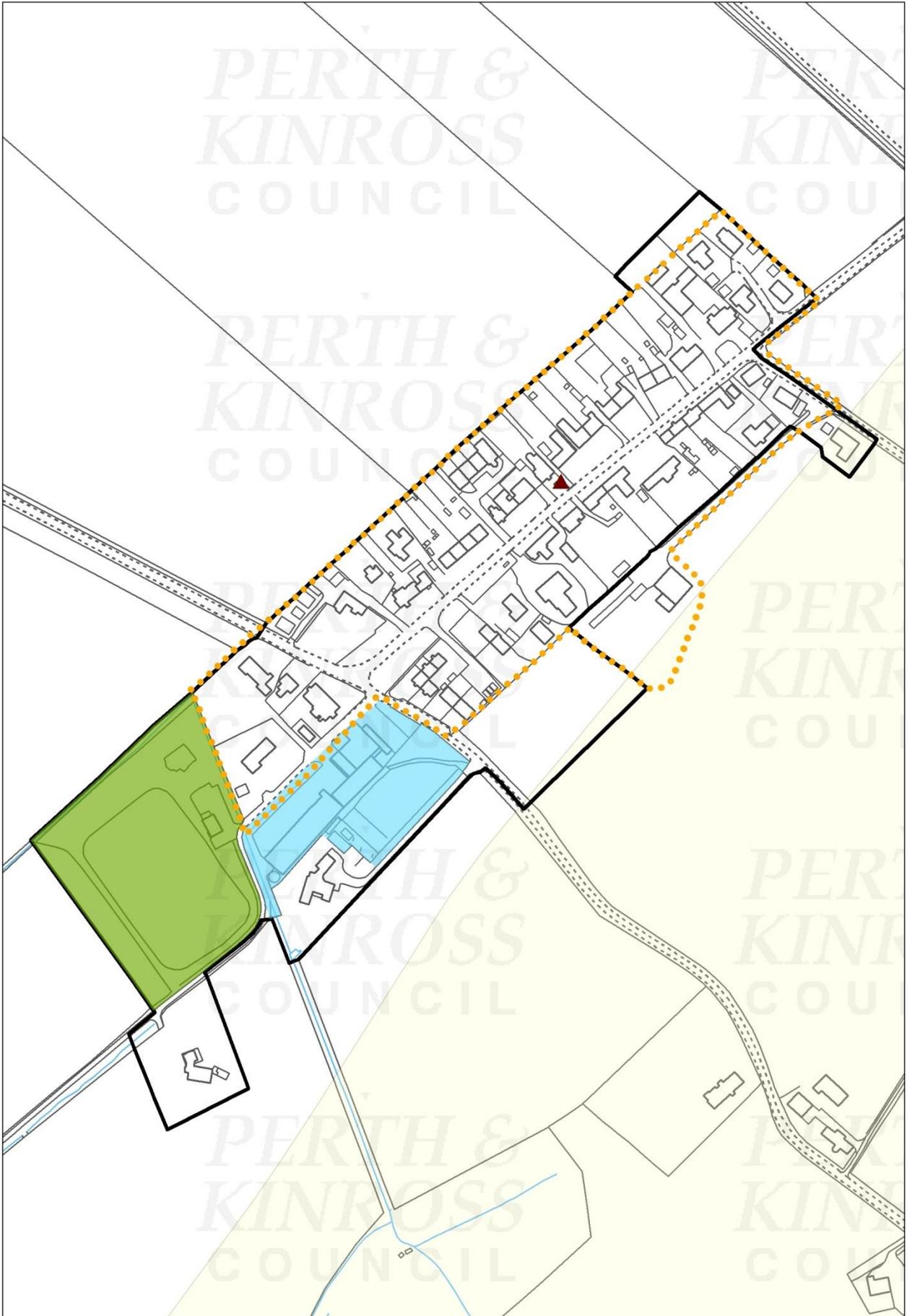
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Kinrossie



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5.27 Longforgan

5.27.1 Description

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

5.27.2 Spatial Strategy Considerations

Further growth in the village could be supported and may act as a catalyst for the provision of improvements to community, educational and play facilities. However, as the village is contained in the Dundee Housing Market Area, and in order not to compromise the TAYplan aim of encouraging growth in the City of Dundee, no sites are proposed in Longforgan. The Longforgan Conservation Areas Appraisal was reviewed in March 2013 to reflect recent and ongoing development pressures, the opportunities presented by the Tay Landscape Partnership scheme, and the fact that a substantial period of time has passed since its original designation.

5.27.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

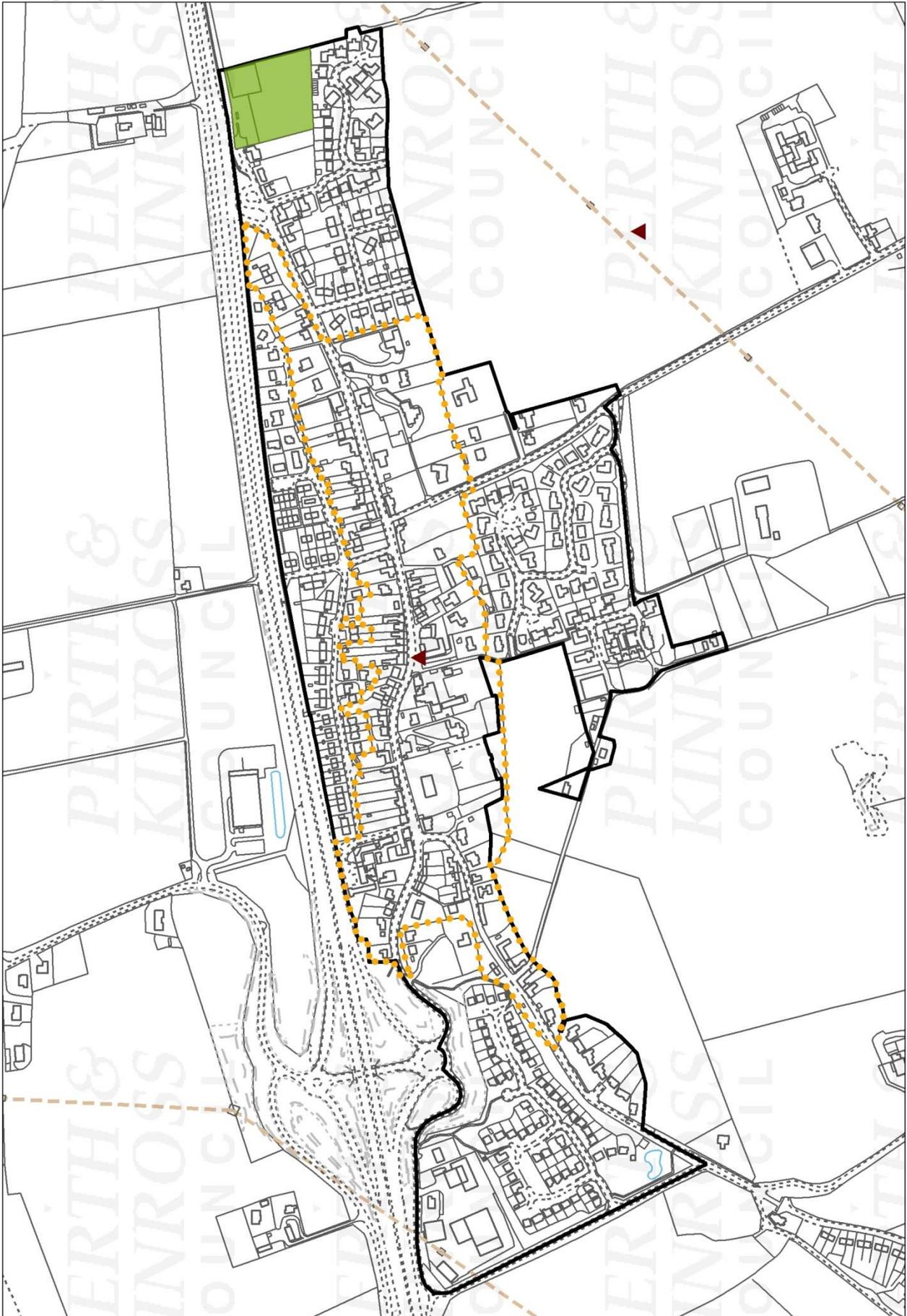
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Longforgan



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5.28 Luncarty

5.28.1 Description

Luncarty has a population of 1,600 and lies 4.5 miles to the north of Perth. The settlement originally grew around a bleach works which operated from the mid 18th century until final closure in 1996. There was planned expansion of Luncarty through the 1970's and 1980's which has created a pleasant network of development linked by substantial wooded green corridors. The bleach works itself was developed for housing in 2003/4. The settlement has a range of community facilities but the proximity and ease of access to Perth means that the city provides many of the settlements needs.

5.28.2 Spatial Strategy Considerations

Luncarty appears as a principal settlement within the Perth Core but outside the Green Belt. The settlement has very good road and public transport links with Perth with direct access to the A9. There is also a dedicated cycle and pedestrian route which links the settlement with the north and centre of the city. A large housing site has been identified to the south of the settlement and this will be able to take advantage of the setting to create an attractive extension to the village. Indicative landscape areas are shown but detailed design of these and the total number of houses to be accommodated on the site requires to be designed through a masterplan. The masterplan will be required to ensure that the site provides a range of house types and tenures as well as employment land.

The existing network of woodland and open space is formally identified in the Plan as important to the amenity of the settlement.

5.28.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

Although the village primary school has capacity to support part of the first phase of development the school will require to be extended and contributions sought in line with the Council's Supplementary Guidance.

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

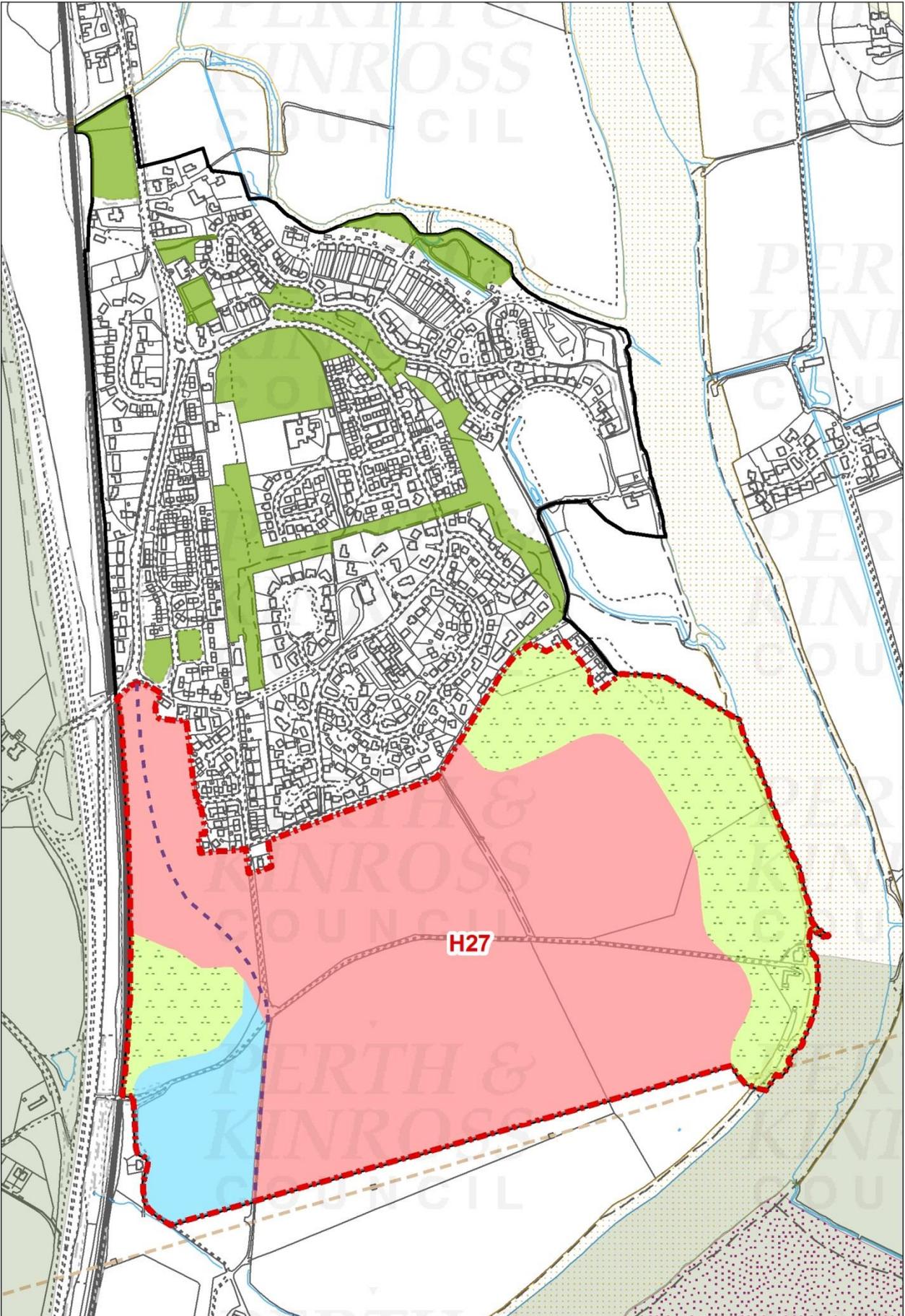
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Luncarty



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Residential Site

| Ref | Location | Size | Number |
|-----|----------------|-------|---|
| H27 | Luncarty South | 64 ha | in excess of 300 houses and 5 ha of employment land |

The maximum permitted to 2024 will be 300 houses.

The site is capable of accommodating more than 300 houses but the total numbers and phasing require to be identified through a masterplan.

Site Specific Developer Requirements

- ⇒ Masterplan submitted at the time of any planning application to ensure built form and layout respond appropriately to the landscape.
- ⇒ The open space which abuts the River Tay must be defined by a Flood Risk Assessment and protected in perpetuity for Flood Risk reasons.
- ⇒ Transport Assessment.
- ⇒ Design of the new A9 junction and river crossing will require to have been approved prior to finalisation of the layout for more than the first 300 houses.
- ⇒ Enhancement of biodiversity and protection of riverbank habitats.
- ⇒ Cycle paths, core paths and rights of way incorporated into masterplan and designed to improve active transport links between Luncarty and Perth.
- ⇒ Path improvements to proposed core paths within the housing site and associated greenspace addressed in masterplan.
- ⇒ Developer contribution towards connections and improvements to core paths in the vicinity.
- ⇒ Investigation of provision of a district heating system and combined heat and power infrastructure utilising renewable resources.
- ⇒ Construction Method Statement to be provided for all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay SAC.
- ⇒ Where the development of the site is within 30 metres of a watercourse an otter survey should be undertaken and a species protection plan provided, if required so as to ensure no adverse effects on the River Tay SAC.
- ⇒ A desk based archaeological assessment of the site with a subsequent more detailed investigation if justified.



5.29 Methven

5.29.1 Description

Methven lies approximately 6.5 miles to the west of Perth. With a population of 1,200 Methven was a centre for flax production in the 18th and 19th centuries expanding along the A85 Perth to Crieff Road. There is a historic core to the settlement, which is focused on a market square, and this is encircled by post-war housing giving a semi-circular form to the built development. More recent expansion has been to the north with a significant amount of small scale infill development comprising of a variety of house types and styles which has created interesting urban form. There are a good range of community and commercial facilities within the village.

5.29.2 Spatial Strategy Considerations

Methven appears as a principal settlement within the Perth Core in TAYplan but outside the Green Belt. A site on the east side of the village has planning permission for 103 houses. The site lies adjacent to the houses recently constructed by the Council and no further housing development is required in the village during the life of the Plan.

There is a small employment area which forms an extension to the village between Station Road and the Methven Burn which has been formally identified and protected for employment uses. The open space areas of the King George VI playing field and the Den of Methven are identified as important to the amenity of the village.

5.29.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

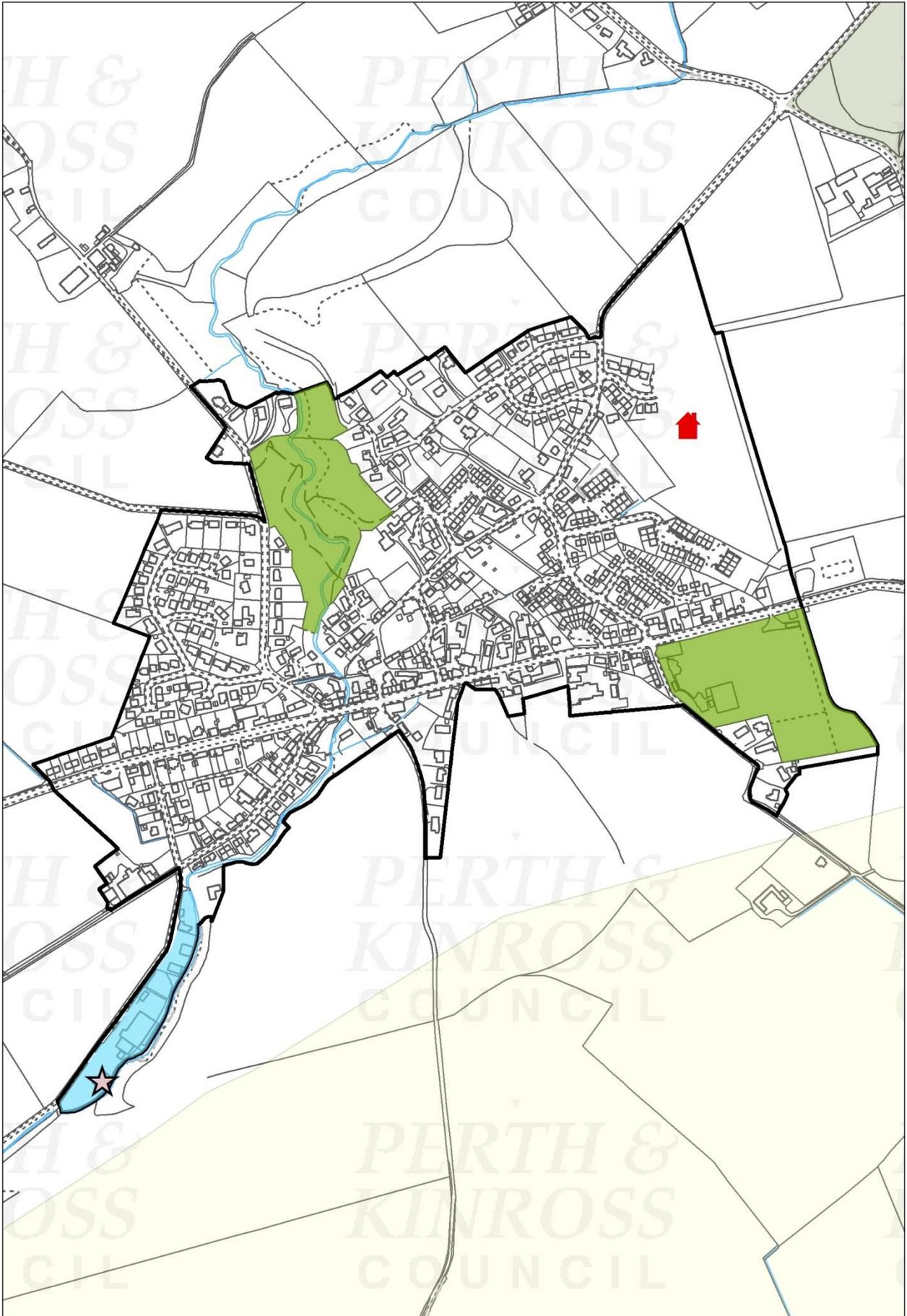
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Methven



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5.30 Perth Airport

5.30.1 Description

Perth Airport was opened in 1936 as a military flight training school and lies 3.5 miles to the north-east of Perth. The airport expanded into training civilian pilots and became an important centre for this in the 1970's and 80's with a considerable number of students living on the site. The main commercial training operation ceased in 1996 and since then the airport has diversified into providing a variety of employment uses. The site also contains a hotel and residential accommodation. There is a resident population of around 115 on the site.

5.30.2 Spatial Strategy Considerations

TAYplan requires the Green Belt to protect the landscape setting of Scone and the area between the airport and the settlement is identified as Green Belt.

5.30.3 Infrastructure Considerations

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on further planning consents for housing for sites of 10 or more until such time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites.

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

The Airport straddles the primary school catchments of Balbeggie and Robert Douglas Memorial, both of which have very limited capacity. Residential development may require to be phased to ensure that sufficient capacity is available.

Currently the airport is served by private system but SEPA wish that it be connected to a publicly maintained Waste Water Treatment Works. Network investigations will be required.

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

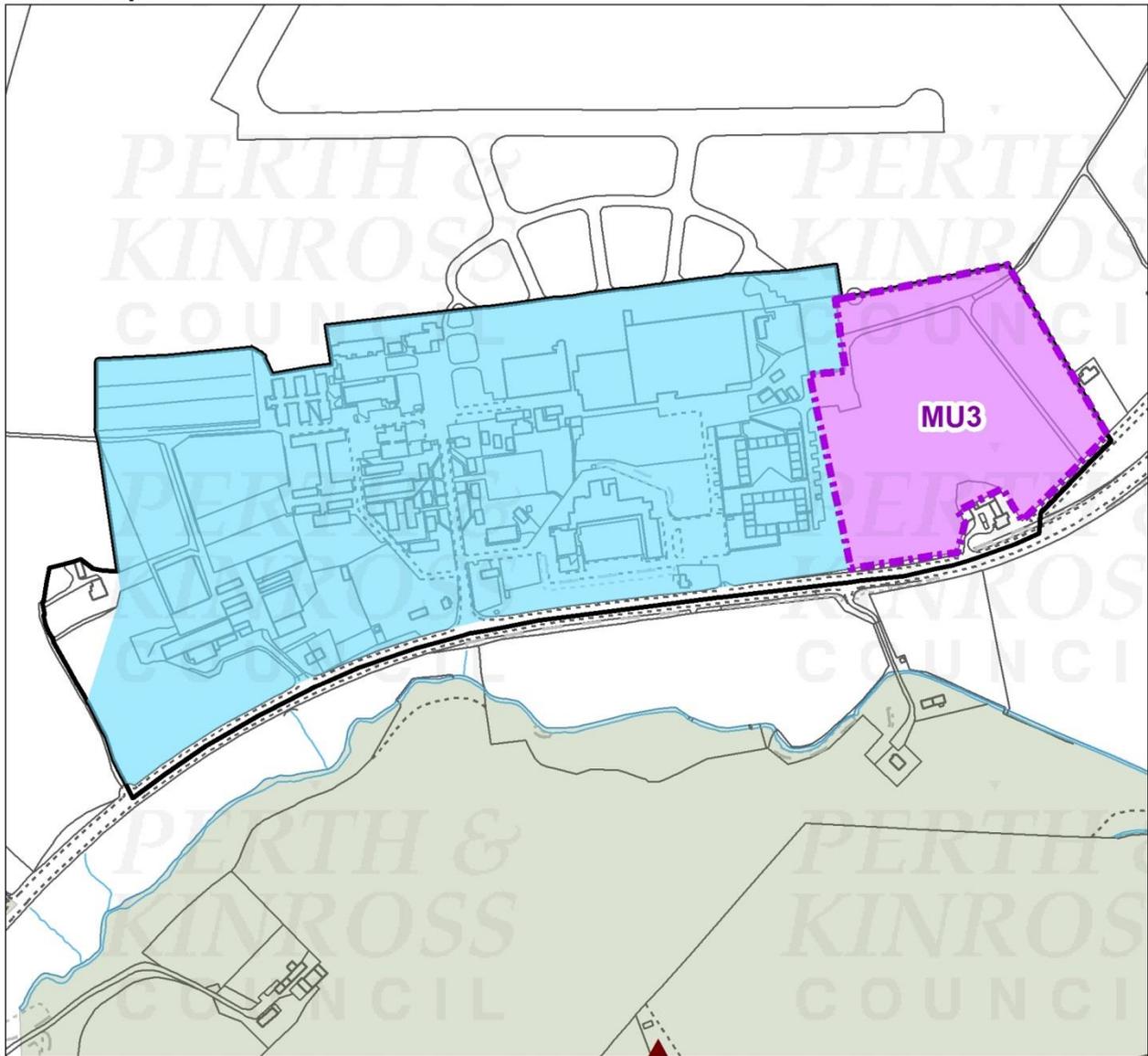
Further residential development requires the Cross Tay Link Road.

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

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



Perth Airport



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1:6,000

Mixed Use Site

| Ref | Location | Size | Uses |
|-----|---------------|--------|--|
| MU3 | Perth Airport | 5.2 ha | Housing, 50 units General employment use, 50% of site |

Site Specific Developer Requirements

- ⇒ Development must be compatible with airport use.
- ⇒ Water supply, storage requires investigation.
- ⇒ Enhancement of biodiversity and protection of habitats.
- ⇒ Links to core paths and rights of way incorporated into the development.
- ⇒ Improvements to the adjacent footway along the A94.



5.31 Rait

5.31.1 Description

Rait is a small village 11 miles east of Perth. It is situated on one of the minor crossing points from the high Carse Road over the Sidlaw Hills. The settlement is constructed in a linear form along a small watercourse and consists of an eclectic mix of cottages, larger houses and a variety of agricultural buildings. Many of these buildings date from the 18th century and are listed, while most of the village (including its setting to the south) is identified as a Conservation Area.

5.31.2 Spatial Strategy Considerations

A tight settlement boundary has been drawn to protect the character and historic integrity of the Conservation Area.

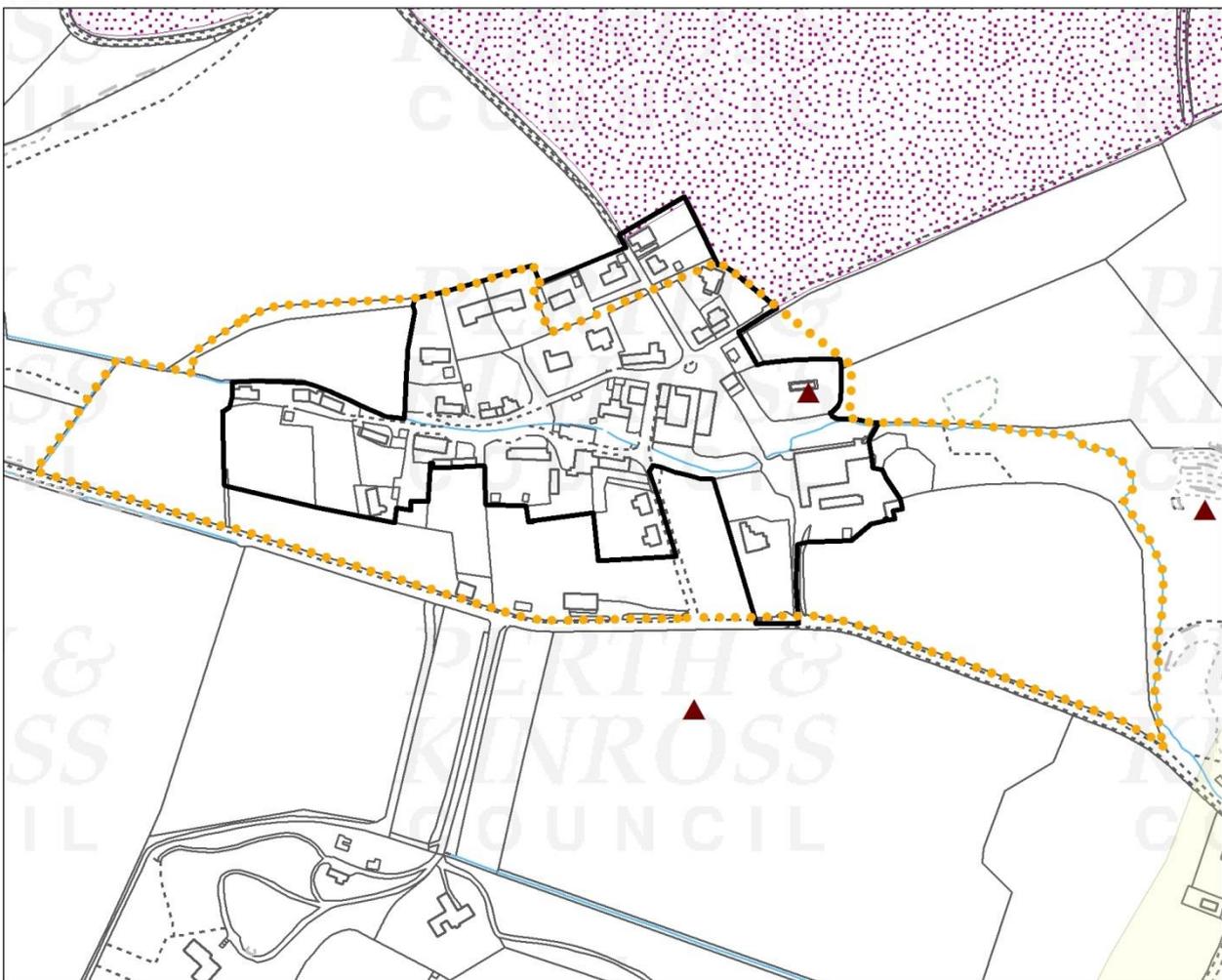
5.31.3 Infrastructure considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

Rait



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5.32 Scone

5.32.1 Description

With a population of 4,900 Scone is the largest village in the Council's area. The settlement was constructed as a planned village in 1805 to replace an older settlement nearer to Scone Palace and lies 3 miles to the north-east of Perth. The settlement has a very good range of community facilities and has excellent public transport links to Perth. From a historic core, the settlement has grown steadily with the most recent development at Balgarvie Mill balancing the more westerly expansion which occurred in the seventies and eighties.

5.32.2 Spatial Strategy Considerations

Scone appears as a principal settlement within the Perth Core Area. TAYplan indicates the Green Belt will sustain the identity of Scone and is drawn around the settlement with sufficient areas for expansion to the north and east. A strategic housing site has been identified on the north side of the settlement, however, the Cross Tay Link Road is required before development can proceed. The former Glebe School is also identified for housing but as this is an infill site, development can proceed in advance of the Cross Tay Link Road. Employment uses, the park and ride and a supermarket site are all shown as part of a mixed use site to the north east of Scone. Important areas of open space are shown and protected.

5.32.3 Infrastructure considerations

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on further planning consents for housing for sites of 10 or more until such time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites.

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

The village primary school has very limited capacity to support further development. Residential development may require to be phased to ensure that sufficient capacity is available. A financial contribution in line with the Council's Supplementary Guidance may be required.

Network investigations are required to confirm the drainage capacity.

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

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

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

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



Residential Site

| Ref | Location | Size | Number |
|-----|-------------|-------|--------|
| H29 | Scone North | 63 ha | 700 |

Site Specific Developer Requirements

- ⇒ Masterplanning required for entire site (allowing for only 100 houses in advance of the CTRL becoming a committed project). The first stage of this masterplanning process will establish broad land use and placemaking principles for the site.
- ⇒ Flood Risk Assessment required and the results may reduce the amount of land available for development. Groundwater flooding will need to be considered as spring and dry valley are within the site boundary. The development of the site must not increase the risk of flooding down gradient and may require improvements to current drainage arrangements off site.
- ⇒ Water storage requires investigation.
- ⇒ Core paths should be accommodated within the development and developer contributions provided for path improvements to address significant extra demand on routes in the Scone area.
- ⇒ Pedestrian and cycle routes provided to village centre.
- ⇒ Suitable boundary treatment to create village edge.
- ⇒ Enhancement of biodiversity and woodland corridors.
- ⇒ Provision of site for a potential new primary school and financial contribution in line with the Council guidance.
- ⇒ Investigation of provision of a district heating system and combined heat and power infrastructure utilising renewable resources.

Mixed Use Site

| Ref | Location | Size | Uses |
|-----|------------|--------|---|
| MU4 | Angus Road | 3.0 ha | Supermarket (existing planning permission), Park and ride, Employment |

Site Specific Developer Requirements

- ⇒ Part of site subject to planning permission.
- ⇒ Development must be compatible with amenity and other uses.

Opportunity Site

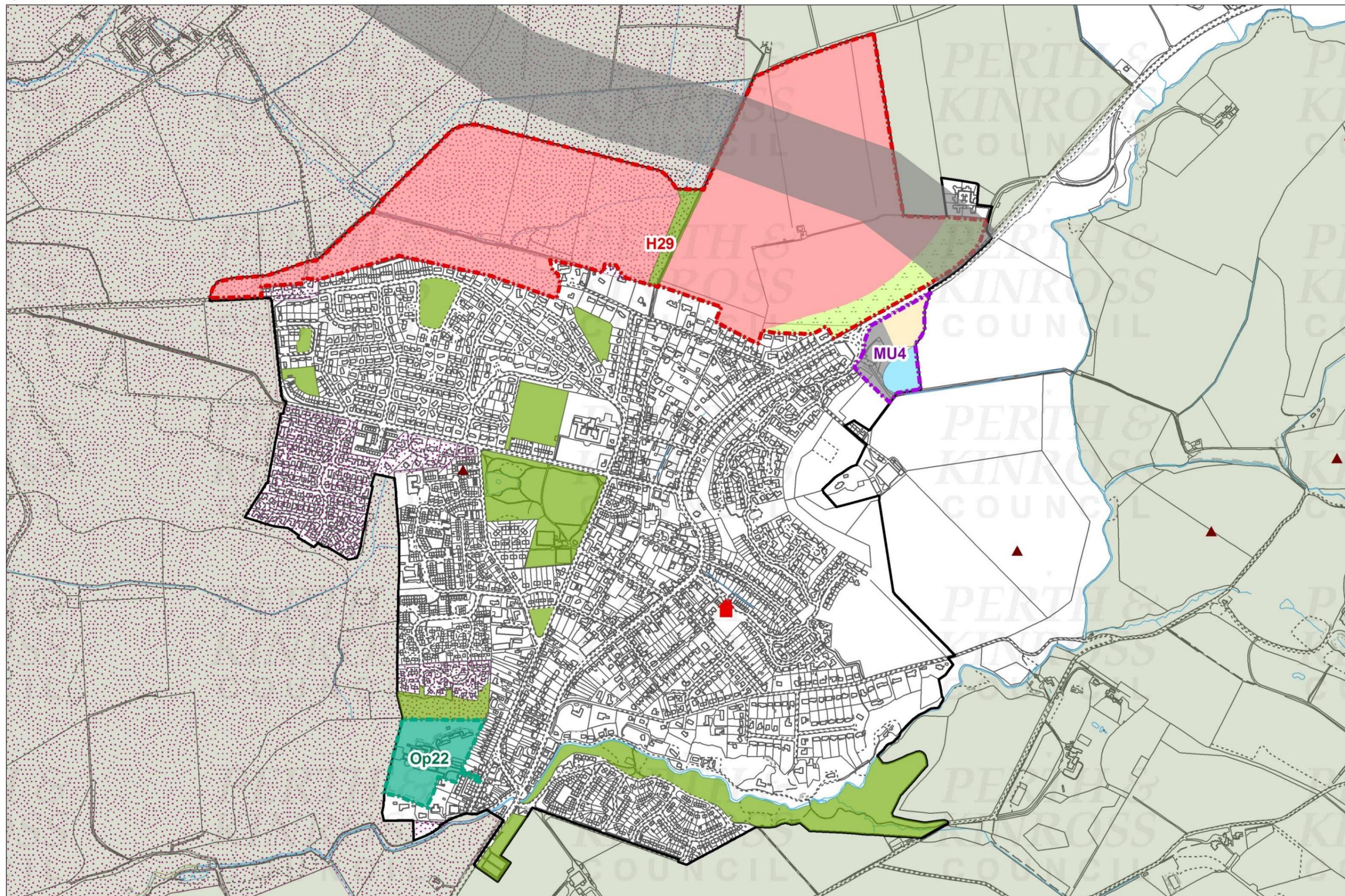
| Ref | Location | Size | Uses |
|------|--------------|------|---|
| Op22 | Glebe School | 4 ha | Residential 100 units Community uses |

Site Specific Developer Requirements

- ⇒ Consider possible vehicular link to Catmoor Avenue (retain open space).
- ⇒ Suitable boundary treatment to create village edge.
- ⇒ Retain existing games pitch for community use.
- ⇒ Link site with core paths in the area.
- ⇒ Enhancement of biodiversity.



Score



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5.33 St Madoes/Glencarse

5.33.1 Description

With a population of around 1,000, St Madoes and Glencarse lies some 6 miles east of Perth. The settlements grew up around the old road to Dundee with its church and Pitfour Castle dating from the mid 18th century. St Madoes and Glencarse have a range of community facilities; and recent expansion has seen St Madoes expand southwards.

5.33.2 Spatial Strategy Considerations

The setting of Pitfour Castle is a constraint to further eastwards expansion. No additional housing sites have been identified for the village. Areas of existing employment use have been identified and protected in St Madoes and Glencarse.

5.33.3 Infrastructure Considerations

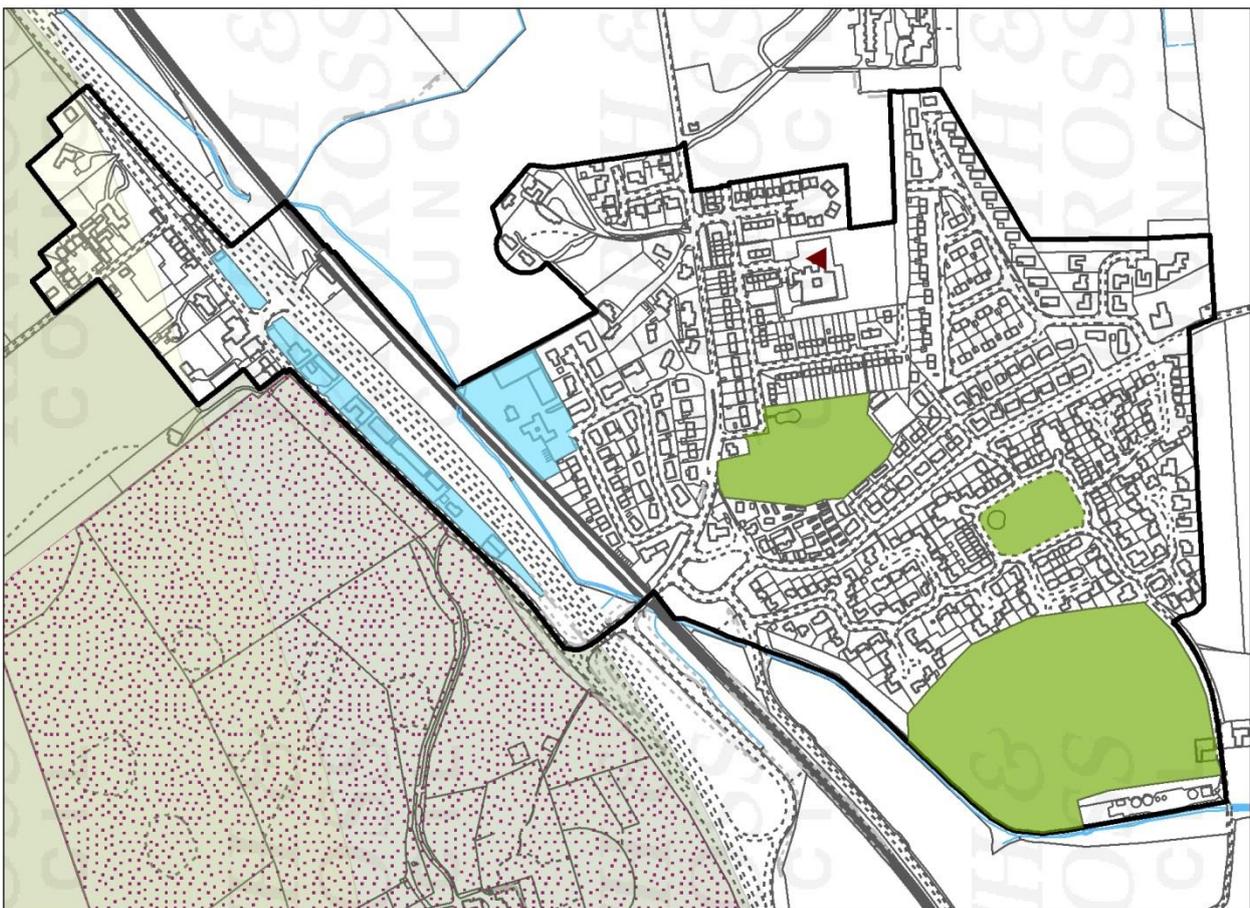
Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

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

St Madoes/Glencarse



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5.34 Stanley

5.34.1 Description

With a population of 1,600, Stanley was built to house workers from the adjoining cotton mill and lies approximately 8 miles to the north of Perth. The mill opened in 1787 and in 1831 the population of the settlement was 2,000, the mills closed completely in 1989. Proactive planning by the Council and Historic Scotland has resulted in the restoration and conversion of the mills to residential use, offices and a visitor centre. Hydroelectric power is also generated on the site by a new station. The village has a good range of community facilities including school, hall, shops, garage and medical centre.

5.34.2 Spatial Strategy Considerations

Stanley appears as a principal settlement within the Perth Core in TAYplan but outside the Green Belt and with a good range of services has the capacity to see considerable expansion. The Plan proposes the development of a masterplan incorporating a series of sites providing up to 280 houses built by 2024. This significant expansion will be expected to assist in delivering enhanced community facilities and support improved shopping provision. In addition the masterplan should identify opportunities and provide for 1 ha of employment land.

5.34.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

Although the village primary school has capacity to support the first phase of development the school will require to be extended and contributions sought in line with the Council's Supplementary Guidance.

There is capacity in the Public Waste Water Treatment Works to support the first phase of development, though sewer network investigations are required.

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

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

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

Residential Site

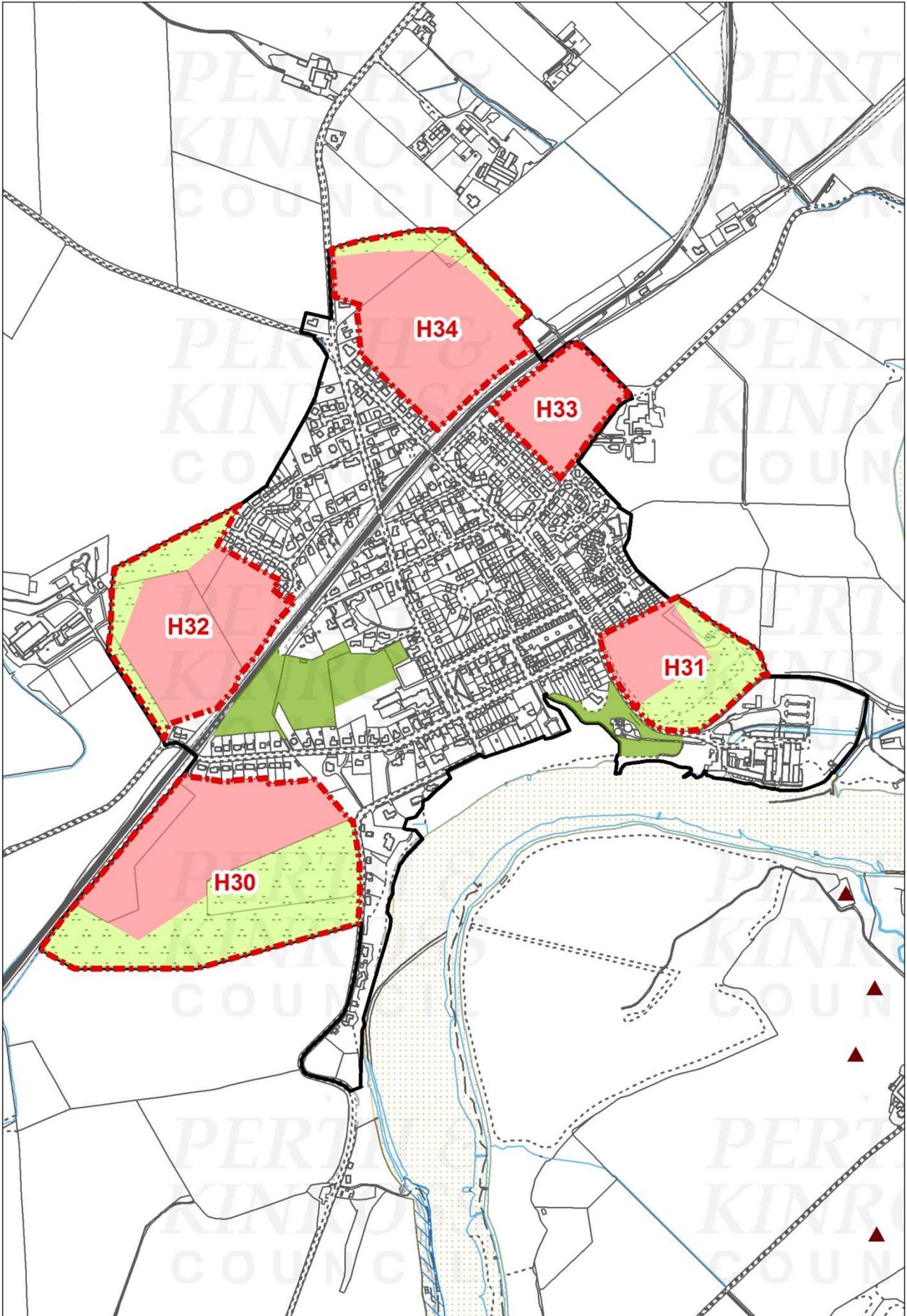
| Ref | Location | Size | Number |
|--------|----------|---------|-------------------|
| H30-34 | Stanley | 25.7 ha | 280 built by 2024 |

Site Specific Developer Requirements

- ⇒ Comprehensive masterplan required for village expansion.
- ⇒ Development phased to ensure that there is adequate infrastructure to accommodate it.
- ⇒ The identification and provision of 1ha of employment land.
- ⇒ The identification and provision of suitable public open space/playing fields together with changing facilities to support the expanded requirements of the village.
- ⇒ Flood Risk Assessment required for site H31 which must consider risk of flooding from adjacent reservoir.
- ⇒ Cycle paths, core paths and pedestrian routes incorporated into masterplan.
- ⇒ The development of a comprehensive landscape masterplan for the village creating a robust landscape framework maximising the potential to enhance biodiversity and protection of habitats.
- ⇒ Contributions to enhanced community facilities.
- ⇒ Flood risk assessment required for site H30, as the developable area of the site may be constrained by flood risk from a field drain along the southern and western part of the site.



Stanley



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5.35 Tibbermore

5.35.1 Description

Tibbermore is a small village situated 4 miles west of Perth and 2.5 miles south-east of Methven. The village is located on a crossroads of a minor road south of the A85 road between Perth and Crieff. The village does not possess any amenities.

5.35.2 Spatial Strategy Considerations

Tibbermore is located outside but immediately adjacent to the western edge of Perth's Green Belt. No additional housing sites have been identified for the village but the settlement boundary is extended to the north to allow some further development to complement the existing village.

5.35.3 Infrastructure Considerations

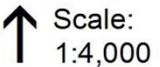
Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

Tibbermore



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5.36 Wolfhill



5.36 Wolfhill

5.36.1 Description

Wolfhill is a small village of 320, inhabitants and is situated on the crossroads of a minor road about 7 miles north-east of Perth and 2 miles north-east of Guildtown. The village is near the source of the Burrelton Burn and lies between the Sidlaw Hills and the River Tay. The village does not possess any amenities and services with the exception of a community centre.

5.36.2 Spatial Strategy Considerations

Outline planning permission exists for an extension of the settlement to the west.

5.36.3 Infrastructure Considerations

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on further planning consents for housing for sites of 10 or more until such time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites.

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

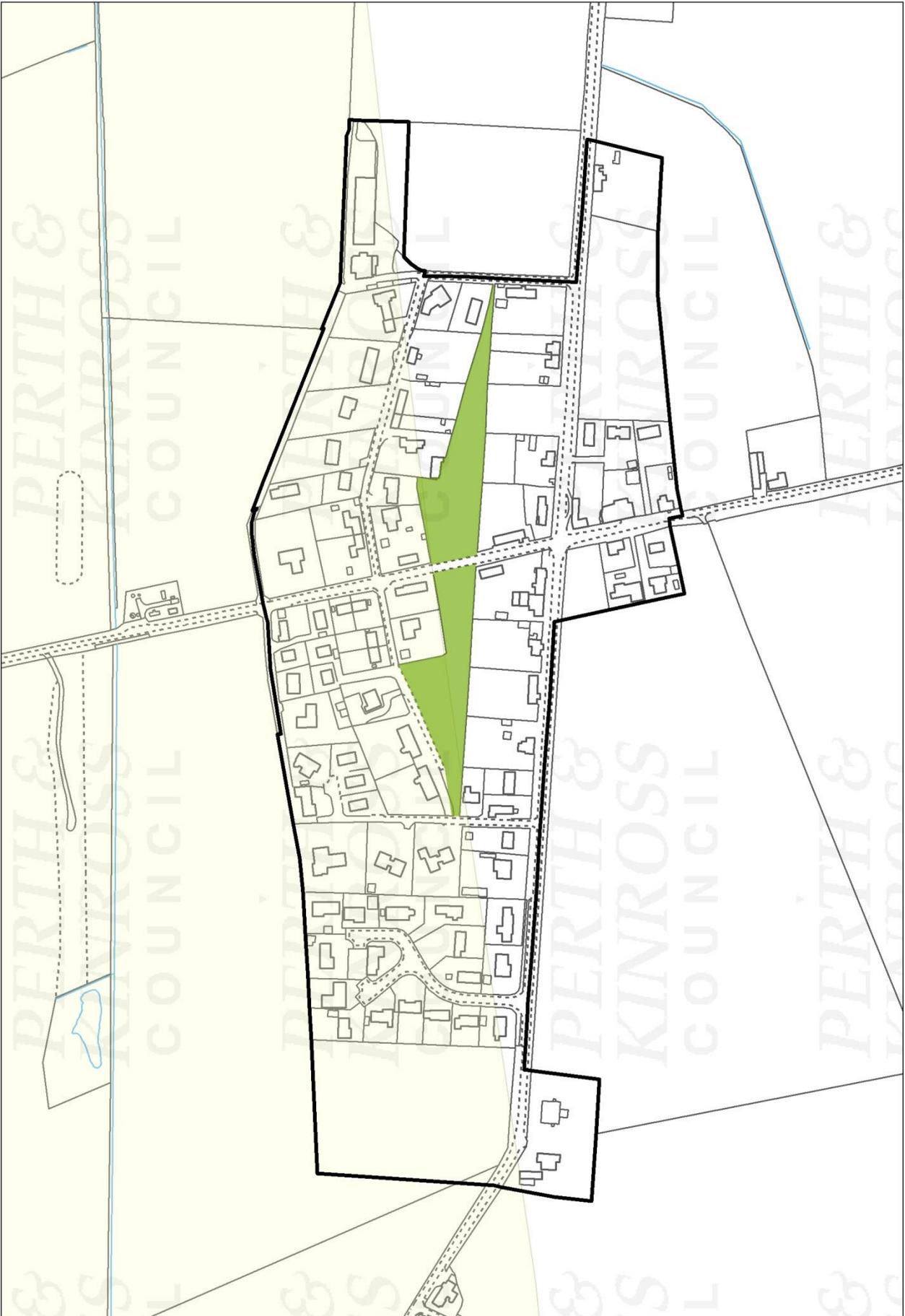
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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Wolfhill



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6.



6. Highland Perthshire Area Spatial Strategy

6.1 Spatial Strategy

- 6.1.1 Highland Perthshire covers half the land area of Perth and Kinross extending to approximately 1,000 sq miles stretching from Murthly to the Cairngorms National Park boundary just south of Killiecrankie, and from Rannoch Moor to the Forests of Clunie.
- 6.1.2 The area contains world renowned scenery much of which extends above the 250 m contour up to and including the famous peaks of Schiehallion (1,083 m), Ben Lawers (1,214 m) and Ben Vrackie (841 m). The area also includes the lower lying straths and glens of the Rivers Tay, Tummel, Garry and Lyon as well as Lochs Tay, Tummel and Rannoch.
- 6.1.3 In October 2010, the Cairngorms National Park boundary was extended to include the southern outliers of the Cairngorms and includes such settlements as Blair Atholl, Killiecrankie, Bruar/Pitagowan and Old Bridge of Tilt. The future strategy for these settlements is not included within this Plan but will form part of the Cairngorms National Park Local Development Plan.

Employment Land

- 6.1.4 The TAYplan proposes that the focus for employment land provision should be in Aberfeldy, Birnam and Dunkeld and Pitlochry. However, in order to meet local needs and support the local economy in Highland Perthshire, additional employment land has been identified in other villages to provide choice and opportunity.
- 6.1.5 To provide at least a 5 year supply of employment land, a minimum of 5 hectares of employment land is required up to 2024 in the Highland Perthshire area. Currently there are 1.27 ha of effective employment land supply (Foss Road, Pitlochry) leaving an additional 3.73 ha to be identified.
- 6.1.6 The following employment land sites are proposed and although they could potentially provide up to 9.9 ha of employment land, more detailed analysis of these sites may limit the usable area.

| Site Ref | Settlement | Location | Area (ha) |
|--------------|------------|-------------|------------|
| E10 | Aberfeldy | Borlick | 5.0 |
| E12 | Dunkeld | Tullymillly | 1.2 |
| E13 | Dunkeld | Tullymillly | 2.1 |
| E14 | Inver | | 1.6 |
| Total | | | 9.9 |

- 6.1.7 The Plan recognises that employment in the area can often be of a dispersed nature and many small new businesses are located in rural areas and not in the main settlements.
- 6.1.8 Tourism is an important economic activity within the area and the Plan seeks to enhance existing tourism facilities and provision as well as promote scope for additional or improved opportunities for tourism. However, there is a need to balance the encouragement of tourism into the area, whilst at the same time protecting and conserving the natural and built heritage that are the main attractions.

Housing

- 6.1.9 TAYplan has identified that in order to meet projected population increases approximately 80 houses will be required per year. If this build rate is to be achieved it will require the Local Development Plan to identify an effective housing land supply capable of delivering 1120 houses.



6.1.10 The additional land required to meet the projected build rate is calculated through the following:

$$(A) - (B + C + D + E) = F$$

- (A) Housing Land Requirement
- (B) Completions 2010–2011
- (C) Effective Land Supply
- (D) Windfall Sites (10% of Housing Land Requirement)
- (E) Small Sites (15% of Housing Land Requirement) +
- (F) Additional Allocation Required

| Housing Market Area | A | B | C | D | E | F |
|---------------------|--------------------------|-----------------------|-----------------------|----------------|-------------|---------------------------------|
| | Housing Land Requirement | Completions 2010-2011 | Effective Supply 2011 | Windfall Sites | Small Sites | Additional Allocations Required |
| Highland | 1,120 | 100 | 190 | 110 | 170 | 550 |

6.1.11 In line with the TAYplan hierarchical settlement approach, the Plan concentrates the majority of development within the principal settlements of Aberfeldy, Birnam and Dunkeld, and Pitlochry. It does, however, recognise that these settlements have various topographical and environmental constraints which limit the scope of potential development. In particular, Birnam and Dunkeld have significant constraints, which have resulted in no designations for residential development within these settlements.

6.1.12 Windfall or small sites can play an important role in sustaining villages outwith the main settlements whilst retaining the character of each settlement and the high value of the natural environment within the area. The level and type of development within villages will be influenced by the needs of the local economy and the capacity of existing infrastructure.

6.1.13 In order to achieve the TAYplan requirements, the following additional housing allocations are proposed:

Aberfeldy

| Site Ref | Location | No of Units |
|--------------|-----------------------|-------------|
| H36 | Borlick | 200 Maximum |
| H37 | South of Kenmore Road | 100 |
| Total | | 300 |

Pitlochry

| Site Ref | Location | No of Units |
|--------------|--------------------|-------------|
| H38 | Middleton of Fonab | 70 |
| H39 | Robertson Crescent | 90 |
| Total | | 160 |

Landward

| Site Ref | Location | No of Units |
|--------------|------------|-------------|
| H40 | Ballinluig | 45 |
| H42 | Kenmore | 30 |
| H45 | Murthly | 10 |
| Total | | 85 |



Housing within the Lunan Valley Lochs Catchment

6.1.14 A small section at the western end of the Lunan Valley Lochs Catchment area is within the Highland Perthshire area. This is a series of naturally rich eutrophic lochs, whose unique ecology makes it of local, national and international importance. The Lochs and the surrounding area enjoy statutory protection both as a Special Area of Conservation (SAC) and as Sites of Special Scientific Interest (SSSIs). The Lochs have been degraded over the last century by the addition of phosphorus through human activities. To afford further protection there is a need to ensure that additional phosphorus pollution does not enter the catchment area and ultimately the Lochs. Therefore, housing within this area is limited to economic need, conversions or replacement buildings, excluding infill and brownfield development.

6.1.15 The only settlement that falls both within the Highland Perthshire area and the Lunan Lochs catchment is Butterstone. Further guidance on development constraints in Butterstone is provided in the settlement strategy in a later section of this plan.

Retail

6.1.16 Pitlochry, Aberfeldy and Dunkeld are important local shopping and commercial centres, servicing both residents, and tourists, retail needs. Pitlochry is particularly geared towards the tourism market although recent planning permission for a supermarket in the town will further establish its importance as a local retail and service centre. Aberfeldy and Dunkeld have a good range of independent shops. The Plan recognises the importance of these town centres and seeks to protect and enhance them.

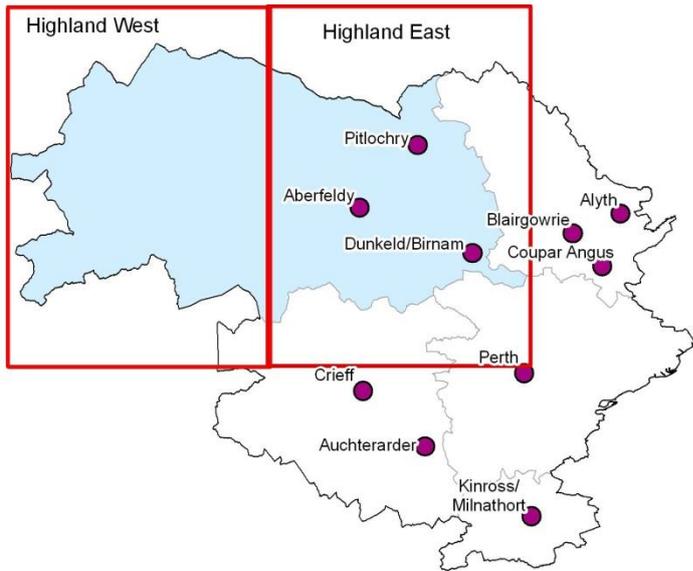
Infrastructure

6.1.17 As part of the Scottish Government's Strategic Transport Projects Review published in December 2008, it proposed the upgrade of the A9 from Dunblane to Inverness to dual carriageway.

Education Infrastructure

6.1.18 The school estate serving the Highland Area in general has capacity to immediately support further growth although capacity issues are identified at Breadalbane, Logierait, Murthly, Kenmore and Pitlochry. Through the lifetime of the Plan the capacity of a number of schools will be increased to meet future demands. Development which takes place within school catchments with identified issues will be required to make a contribution to increasing school capacity in line with Council guidance.



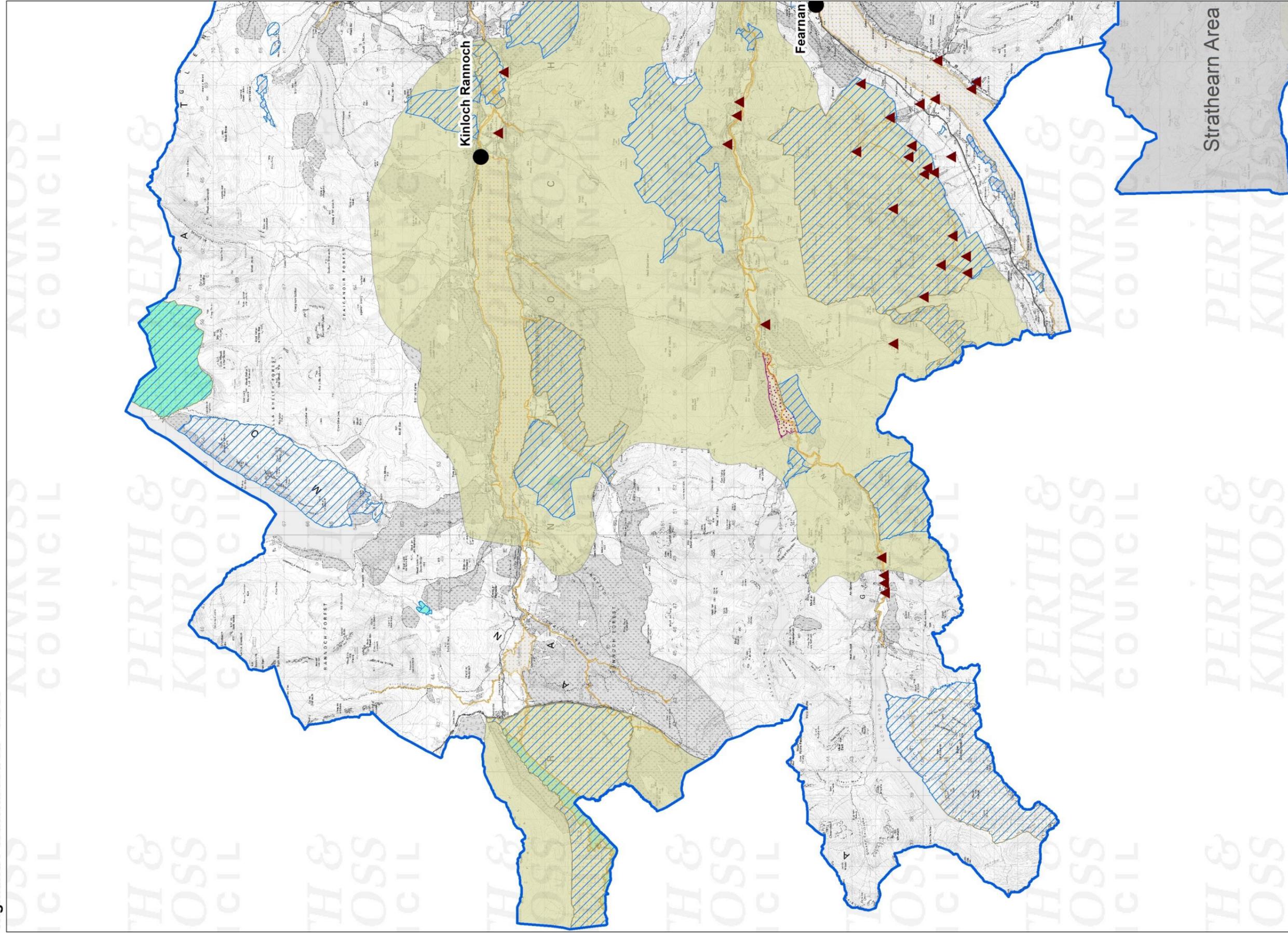


Highland Perthshire Area Landward Map Legend

- | | | | |
|---|------------------------------|---|-------------------------------------|
|  | Inset Map |  | Site of Special Scientific Interest |
|  | Battlefield |  | Garden and Designed Landscape |
|  | Scheduled Ancient Monument |  | Pipeline Consultation Zone |
|  | Waste Management Site |  | National Scenic Area |
|  | LDP Area |  | Special Protection Area |
|  | Special Area of Conservation |  | Lunan Valley Catchment Area |



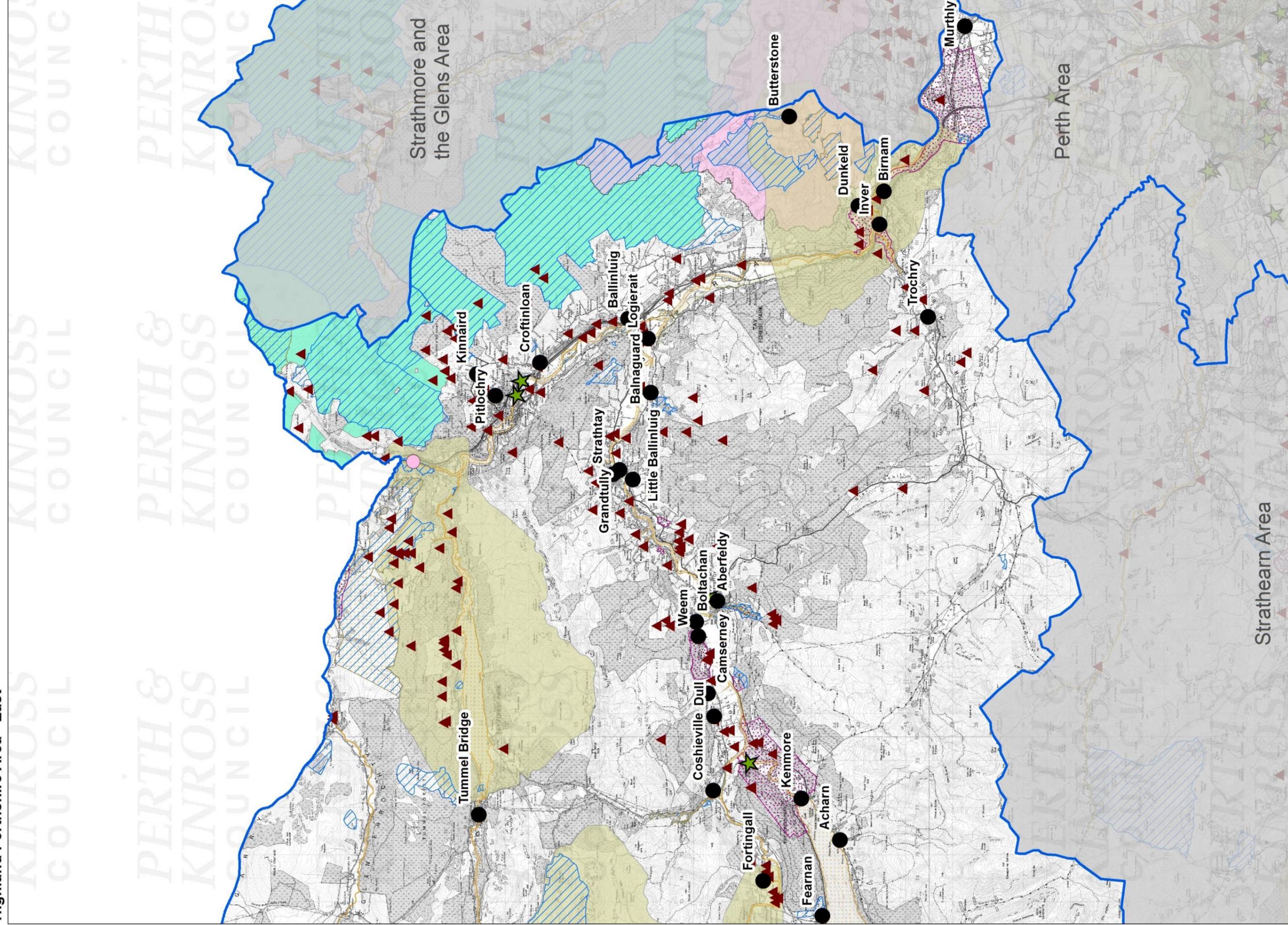
Highland Perthshire Area - West



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Highland Perthshire Area - East



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6.2 Aberfeldy

6.2.1 Description

Aberfeldy has a population of approximately 2,000. The town is a local and visitor service centre with a good selection of independent shops, cafés and convenience food stores. The Breadalbane Community Campus has a very good range of facilities including a primary school and secondary school together with indoor and outdoor sports provision, a library and other facilities open to the wider community.

6.2.2 Spatial Strategy Considerations

It is one of the largest settlements in the Highland Perthshire area and plays an important role in its economy.

The Plan shows the retention of existing employment land to the east of the settlement as well as proposed expansion of employment opportunities to the south of A827 and to the west of the distillery. This consolidation and expansion of employment land within the eastern edge of the settlement should provide opportunities for sustainable economic growth within an accessible location.

Tourism is important for employment and in maintaining the economic viability of services and facilities within the Highland Perthshire area. The Plan seeks to promote and enhance existing and future tourism developments within the area. The caravan park to the east of the settlement makes an important contribution to the provision of visitor accommodation in the area and its retention is regarded as important.

Policies for the town centre seek to encourage the retention of uses to ensure continued viability and vitality.

Part of Aberfeldy is a designated Conservation Area which seeks to protect the character and historic integrity. The Conservation Area Appraisal is produced as Supplementary Guidance.

Aberfeldy has a number of topographic constraints with land rising steeply to the south and the River Tay to the north, housing development is directed to the east and west. To the east the continuation and expansion of the housing site at Borlick, linked to the provision of employment land, seeks to provide an opportunity for phasing development to provide a long-term housing supply. The development of housing and employment land at Borlick will require a masterplan.

The expansion of Aberfeldy to the west is a logical step from previous housing allocations at Duntaylor which have been developed or have planning permission. The dry-stane dykes running vertically through the agricultural land to the west provide logical stopping points for development, helping integrate it into the landscape.

The Plan seeks to protect areas of open space and recreation as well as green corridors through the settlement to maintain the character and amenity of the town as well as protect and enhance local biodiversity.

6.2.3 Infrastructure Considerations

Drainage from all development should connect to Public Waste Water Treatment Works. All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Employment Site

| Ref | Location | Size | Uses |
|---|----------|--------|------------------------|
| E10 | Borlick | 5.0 ha | General employment use |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Masterplan submitted at the time of any planning application setting out the phasing and comprehensive development of the site including the adjacent residential development (H36). ⇒ Flood Risk Assessment. ⇒ Transport Assessment. ⇒ Road layout to be developed in conjunction with Borlick Housing Site H36. ⇒ The built form and layout of the site should respond appropriately to the landscape and strengthen the character of Aberfeldy as a distinctive place with the views of the town from the A826 enhanced not screened. ⇒ Landscaping framework. ⇒ Biodiversity study. | | | |

Residential Sites

| Ref | Location | Size | Number |
|--|----------|---------|-------------|
| H36 | Borlick | 15.4 ha | 200 Maximum |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Masterplan submitted at the time of any planning application setting out the phasing and comprehensive development of the site including the adjacent employment development (E10). ⇒ Provision of 1 ha of serviced employment land on site E10 by completion of 75th dwelling. ⇒ Flood Risk Assessment. ⇒ Transport Assessment. ⇒ Access from A827 with secondary link into Old Crieff Road along Borlick Farm access track. ⇒ Road layout to be developed in conjunction with Borlick Employment Site E10. ⇒ Built form and layout of the site should respond appropriately to the landscape and strengthen character of Aberfeldy as a distinctive place with the views of the town from the A826 enhanced not screened. ⇒ Landscaping framework. ⇒ Enhancement of Biodiversity. ⇒ Financial contribution to education provision in line with the Supplementary Guidance. | | | |

| Ref | Location | Size | Number |
|--|-----------------------|--------|--------|
| H37 | South of Kenmore Road | 8.5 ha | 100 |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Transport Assessment. ⇒ Access should primarily be taken from the A827 Kenmore Road and a secondary access should be sought from Duntaylor Avenue. ⇒ Connection to Duntaylor Farm access road and maintain access to Duntuim Farm. ⇒ Landscaping framework. ⇒ Suitable boundary treatment to form settlement gateway on A827. ⇒ Enhancement of Biodiversity. ⇒ Protection and enhancement of broadleaf trees and woodland within the site. ⇒ Construction Method Statement to be provided for all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay Special area of Conservation. ⇒ Where development is within 30 metres of the watercourse, an Otter survey should be undertaken and a special protection plan provided, if required, so as to ensure no adverse | | | |



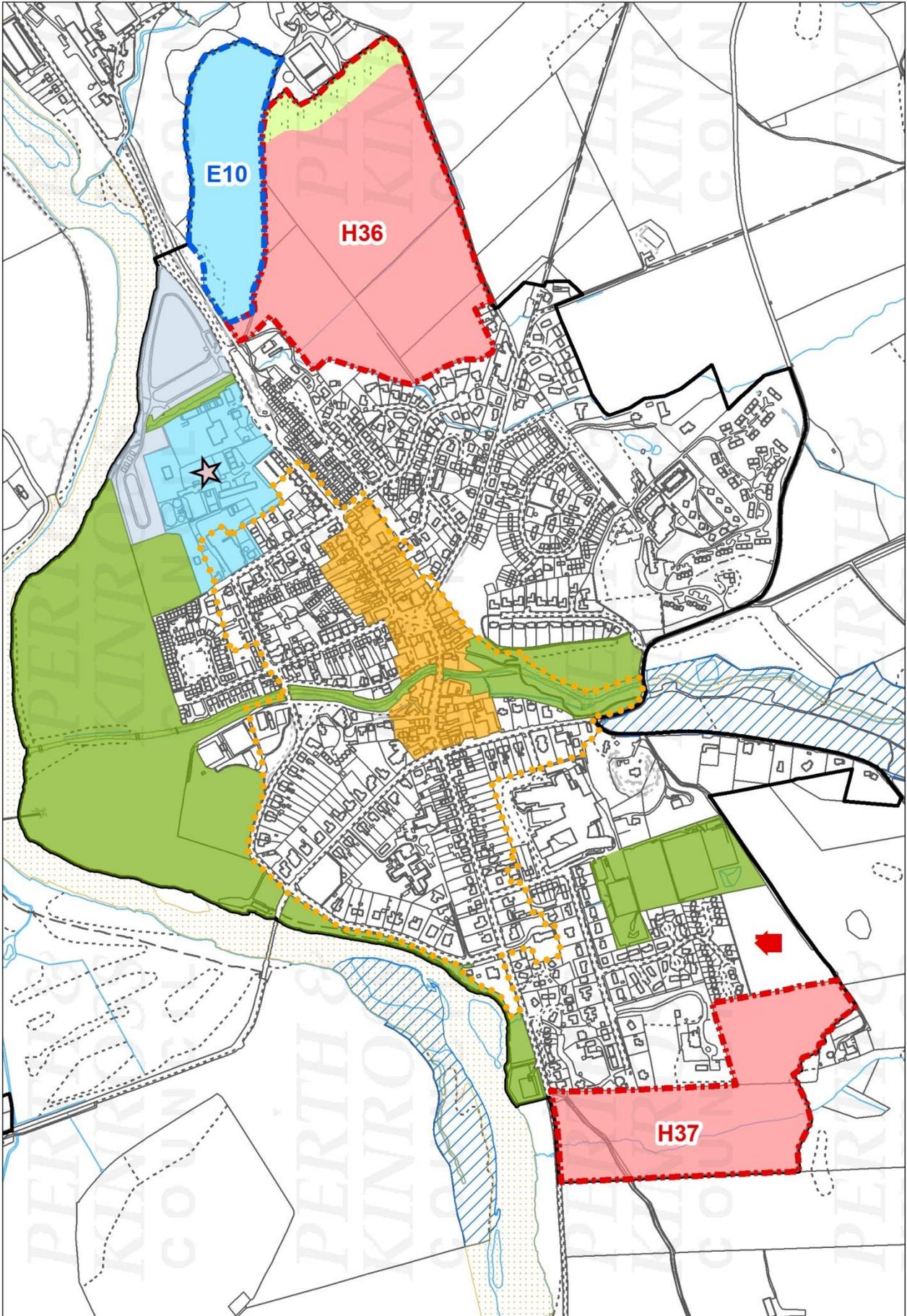
effects on the River Tay Special area of Conservation.

- ⇒ Built form and layout of the site should respond appropriately to the landscape and strengthen the character of Aberfeldy as a distinctive place.
- ⇒ Financial contribution to education provision in line with the Supplementary Guidance.

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Aberfeldy



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6.3 Birnam and Dunkeld

6.3.1 Description

Together Birnam and Dunkeld have a population of approximately 1,200. The settlements have a very good range of services and facilities. The area is well served with bus links to Perth and a station on the main Perth to Inverness railway line.

6.3.2 Spatial Strategy Considerations

The settlements play an important role in the economic growth and housing provision within the Highland area.

The settlements are, however, highly constrained by potential flooding, the surrounding topography, international, national, natural and built heritage designations. Future development potential is therefore extremely limited. There may however be scope for some infill residential development within the settlement boundary.

The economic contribution made by the Sawmill and other uses at Tullymilly are recognised. In order to consolidate and encourage future opportunities for sustainable economic growth two employment sites are designated at the Sawmill.

Tourism plays a key role in providing employment and in maintaining the economic viability of services and facilities. The Plan seeks to promote and enhance existing and future tourism developments. Within Birnam, the caravan park to the east of the settlement is specifically identified for its contribution to visitor accommodation in the area and its retention is important.

Plan policies seek to encourage the retention and development of uses associated with a town centre to ensure Dunkeld and Birnam's continued viability and vitality.

Dunkeld is largely designated as a Conservation Area which, as well as Birnam Conservation Area, seeks to protect the character and historic integrity of the town. The Conservation Area Appraisals are produced as Supplementary Guidance.

The Plan shows protection for the areas of open space and recreation along the River. The Plan seeks to protect these areas to maintain the character and amenity of the town as well as protect and enhance local biodiversity.

6.3.3 Infrastructure Considerations

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

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

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

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

Employment Site

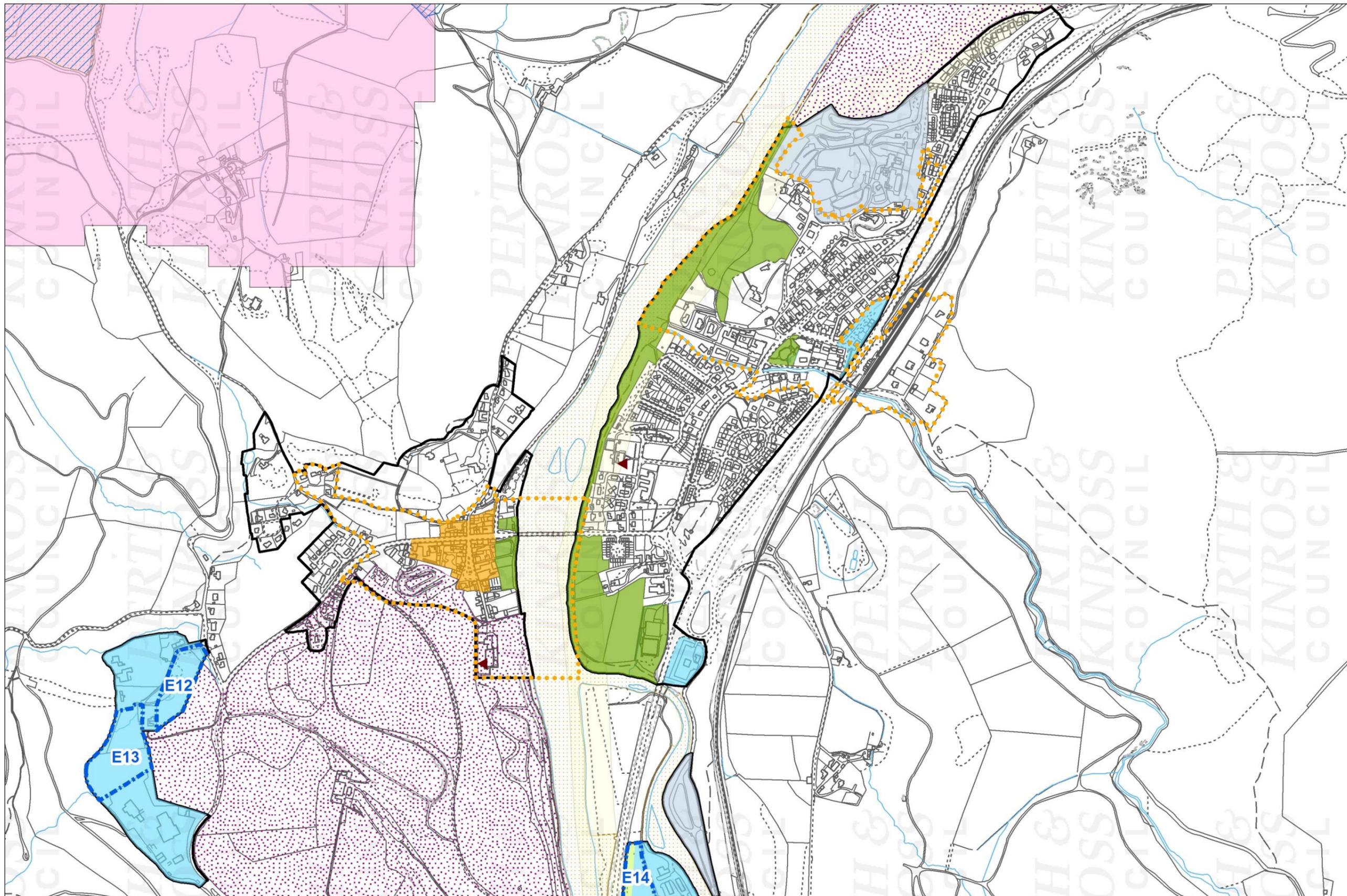


| Ref | Location | Size | Uses |
|--|------------|--------|------------------------|
| E12 | Tullymilly | 1.2 ha | General employment use |
| E13 | | 2.1 ha | |
| Site Specific Developer Requirements <ul style="list-style-type: none">⇒ Transport Assessment.⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.⇒ Landscaping framework.⇒ Built form and layout should respond appropriately to its sensitive location. Production of Design Statement to ensure that development is in keeping with the local landscape and to protect the integrity of the adjacent designated Dunkeld House Garden and Designed Landscape.⇒ Enhancement of biodiversity and protection of habitats.⇒ Flood Risk Assessment.⇒ Feasibility study to assess the restoration of the existing culvert. | | | |

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Birnam and Dunkeld



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6.4 Pitlochry

6.4.1 Description

Pitlochry has a population of approximately 2,900. The settlement has a very good range of community facilities and services serving both the local population and visitors. The town is well served with bus links to other surrounding settlements as well as Perth, and is on the main Perth to Inverness railway line with a railway station close to the town centre.

6.4.2 Spatial Strategy Considerations

The settlement plays an important role in the economic growth and housing provision within the Highland area.

The Plan shows the retention of existing employment land to the east of the settlement and south of the town centre. In addition to these, there is the retention of a small area of employment use to the north of the A9 at Foss Road which has potential for development of small light industrial units.

Tourism plays a key role in employment provision and economic viability of services and facilities within the area. The Plan seeks to promote and enhance existing and future tourism developments. Within Pitlochry, two important tourism land uses, the Atholl Palace Hotel and Milton of Fonab Caravan Park are identified for their significant contribution to the provision of visitor accommodation and should therefore be retained.

The Plan policies encourage the retention and development of town centre uses that ensure continued viability and vitality.

The settlement incorporates two Conservation Areas: one covering the town centre and the other covering the majority of Moulin. These designations seek to protect the character and historic integrity of these areas. The Conservation Area Appraisal for Pitlochry is produced as Supplementary Guidance.

A retail site has been identified to the west of Bridge Road which currently has planning permission for a supermarket. The designation of the site seeks to prevent continued leakage to Perth for food retailing.

Development opportunities are limited due to the physical constraints of the settlement with land rising steeply to the north, the River Tummel and its flood plain around the town and the A9 defining the southern boundary. However, it is proposed that the expansion of the town to the north at Robertson Crescent would be a logical step, extending existing residential use whilst maintaining the physical separation of Pitlochry and Moulin. Some expansion of the settlement to the south is possible whilst maintaining the visual integrity of Pitlochry from the A9.

The Plan shows protection for the areas of open space and recreation in particular along the river. It seeks to protect these areas to maintain the character and amenity of the town as well as protect and enhance local biodiversity.

6.4.3 Infrastructure Considerations

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

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

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

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



Residential Sites

| Ref | Location | Size | Number |
|-----|--------------------|--------|--------|
| H38 | Middleton of Fonab | 4.8 ha | 70 |

Site Specific Developer Requirements

- ⇒ Access from local road network with connections onto Logierait Road and enhanced walking and cycling opportunities to town centre.
- ⇒ Landscaping framework.
- ⇒ Noise attenuation measures adjacent to A9.
- ⇒ Enhancement of Biodiversity.
- ⇒ Flood Risk Assessment.
- ⇒ Paths within the site linking to core path network, particularly to enhance links to the town centre.
- ⇒ Financial contribution to education provision in line with the Supplementary Guidance.

| Ref | Location | Size | Number |
|-----|--------------------|------|--------|
| H39 | Robertson Crescent | 5 ha | 90 |

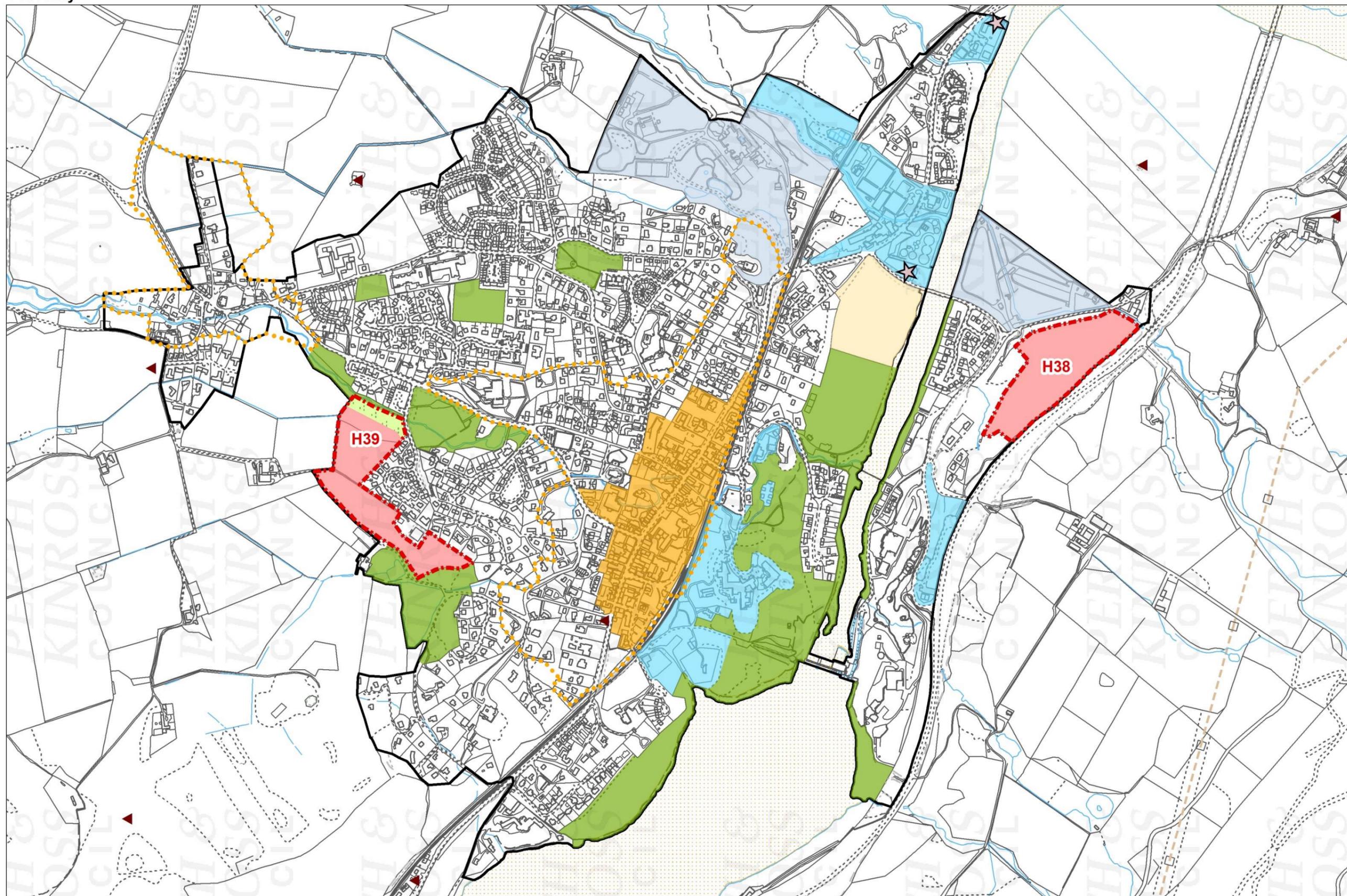
Site Specific Developer Requirements

- ⇒ Flood Risk Assessment.
- ⇒ Appropriate buffer strip to be maintained along Moulin Burn and presumption against culverting.
- ⇒ Landscaping framework.
- ⇒ Enhancement of Biodiversity.
- ⇒ Paths within the site should link to the existing core path network to further enable a largely off-road route to the High School.
- ⇒ Financial contribution to education provision inline with the Supplementary Guidance.

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Pitlochry



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6.5 Acharn

6.5.1 Description

Acharn is located on the south side of Loch Tay less than 2 miles west of Kenmore. The village is principally residential, however there is currently an employment land use adjacent to Drummond View in the northwest. In line with policy there will be a presumption in favour of retaining this area for employment use.

6.5.2 Spatial Strategy Considerations

Acharn is not identified for significant growth and the settlement boundary has been drawn to offer the potential to accommodate some residential and employment development.

Acharn lies within the River Tay Catchment Area; Policy EP15 sets out the relevant criteria for development in this settlement.

6.5.3 Infrastructure Considerations

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

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

Acharn



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6.6 Ballinluig

6.6.1 Description

Ballinluig is located to the east of the A9, 5 miles south of Pitlochry. The village has a population of approximately 290. The settlement has a range of services and facilities for the local population and visitors with a selection of shops, pub/restaurants and visitor accommodation. The village is on a main bus link between Perth and Aberfeldy and Perth and Pitlochry with hourly services. The village also has a primary school serving surrounding villages. Ballinluig has taken advantage of direct access off the A9 through the provision of roadside services as well as employment provision adjacent to the junction.

6.6.2 Spatial Strategy Considerations

This rural settlement plays an important role in local economic growth and contributes to the area's housing provision. Its proximity and accessibility to Pitlochry, which is located 5 miles to the north, provides an opportunity for additional residential and employment land serving the wider area.

The Plan recognises the importance of the existing employment land to the south of the village and retains the opportunity provided by the proximity of and easy access to the A9.

Residential growth during the timeframe of the previous Plan occurred in the northern part of the village. The Plan seeks to retain this designation to provide an opportunity for residential development on this site.

The Plan shows protection for the areas of open space and recreation in particular along the River and within site H40. The Plan seeks to protect these areas to maintain the character, amenity and biodiversity of the village.

6.6.3 Infrastructure Considerations

The village is currently served by a septic tank, the capacity of which would need investigation to determine whether an upgrade and/or secondary treatment would be required.

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

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

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



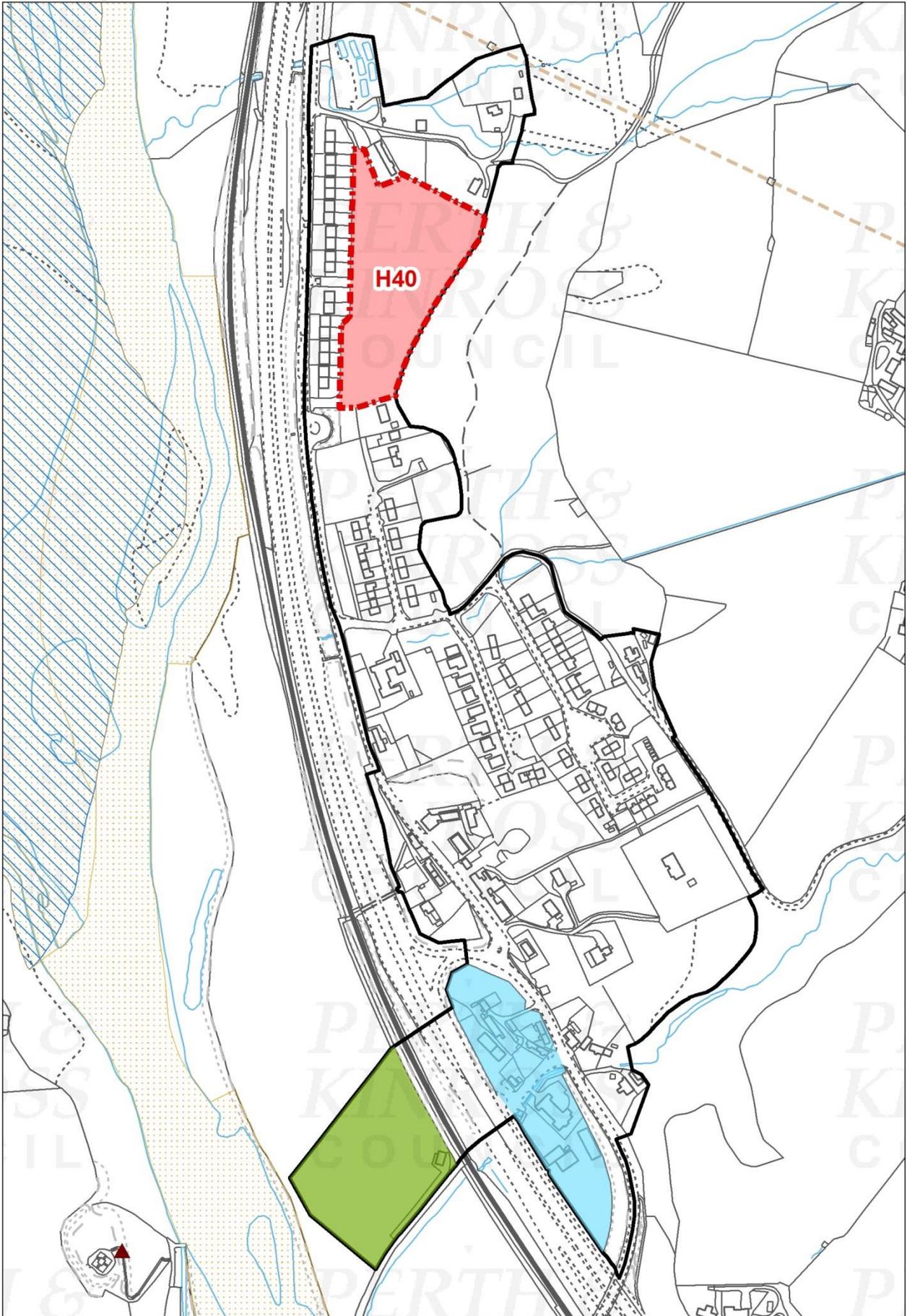
Residential Site

| Ref | Location | Size | Number |
|--|------------------|--------|------------------------------------|
| H40 | Ballinluig North | 1.7 ha | 45 maximum during life of the Plan |
| Site Specific Developer Requirements | | | |
| <ul style="list-style-type: none"> ⇒ Network investigation to determine capacity and requirement for secondary treatment of discharge. ⇒ Flood Risk Assessment. ⇒ Drainage from all development should ensure no reduction in water quality. ⇒ Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment. ⇒ Where the development site is within 30m of a watercourse an Otter survey should be undertaken and a species protection plan provided, if required. ⇒ Transport Assessment. ⇒ Internal road layout to the satisfaction of the Council as Roads Authority. ⇒ Provide improved access roads from St Cedd's Road and road to the south near Braeside Road end. ⇒ Built form and layout should respond appropriately to the landscape and strengthen the character of Ballinluig as a distinctive place. ⇒ Tree survey of existing woodland to ensure retention and enhancement of woodland, biodiversity and protection of habitats. ⇒ Maintain access paths through site including designated core paths. | | | |

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Ballinluig



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6.7 Balnaguard

6.7.1 Description

Balnaguard is located on the B898 south of the River Tay.

6.7.2 Spatial Strategy Considerations

Balnaguard is not identified for significant growth and the settlement boundary has been drawn to offer the potential to accommodate some additional development including both residential and employment use.

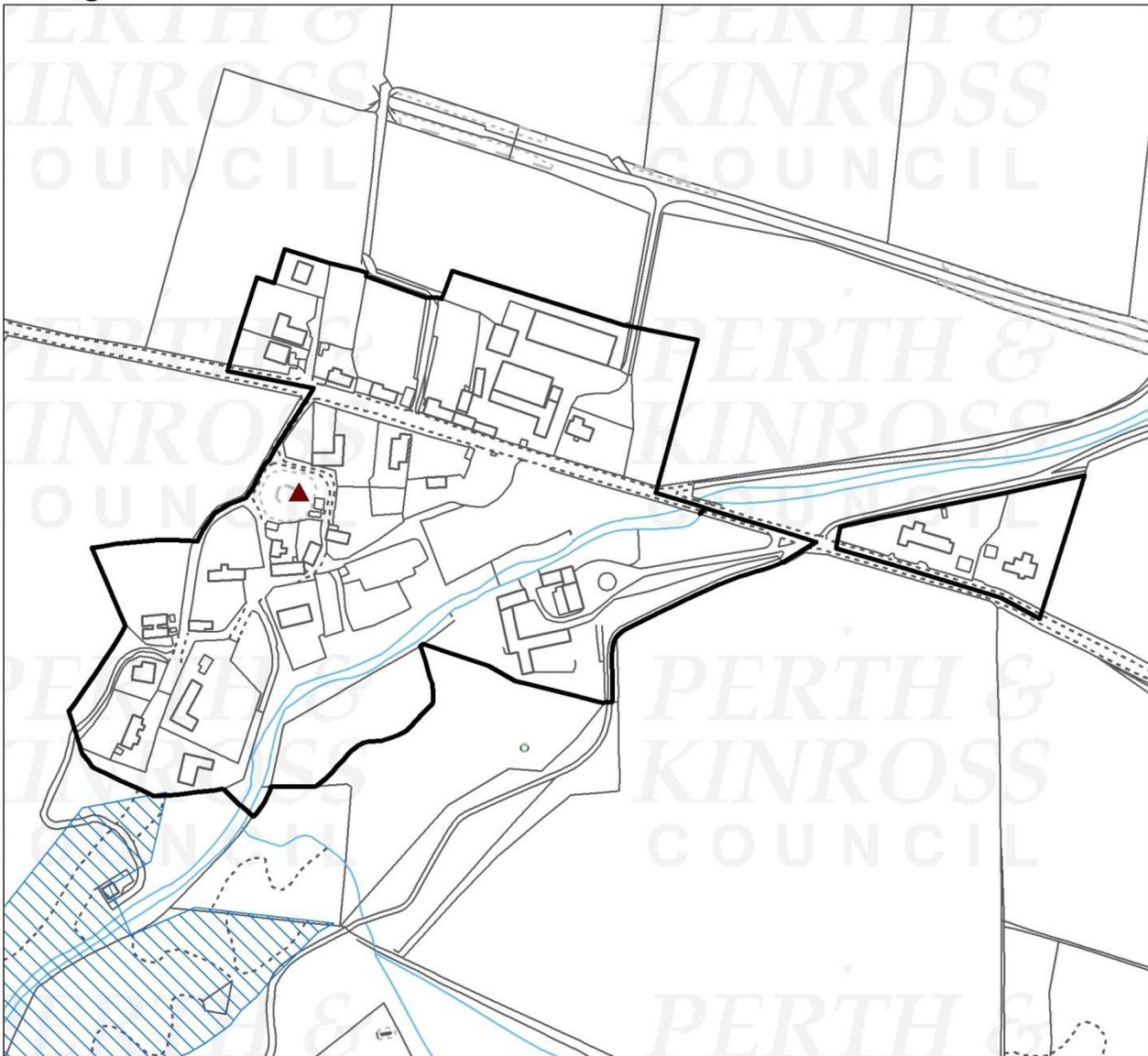
Balnaguard lies within the River Tay Catchment Area; Policy EP15 sets out the relevant criteria for development in this settlement.

6.7.3 Infrastructure Considerations

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

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

Balnaguard



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6.8 Butterstone

6.8.1 Description

Butterstone is located on the A923, 4 miles east of Dunkeld and 8 miles west of Balrigowrie and is a small settlement with tourism accommodation (chalets) in the northern part of the village.

6.8.2 Spatial Strategy Considerations

Butterstone is not identified for growth and has a tightly drawn settlement boundary because it lies in the Lunan Lochs Catchment area where there is a presumption against development that would raise phosphorus levels into the Lochs. Policy EP6 sets out the relevant criteria for development in this area.

The chalets provide an important contribution towards tourism within the area and there is a presumption against a change of use of this site, which would have a detrimental affect on the Lunan Lochs Catchment Area.

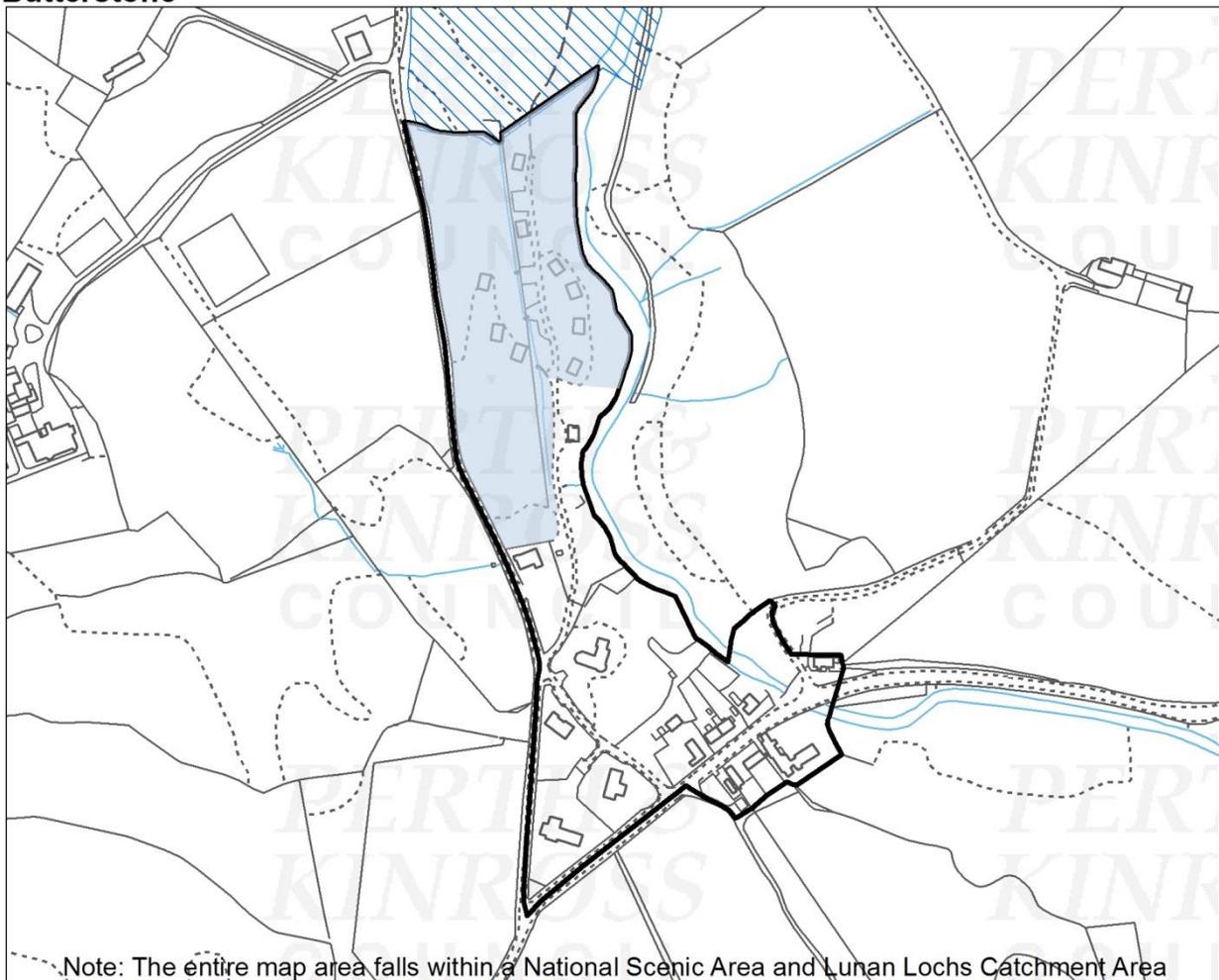
To ensure no adverse effects on the Dunkeld-Blairgowrie Lochs SAC, policy EP6 sets out the relevant criteria for development in this settlement.

6.8.3 Infrastructure Considerations

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

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

Butterstone



Note: The entire map area falls within a National Scenic Area and Lunan Lochs Catchment Area

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6.9 Camserney

6.9.1 Description

Camserney is located to the north of the B846, 3 miles from Aberfeldy. It contains areas of agriculture and grazing land creating an open aspect within the village. The village is primarily residential but includes a hall.

6.9.2 Spatial Strategy Considerations

Camserney is not identified for significant growth and the settlement boundary has been drawn to offer the potential to accommodate some residential and employment development.

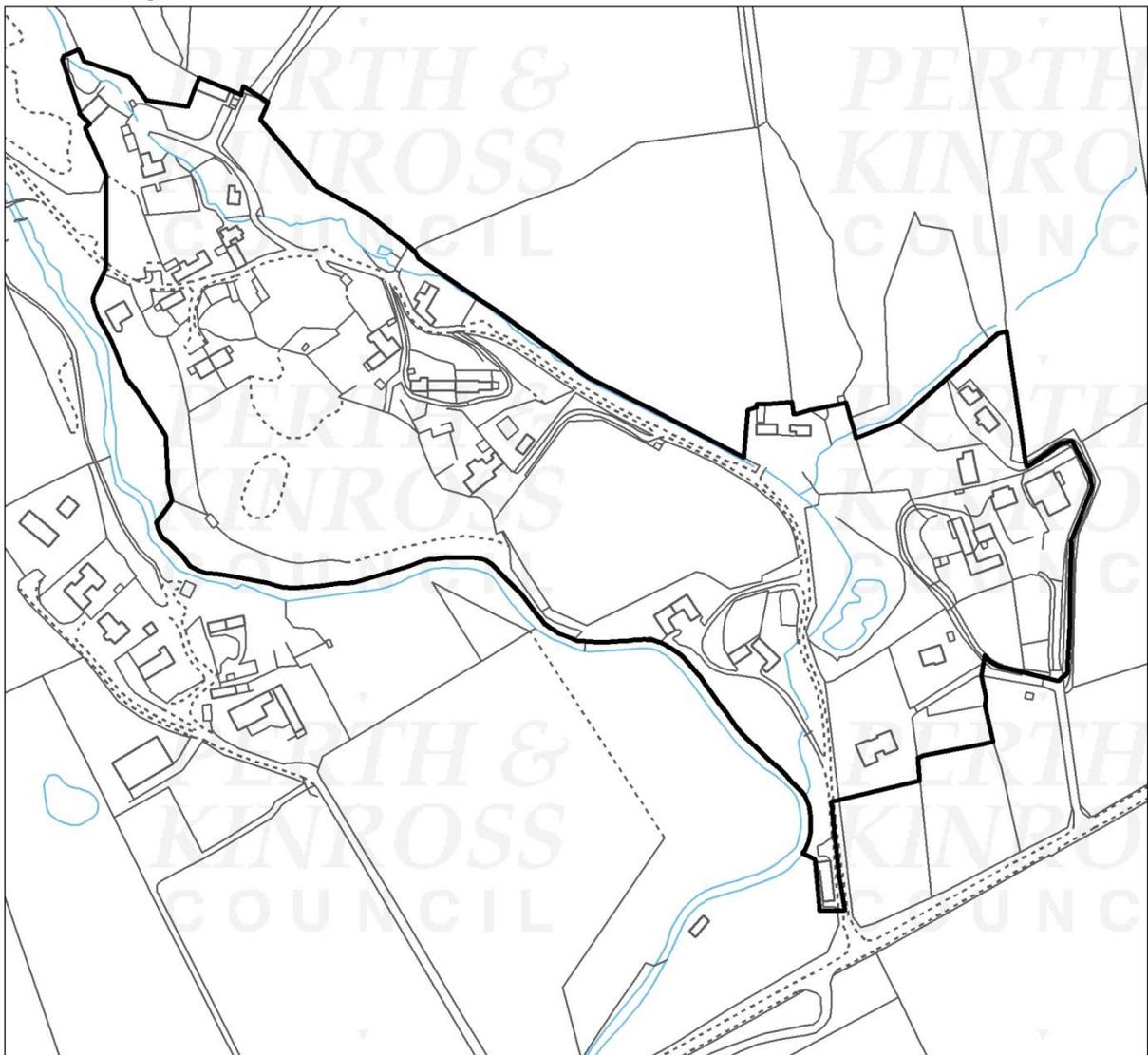
Camserney lies within the River Tay Catchment Area; Policy EP15 sets out the relevant criteria for development in this settlement.

6.9.3 Infrastructure Considerations

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

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

Camserney



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6.10 Coshieville

6.10.1 Description

Coshieville is located off the B846 just north of Tay Forest Park and is less than 6 miles west of Aberfeldy. The hamlet consists of only 10 houses which have evolved with roadside development.

6.10.2 Spatial Strategy Considerations

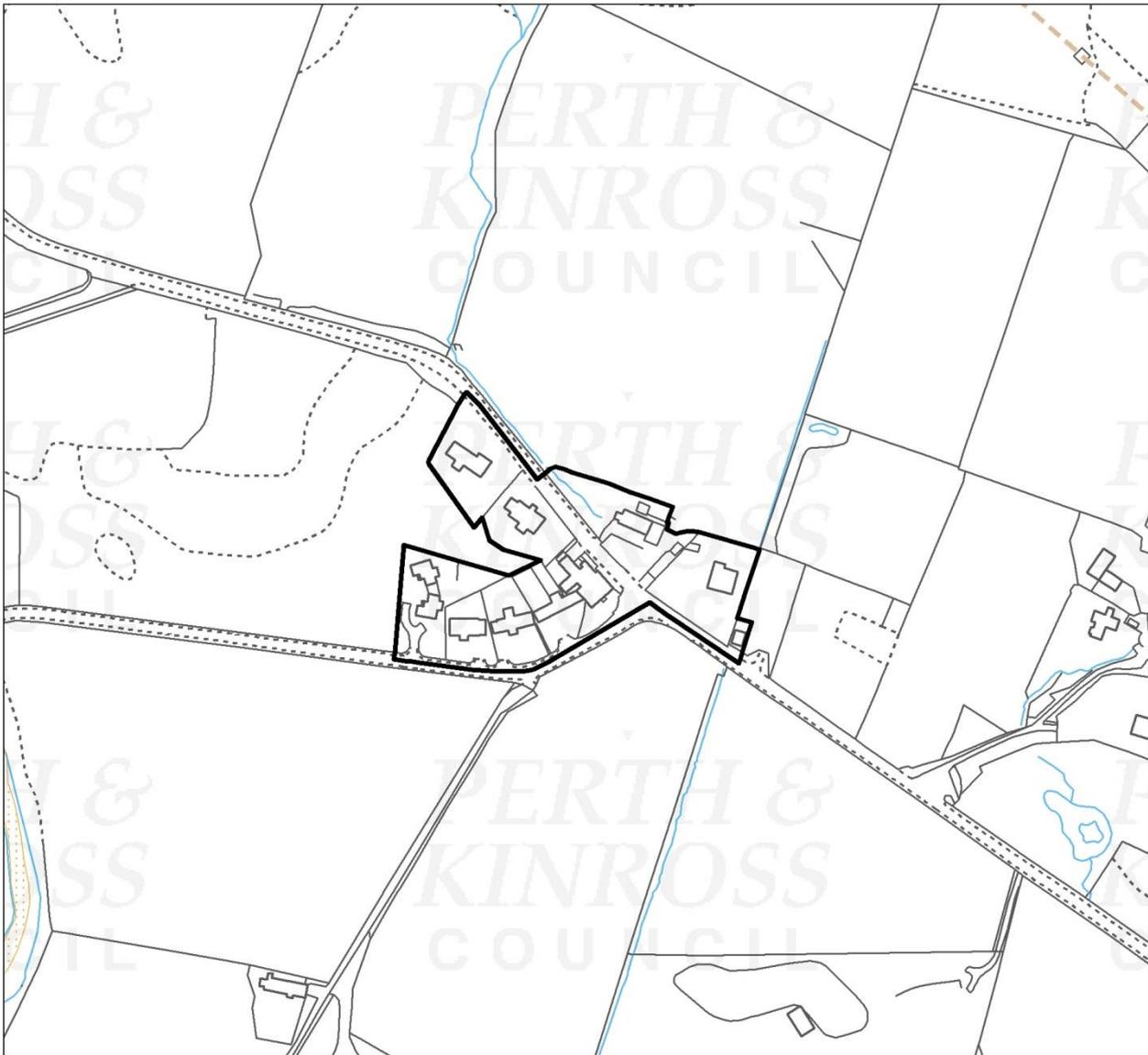
Coshieville is not identified for growth and a tight settlement boundary has been drawn to limit any significant future growth.

6.10.3 Infrastructure Considerations

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

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

Coshieville



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6.11 Croftinloan/Donavoured/East Haugh/Ballyoukan

6.11.1 Description

This group of small settlements lies just south of Pitlochry and growth has been ad-hoc with infill development over recent years.

6.11.2 Spatial Strategy Considerations

The settlements are not identified for significant growth and the boundaries have been drawn tightly with the designation of green space wedges to maintain the character and setting of the area.

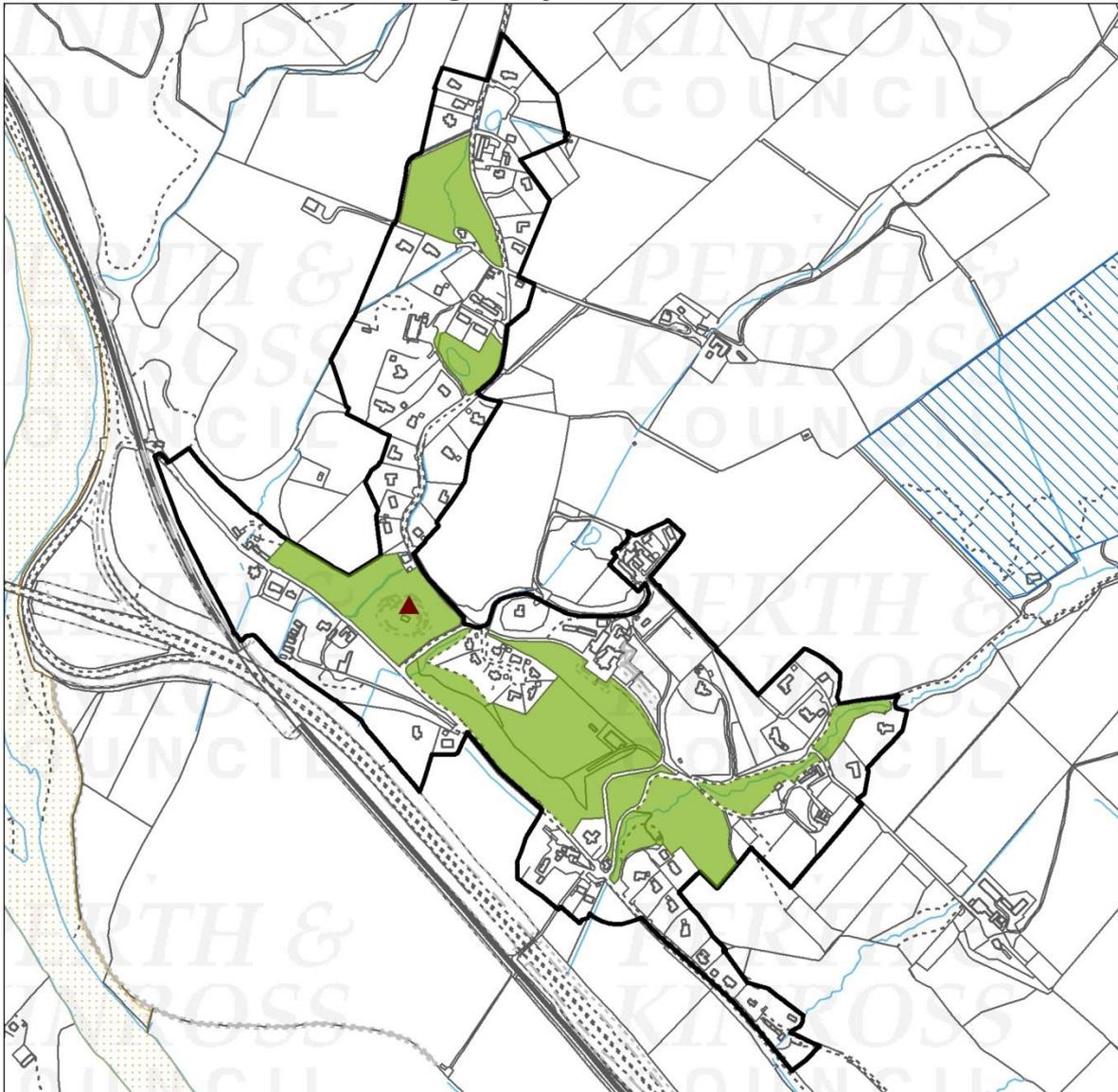
Croftinloan/Donavoured/East Haugh/Ballyoukan lie within the River Tay Catchment Area; Policy EP15 sets out the relevant criteria for development in this area.

6.11.3 Infrastructure Considerations

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

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

Croftinloan/Donavoured/East Haugh/Ballyoukan



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6.12 Dull

6.12.1 Description

Dull is located immediately north of the B846 within Dull Woods and is less than 4 miles west of Aberfeldy. The village has a dense settlement pattern to the west and more open form to the east. It has seen various new build and conversions over recent years.

6.12.2 Spatial Strategy Considerations

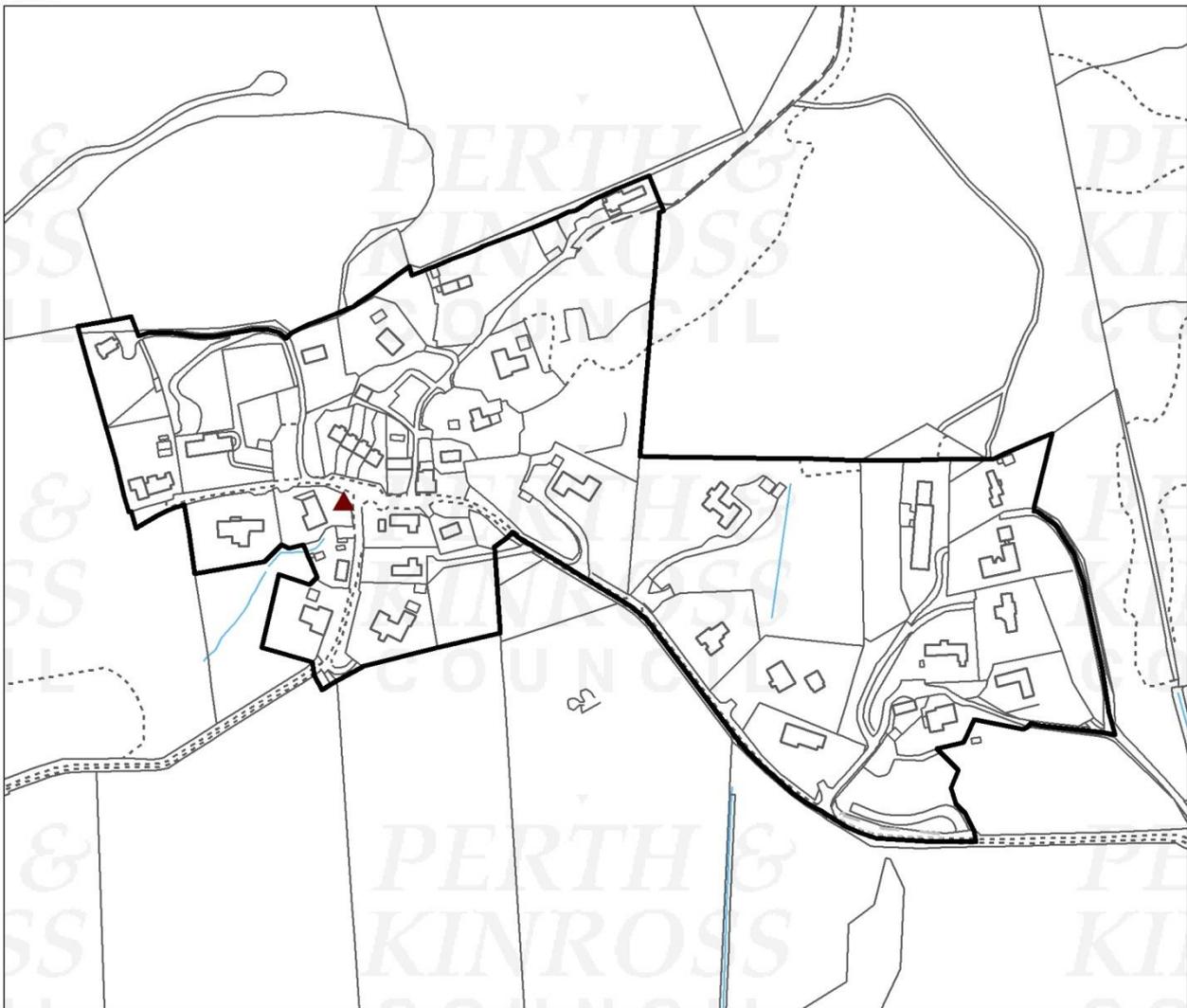
Dull is not identified for significant growth and the settlement boundary has been drawn to offer the potential to accommodate some further development.

6.12.3 Infrastructure Considerations

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

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

Dull



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6.13 Fearnan

6.13.1 Description

Fearnan is located north of the A827 that runs along the north shore of Loch Tay and is immediately adjacent to the western end of Tay Forest Park. The village is over 10 miles south west of Aberfeldy. With a population of approximately 100 Fearnan is primarily residential with a community hall and a number of small businesses which provide local employment. The character and layout of the village is defined by a rigg system which can be seen in the central and northern sections of the settlement.

6.13.2 Spatial Strategy Considerations

Fearnan is not identified for significant growth and the settlement boundary has been drawn to offer the potential to accommodate some further development.

In order to retain the character of Fearnan, the rigg system field pattern will be safeguarded.

6.13.3 Infrastructure Considerations

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

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

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Fearnan



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6.14 Fortingall

6.14.1 Description

Fortingall is a small settlement located north of the B846 and Tay Forest Park. It is over 8 miles west of Aberfeldy. The settlement has evolved around the church, hotel and along the roadside. Most of the village is within the Loch Rannoch and Glen Lyon National Scenic Area.

6.14.2 Spatial Strategy Considerations

Fortingall is within a Conservation Area, which also includes the surrounding hinterland. The historic character and setting of the village will therefore be protected from any potentially detrimental development.

The village is not identified for significant growth and the settlement boundary has been drawn to allow limited further development.

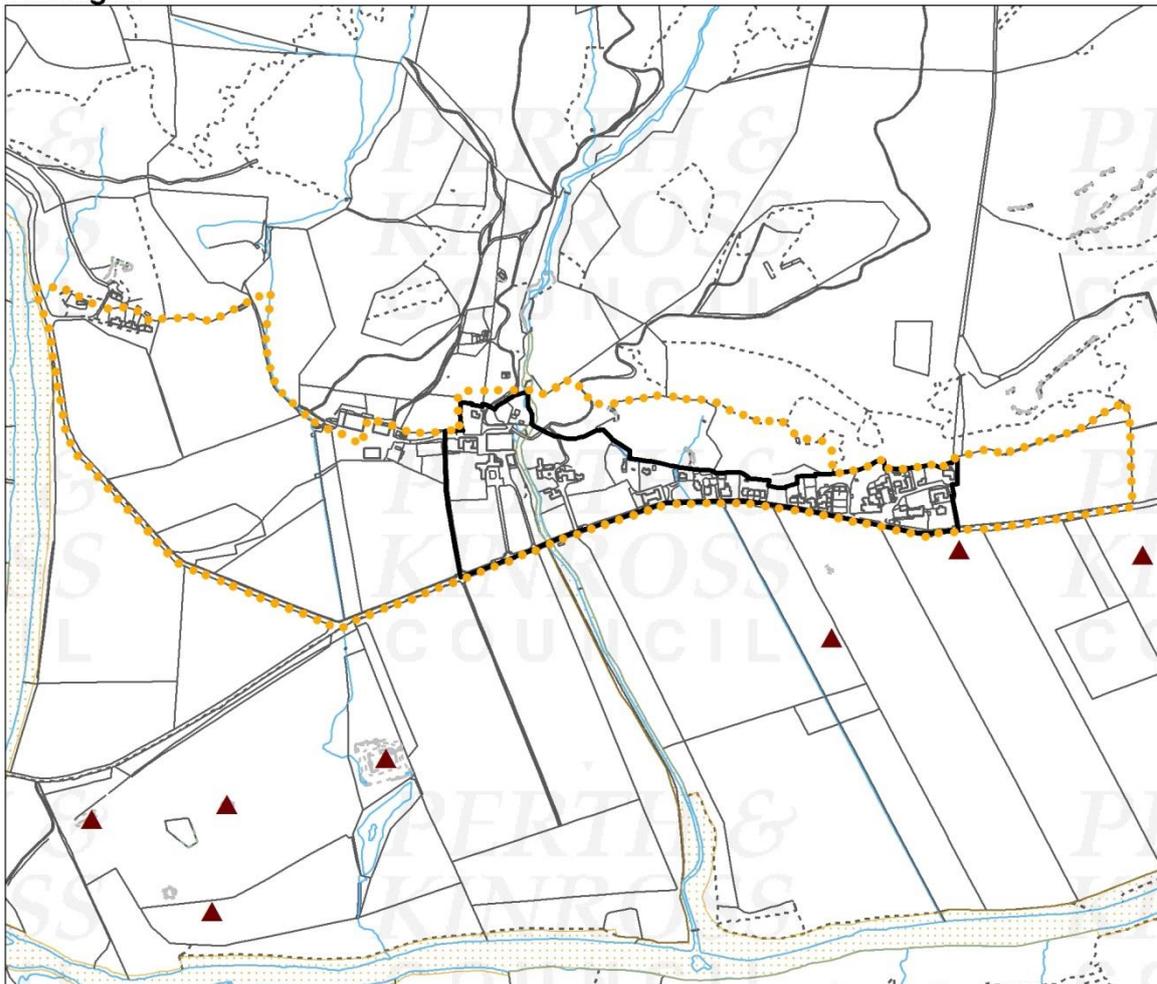
Fortingall lies within the River Tay Catchment Area; Policy EP15 sets out the relevant criteria for development in this settlement.

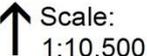
6.15.3 Infrastructure Considerations

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

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

Fortingall



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6.15 Grandtully, Strathtay and Little Ballinluig

6.15.1 Description

This collection of small settlements is considered together in the Plan, however, each has a different character and density.

Little Ballinluig is the smallest in terms of area but is the most densely developed. The settlement is located just off the A827 south of the River Tay and is less than 5 miles north east of Aberfeldy. It primarily comprises of housing which is in cul-de-sacs and off-road developments, with no significant roadside development.

Grandtully is located between Little Ballinluig and Strathtay just off the A827 and is over 5 miles north east of Aberfeldy. It provides a small selection of local amenities and services. These services and local amenities are primarily along the roadside with residential development behind them.

Strathtay is located north of the A827 and Tay River and is over 5 miles north east of Aberfeldy. It has a much larger settlement boundary than the other two villages but has a much more sparse settlement pattern with larger house to garden ratios. It also includes a post office and a small convenience store.

6.15.2 Spatial Strategy Considerations

Strathtay and the majority of Grandtully are within a Conservation Area. The historic character and setting of the villages are therefore to be protected from any undesirable or detrimental development. The Conservation Area Appraisal is produced as Supplementary Guidance.

The villages of Strathtay and Grandtully are not identified for significant growth and the settlement boundary has been drawn to allow only limited further development.

The settlement boundary of Little Ballinluig has been extended to the west to include a site which currently has planning permission for residential development.

Grandtully/Strathtay and Little Ballinluig lie within the River Tay Catchment Area; Policy EP15 sets out the relevant criteria for development in this area.

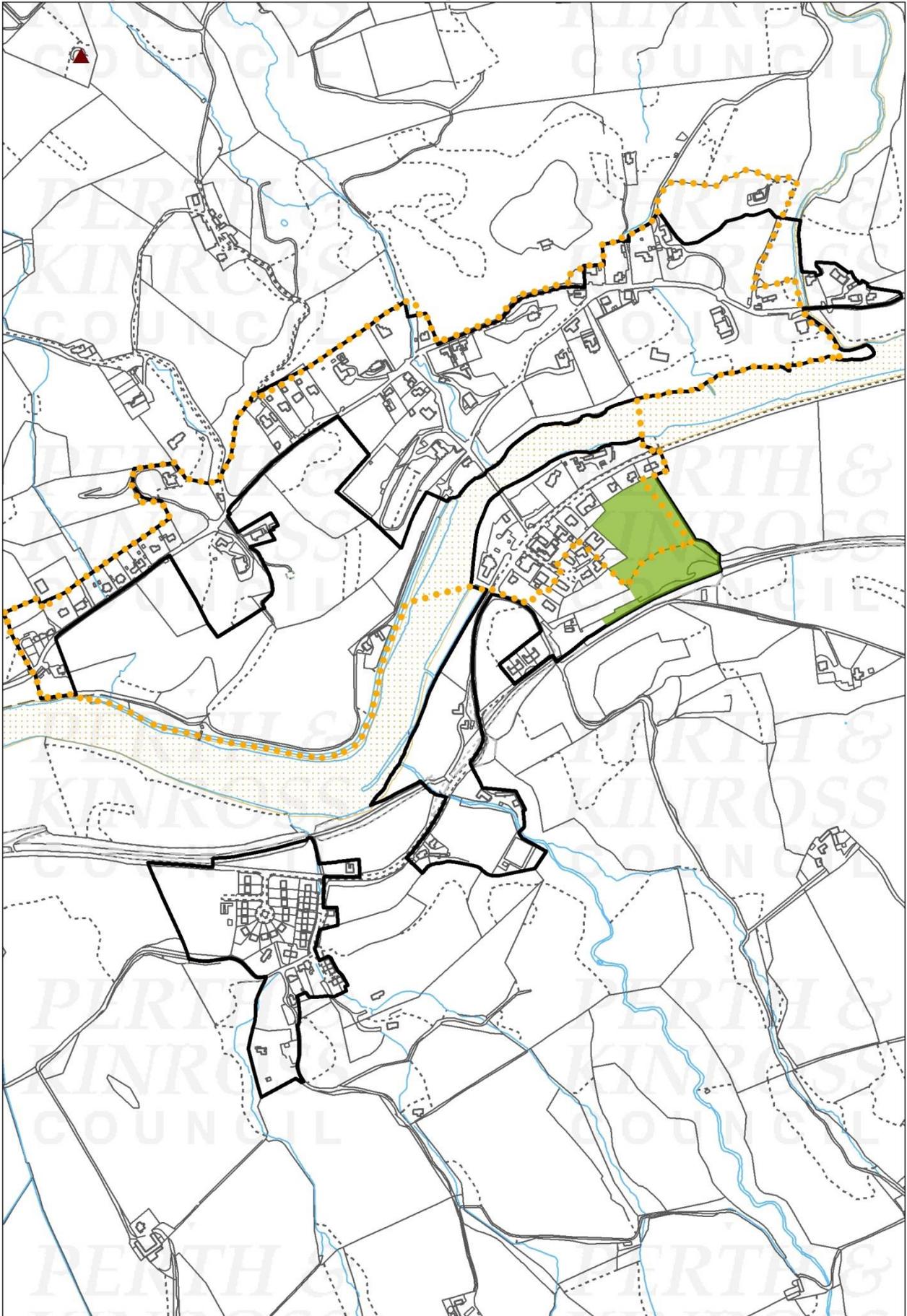
6.15.3 Infrastructure Considerations

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

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



Grandtully, Strathtay and Little Ballinluig



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6.16 Inver

6.16.1 Description

Inver is a small settlement located to the south-west of Dunkeld within the River Tay (Dunkeld) National Scenic Area. The north-west of the settlement is residential and the south and south-east of the village are in tourism use with a large caravan park. The eastern part of the village is in employment use.

6.16.2 Spatial Strategy Considerations

The Plan shows the retention of existing employment land to the east of the settlement as well as its proposed expansion to the north. This consolidation and expansion of employment land within the eastern edge of the settlement seeks to provide opportunities for sustainable economic growth within an accessible location.

Tourism plays a key role in supporting employment and the economic viability of services and facilities within the area. 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.

6.16.3 Infrastructure Considerations

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

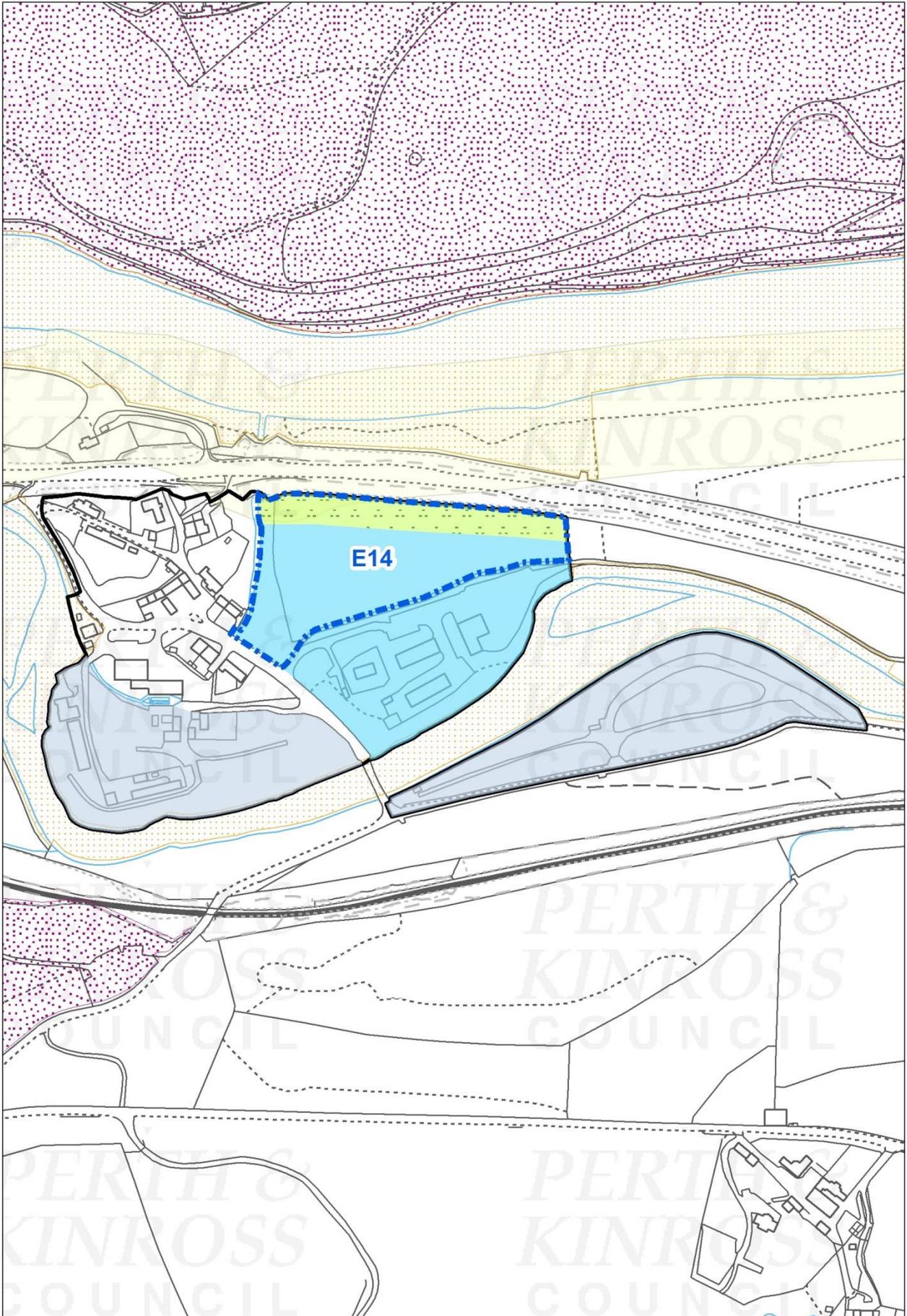
Any development of 5 or more houses will require to contribute towards affordable housing provision in accordance with the Council's Affordable Housing Policy.

Employment Site

| Ref | Location | Size | Uses |
|--|----------|--------|-------------------------|
| E14 | Inver | 1.6 ha | General employment uses |
| Site Specific Developer Requirements | | | |
| <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Transport Assessment. ⇒ Noise attenuation measures adjacent to A9. ⇒ Landscaping framework. ⇒ Provide measures for the protection of habitats and enhancement of biodiversity. ⇒ Built form, layout and landscape framework to respond appropriately to its sensitive location and ensure development is in keeping with local landscape character. ⇒ Drainage from all development should ensure no reduction in water quality so as to prevent any adverse effects on the River Tay Special Area of Conversation. | | | |



Inver



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6.17 Kenmore

6.17.1 Description

Kenmore is located on the east shore of Loch Tay. The village is in two parts separated by the River Tay. The north side of the village is primarily in tourism use. The south side of the village has a range of services.

6.17.2 Spatial Strategy Considerations

The settlement is highly constrained due to its proximity to the Loch and River Tay, and subsequent risk of flooding, as well as various natural and built heritage designations in or surrounding the village. In particular the designated Designed Garden and Landscape for Taymouth Castle.

With existing tourism development at Mains of Taymouth Country Estate, and development underway at Taymouth Castle, there is increased pressure for visitor accommodation in the area and therefore an increased need for housing to accommodate both staff and local needs in the area. There is some scope for a small residential development within the village and a site has been identified specifically to meet local housing needs. The demand for local and affordable housing in Kenmore is significantly high with an 11 year waiting list for accommodation. Therefore there will be a presumption against housing development on the identified site being used for visitor accommodation and/or second homes.

Because of the identified need for local and/or staff housing, the designation of this housing site within the Designed Landscape is considered appropriate in this instance, subject to high quality design and layout to protect and enhance this area of the village.

Part of Kenmore is a designated Conservation Area which seeks to protect the character and historic integrity. The Conservation Area Appraisal is produced as Supplementary Guidance.

6.17.3 Infrastructure Considerations

The existing public septic tank has very limited capacity and would require to be upgraded with secondary treatment.

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

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

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

Residential Site

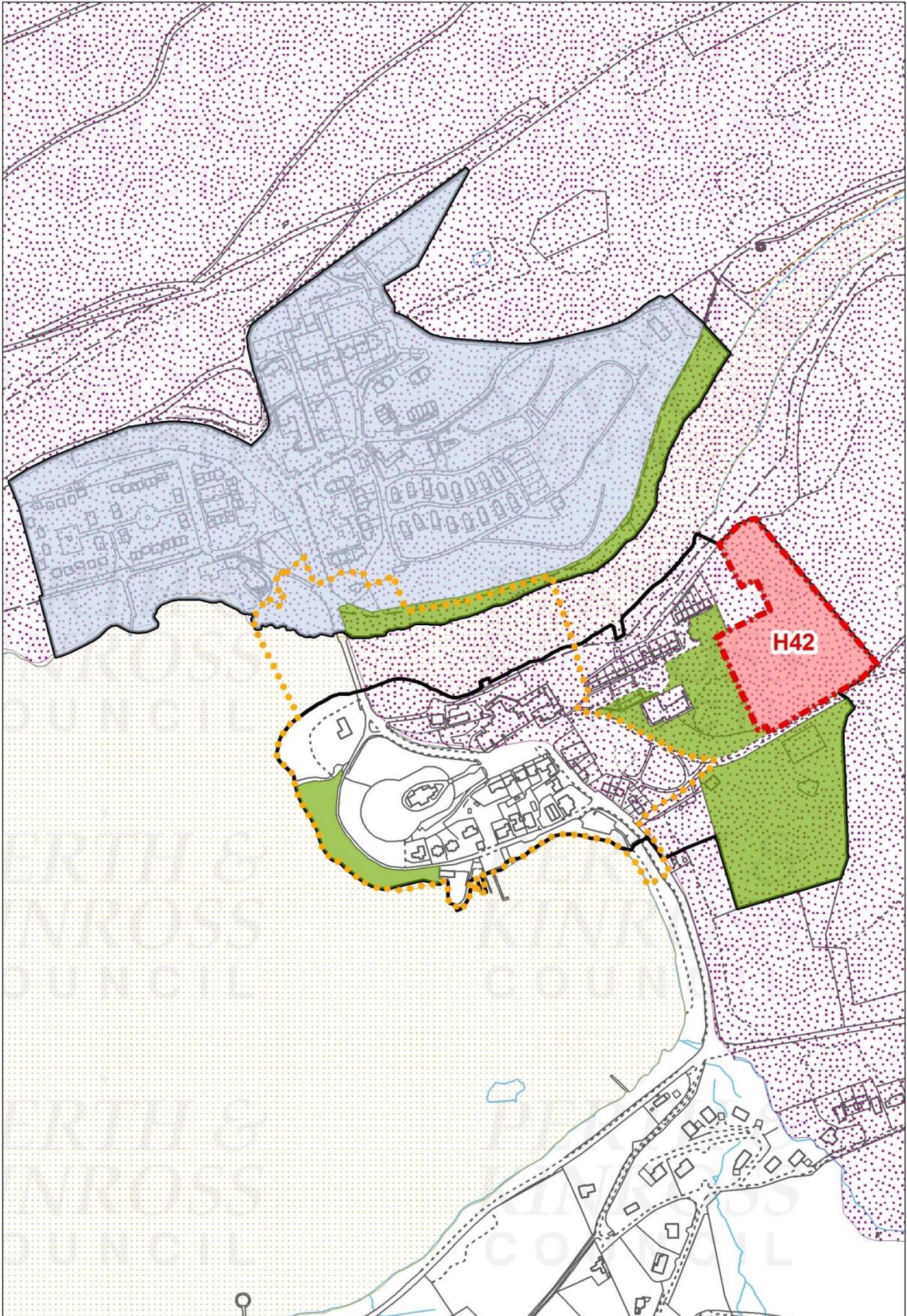
| Ref | Location | Size | Number |
|-----|------------------------|--------|--|
| H42 | East of Primary School | 1.6 ha | 30 houses, 25% affordable, remainder low cost and/or mid-market housing or staff accommodation |

Site Specific Developer Requirements

- ⇒ Flood Risk Assessment.
- ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.
- ⇒ Built form and layout should respond appropriately to the landscape and strengthen the character of Kenmore as a distinctive place.
- ⇒ Enhancement of biodiversity and protection of habitats.
- ⇒ Design to incorporate existing trees.



Kenmore



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6.18 Kinloch Rannoch

6.18.1 Description

Kinloch Rannoch is located at the east end of Loch Rannoch within the Loch Rannoch and Glen Lyon National Scenic Area. The village has a population of 270. The village has various local services and amenities serving the local community and visitors to the area. To the west of the village, on the northern shore of Loch Rannoch, is the Macdonald Loch Rannoch Hotel.

6.18.2 Spatial Strategy Considerations

Kinloch Rannoch is not identified for significant growth and the settlement boundary has been drawn to offer the potential to accommodate some further development.

The Plan recognises the importance of the existing employment land in the village, with light industrial units located to the south of the village, as well as the garage in the centre of the village and it is proposed to encourage further local sustainable economic growth.

The Plan seeks to retain and protect existing open space and recreation within the village which enhance the village character and setting, as well as provide, for local and community amenity.

6.18.3 Infrastructure Considerations

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

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

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Kinloch Rannoch



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6.20 Logierait

6.20.1 Description

Logierait is located immediately north of the A827 just off the A9 and is 5 miles south of Pitlochry. It is a small settlement with visitor accommodation and a church.

6.20.2 Spatial Strategy Considerations

Logierait is not identified for significant growth and the settlement boundary has been drawn to offer the potential to accommodate further development.

Logierait lies within the River Tay Catchment Area; Policy EP15 sets out the relevant criteria for development in this area.

Tourism plays a key role in employment provision and economic viability of services and facilities within the region. The Plan seeks to promote and enhance existing and future tourism developments within the area. Within Logierait, holiday lodges in the west of the settlement have been identified for their contribution to the provision of visitor accommodation in the area and should therefore be retained.

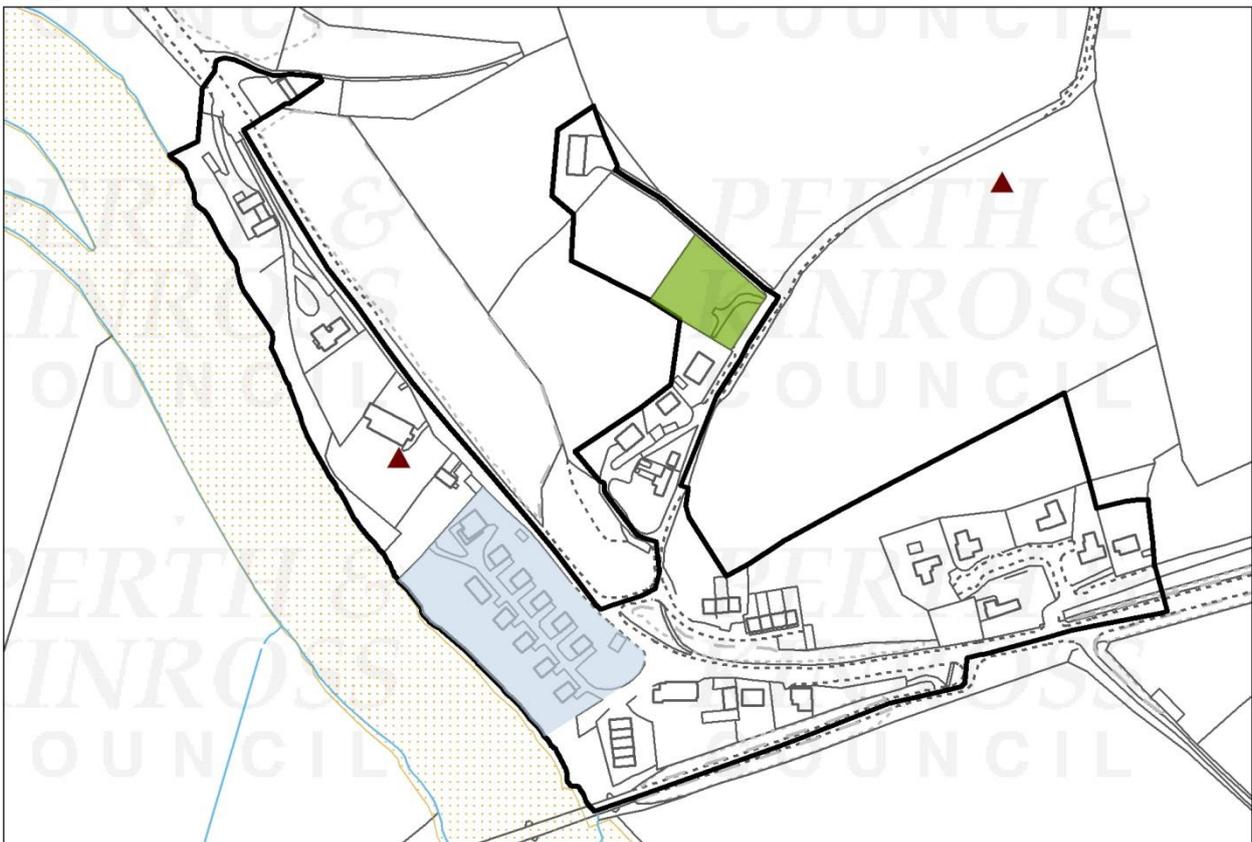
The Plan shows protection for the area of open space and recreation. The Plan seeks to protect the area to maintain the character and amenity of the village as well as protect and enhance local biodiversity.

6.20.3 Infrastructure Considerations

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

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

Logierait



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6.21 Murthly

6.21.1 Description

Murthly is situated 11 miles north of Perth. The village has a population of 620 and has seen various recent residential developments within the old hospital site; which dominated the village to the north. There has also been smaller residential development to the east of the village. The village has some community facilities with the local primary school located at Ardoch to the south, local shops and a garage.

6.21.2 Spatial Strategy Considerations

This settlement provides an opportunity to provide small residential development to meet housing need within the Highland Perthshire area.

Roadside development is a strong characteristic of residential development within the area, therefore it is proposed that this will be continued on the west side of the Bridge Road with the allocation of site H45. This will be subject to the availability of capacity within the local primary school.

The Plan shows the retention of a small but existing area of employment land which is important for the future viability and vitality of growth of the village. Further small scale employment development will be encouraged.

The Plan shows protection for the area of open space and recreation and seeks to protect the area to maintain the character and amenity of Murthly.

6.21.3 Infrastructure Considerations

There is limited capacity at the existing public septic tank and no capacity to link into private Waste Water Treatment Works, therefore there is a requirement to upgrade and set in place secondary treatment. Water storage is also limited therefore further investigation is required.

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

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

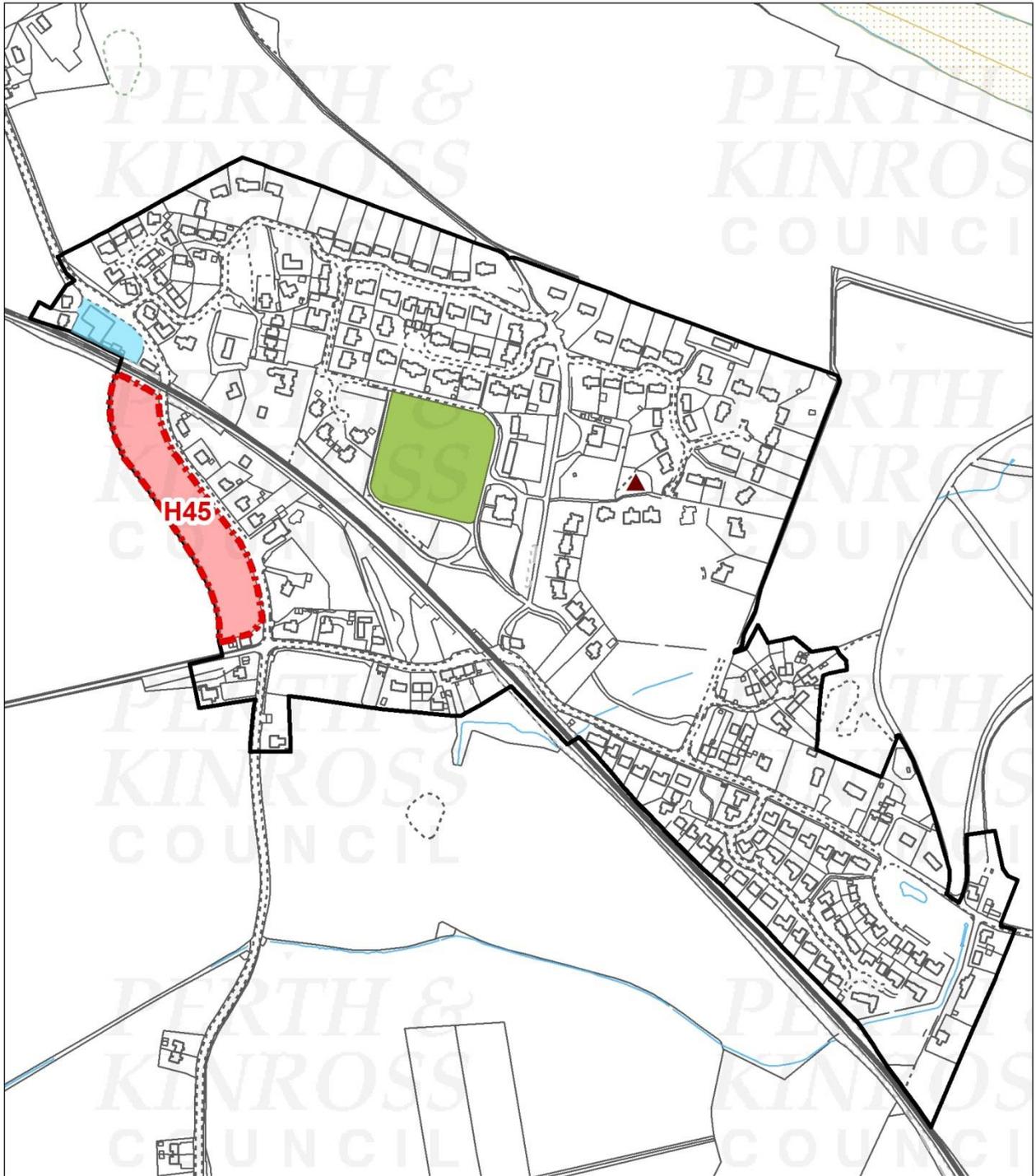
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Residential Site

| Ref | Location | Size | Number |
|---|---------------------|--------|--------|
| H45 | West of Bridge Road | 1.4 ha | 10 |
| Site Specific Developer Requirements | | | |
| ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. | | | |
| ⇒ Built form and layout should respond appropriately to the landscape and strengthen the character of Murthly as a distinctive place. | | | |
| ⇒ Enhancement of biodiversity and protection of habitats. | | | |
| ⇒ Improvements to core paths around the village. | | | |



Murthly



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6.22 Trochry

6.22.1 Description

Trochry is a small settlement just off the A822 and is over 4 miles west of Dunkeld. The settlement contains areas of agriculture and grazing land creating an open aspect within the village.

6.22.2 Spatial Strategy Considerations

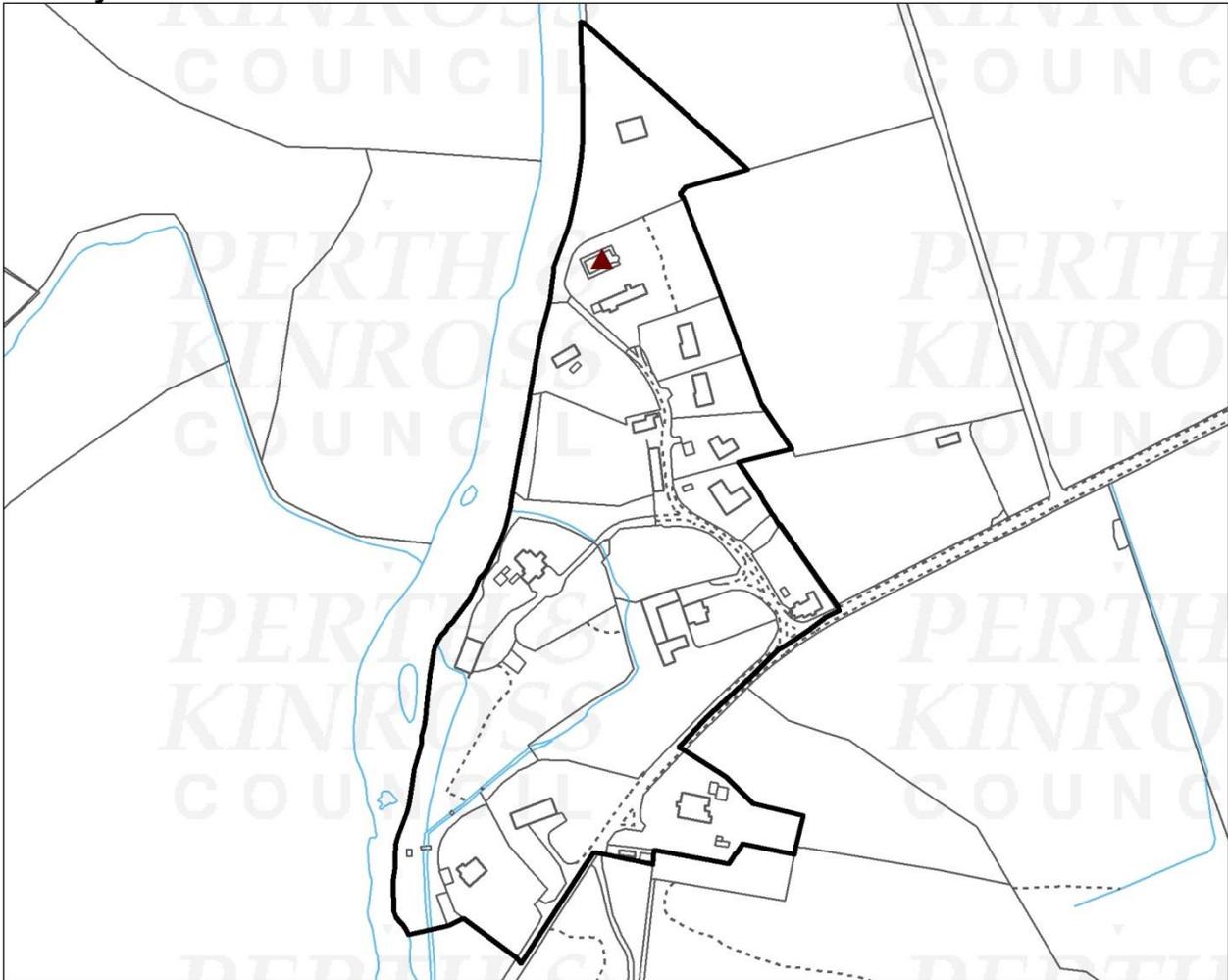
Trochry is not identified for significant growth and the settlement boundary has been drawn to limit the potential to accommodate further development and to protect the character and setting of the village.

6.22.3 Infrastructure Considerations

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

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

Trochry



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6.23 Tummel Bridge

6.23.1 Description

Tummel Bridge is a small settlement located on the B8019 at the western end of Loch Tummel and is over 7 miles east of Kinloch Rannoch. The village includes a shop, garage, tourism facilities and visitor accommodation as well as the Tummel Bridge hydro-electric power station. The eastern edge of the village is just within the Loch Tummel National Scenic Area.

6.23.2 Spatial Strategy Considerations

Tummel Bridge is not identified for significant growth and the settlement boundary has been drawn to offer the potential to accommodate limited further development.

Tummel Bridge lies within the River Tay Catchment Area; Policy EP15 sets out the relevant criteria for development in this settlement.

Tourism plays a key role in employment provision and the economic viability of services and facilities within the area. The Plan seeks to promote and enhance existing and future tourist developments within the area. Within Tummel Bridge, the holiday lodges and caravan site, with its associated facilities have been identified for their contribution to tourism in the area and should therefore be retained.

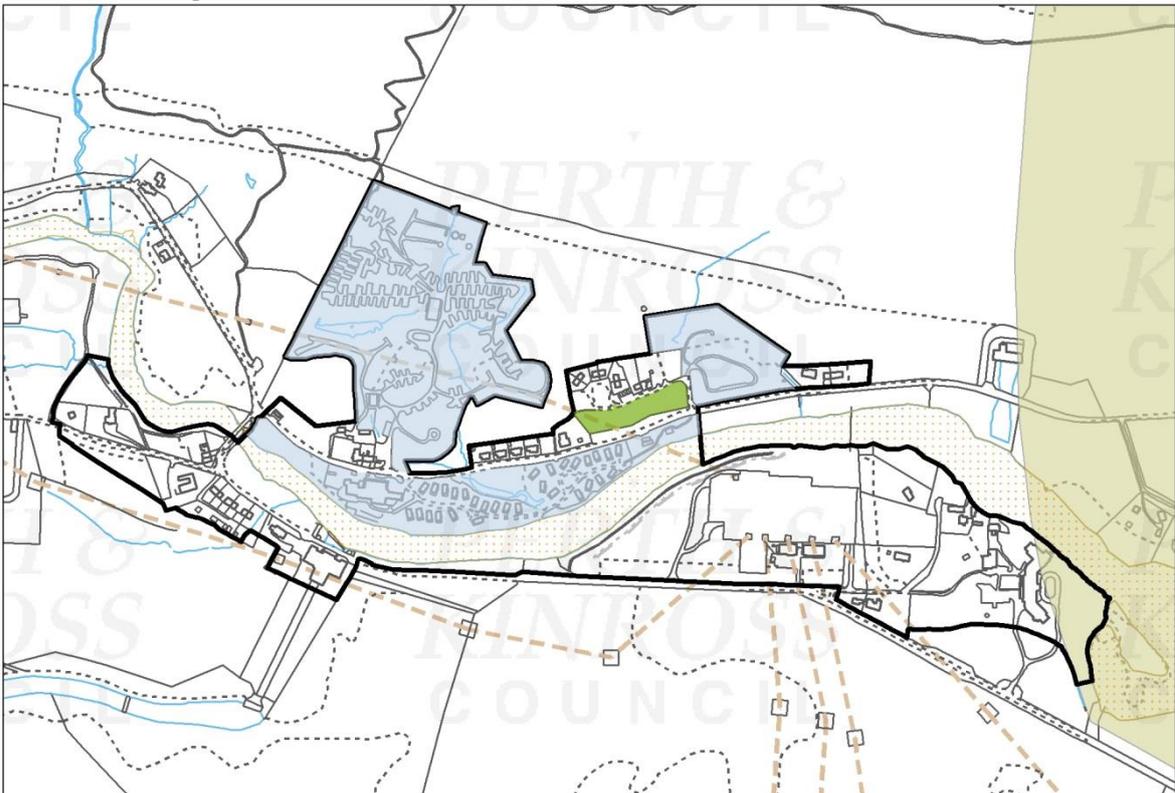
The Plan shows protection for the areas of open space and recreation to maintain the character and amenity of the village as well as protect and enhance local biodiversity.

6.23.3 Infrastructure Considerations

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

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

Tummel Bridge



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6.24 Weem and Boltachan

6.24.1 Description

Weem is a small settlement located within Weem Woods just off the B846 and is 1 mile north-west of Aberfeldy. Boltachan is located east of B846 and is 1 mile north of Aberfeldy. These settlements are mainly residential but also contain visitor accommodation, a shop and a church.

6.24.2 Spatial Strategy Considerations

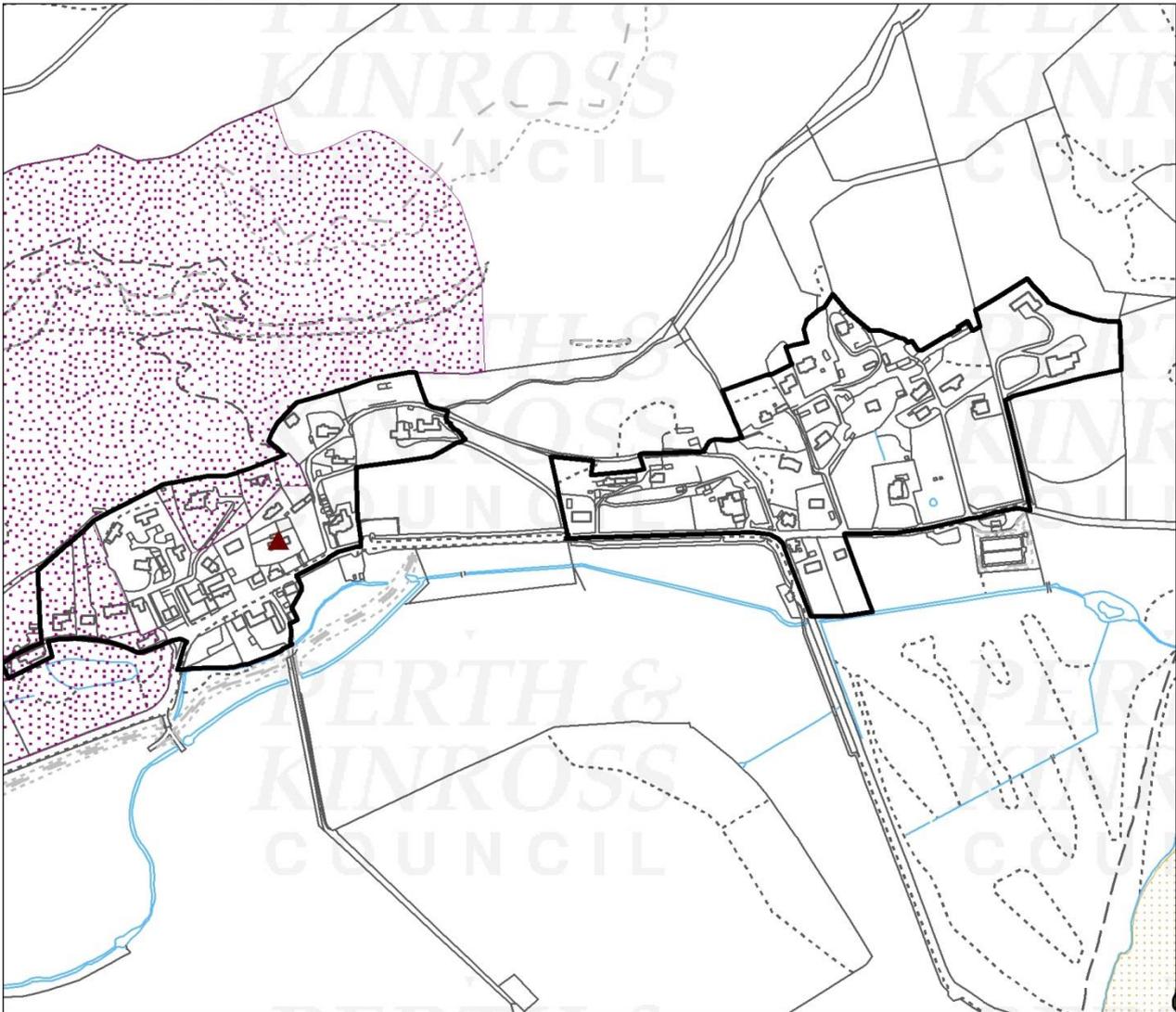
Weem and Boltachan are not identified for significant growth and the settlement boundaries have been drawn to offer the potential to accommodate limited further development for both residential and employment use.

6.24.3 Infrastructure Considerations

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

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

Weem and Boltachan



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↑ Scale:
1:7,000



7. Kinross-shire Area Spatial Strategy

7.1 Spatial Strategy

- 7.1.1 Kinross-shire covers 88 sq miles and is located in the southern part of the Council area within easy reach of the Forth and Kincardine Bridges. It faces high pressure for housing predominantly from Edinburgh and the Central Belt. As a consequence, the area experiences a high level of commuting with much of the working population travelling outwith the area for employment.
- 7.1.2 The predominant natural feature of the area is the Loch Leven basin circled by the Ochil, Lomond and Cleish Hills. At its heart lies Loch Leven, a naturally rich eutrophic loch, the unique ecology of which makes it internationally important. It enjoys statutory protection as a Special Protection Area (SPA). The Loch has been degraded over the last 150 years by the addition of phosphorus through human activities. The Loch Leven Catchment Management Plan produced in 1999, through a multi-agency collaborative project, sought to identify measures to reduce the phosphorus entering the Loch. Within the catchment area more rigorous policies have sought to ensure that new development does not add to the amount of phosphorus entering the Loch but contributes to achieving a net reduction. The principal aim of the Catchment Management Plan - to reduce the levels of phosphates entering Loch Leven - remains relevant today.

Employment Land

- 7.1.3 In accordance with TAYplan the majority of employment land provision will be in the settlements of Kinross and Milnathort. However, in order to meet local needs and support the current and future economic activity, employment land has been identified in various villages to provide choice and opportunity.
- 7.1.4 As identified within TAYplan, the Plan seeks to provide at least a 5 year supply of employment land. It is considered that a generous supply of employment land capable of meeting need in the area to 2024 would amount to approximately 20 ha. The PKC Employment Land Audit 2011 identifies that currently 14.47 ha is available with only 0.72 ha being immediately available.
- 7.1.5 To facilitate the provision of higher quality employment land, two opportunity sites are identified at Stirling Road, Milnathort and Kinross Auction Mart where existing buildings may not be fit for purpose to meet future employment needs. These sites allow for mixed use development, including residential, where proposals include improved employment land.
- 7.1.6 The following sites provide a range of options to meet the additional employment land required:

| Site Ref | Settlement | Location | Area (ha) |
|--------------|-----------------|--------------------|-------------|
| E16 | Kinross | South Kinross | 1.2 |
| E18 | Kinross | Station Road South | 3.2 |
| E19 | Milnathort | Stirling Road | 4.5 |
| E20 | Milnathort | Old Perth Road | 2.9 |
| E21 | Milnathort | Auld Mart Road | 0.7 |
| E22 | Blairingone | Vicars Bridge Road | 0.5 |
| E23 | Powmill | Powmill Cottage | 1.5 |
| E24 | Rumbling Bridge | Rumbling Bridge | 0.6 |
| E35 | Balado | Balado Bridge | 1.9 |
| Total | | | 17.0 |

Note: To meet the future employment demands within and beyond the lifetime of the plan a range of employment development sites are identified.

- 7.1.7 It is also recognised that employment in the area can often be of a dispersed nature and many small new businesses are located in rural areas and not in the main settlements.



Housing

7.1.8 TAYplan has identified that in order to accommodate projected population increases approximately 70 houses will be required per year. However, it is proposed to reduce this by 10% because of the significant adverse environmental impact on Loch Leven. If this lower build rate is to be achieved, the Local Development Plan will need to identify an effective housing land supply capable of delivering 880 houses.

7.1.9 The additional land required to meet the projected build rate is calculated through the following:

$$(A) - (B + C + D) = E$$

- (A) Housing Land Requirement
- (B) Completions 2010 – 2011
- (C) Effective Land Supply 2011
- (D) Windfall Sites (10% of Housing Land Requirement)
- (E) Additional Allocation Required

| Housing Market Area | A Housing Land Requirement | B Completions 2010-2011 | C Effective Supply 2011 | D Windfall Sites | E Additional Allocations Required |
|---------------------|-------------------------------|----------------------------|----------------------------|---------------------|--------------------------------------|
| Kinross | 880 | 30 | 400 | 90 | 360 |

7.1.10 In line with the TAYplan hierarchal approach and the special protection afforded to Loch Leven, the Plan seeks to concentrate the majority of development within the principal settlements of Kinross and Milnathort where local services, employment and transport are concentrated, and where waste water can be best dealt with.

7.1.11 The remaining residential requirement will be allocated to the larger villages in the rural area, but outwith the Loch Leven Catchment Area.

7.1.12 Consultants were commissioned to carry out a 'Settlement Strategy Landscape Capacity Study' in Kinross-shire. This was supplemented by a community based group who developed a Long-Term Development Strategy focusing on Milnathort/Kinross and the Fossoway Area. The findings of both have been used to inform the settlement strategies.

7.1.13 To support the growth of the Portmoak and Fossoway areas, small sites are identified at Scotlandwell and Powmill. In addition, a number of settlement boundaries offer scope for individual houses or small housing sites.

7.1.14 In order to meet the Strategic Development Plan requirements the following housing allocations are proposed:

Kinross and Milnathort

| Site Ref | Location | No of Units |
|--------------|--------------------|-------------|
| H47 | Lathro Farm | 260 |
| H48 | Pitdownie | 40 |
| H49 | Pace Hill | 50 |
| H50 | Old Perth Road | 7 |
| H75 | Former High School | 70 |
| Total | | 427 |



Landward

| Site Ref | Location | No of Units |
|--------------|----------------------|-------------|
| Op19 | Ochil Hills Hospital | 35 Max |
| H51 | Balado | 35 |
| H52 | Hattonburn | 30 Max |
| H53 | Powmill | 30 |
| H54 | Scotlandwell | 30 |
| Total | | 160 |

Housing within the Loch Leven Catchment

7.1.15 The Loch Leven Catchment Area extends over much of Kinross-shire. Work has been undertaken over the last 30 years to reduce the input of phosphorus into the Loch. Although there have been signs of improvement in the Loch's condition, there is a continuing need to reduce both phosphorus and nitrogen inputs into the Loch. The aim therefore is to ensure that there is no increase of phosphorus in the Loch Leven Catchment arising from waste water associated with new developments. Within the Catchment Area, under Policy EP7, new development will be required to connect to a publically maintained drainage system or provide mitigation measures capable of removing 125% of phosphorus likely to be generated by the development.

Education Infrastructure

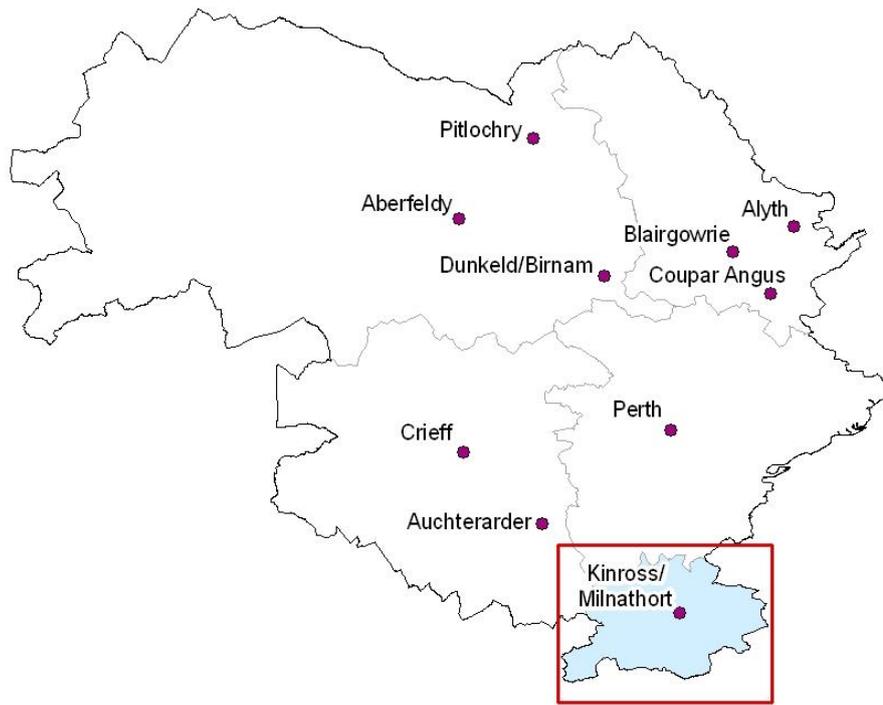
7.1.16 The majority of the primary schools serving Kinross-shire have limited capacity to support future development needs. To meet the proposed development at Powmill and existing planning permissions, Fossoway Primary School may require to be extended. Further expansion of Cleish and Blairingone Primary Schools is constrained. The level of development identified in Kinross and Milnathort, and existing planning permissions, will require a new primary school and a site is identified for this use.

7.1.17 Through the lifetime of the Plan the capacity of a number of schools will be increased to meet future demands. Development which takes place within school catchments with identified issues will be required to make a contribution to increasing school capacity in line with Council guidance.

Transport Infrastructure

7.1.18 The A977 is an important strategic route through Kinross-shire and the Council will support further traffic mitigation schemes between Blairingone and Kinross, including examining the need for a by-pass and potential line.



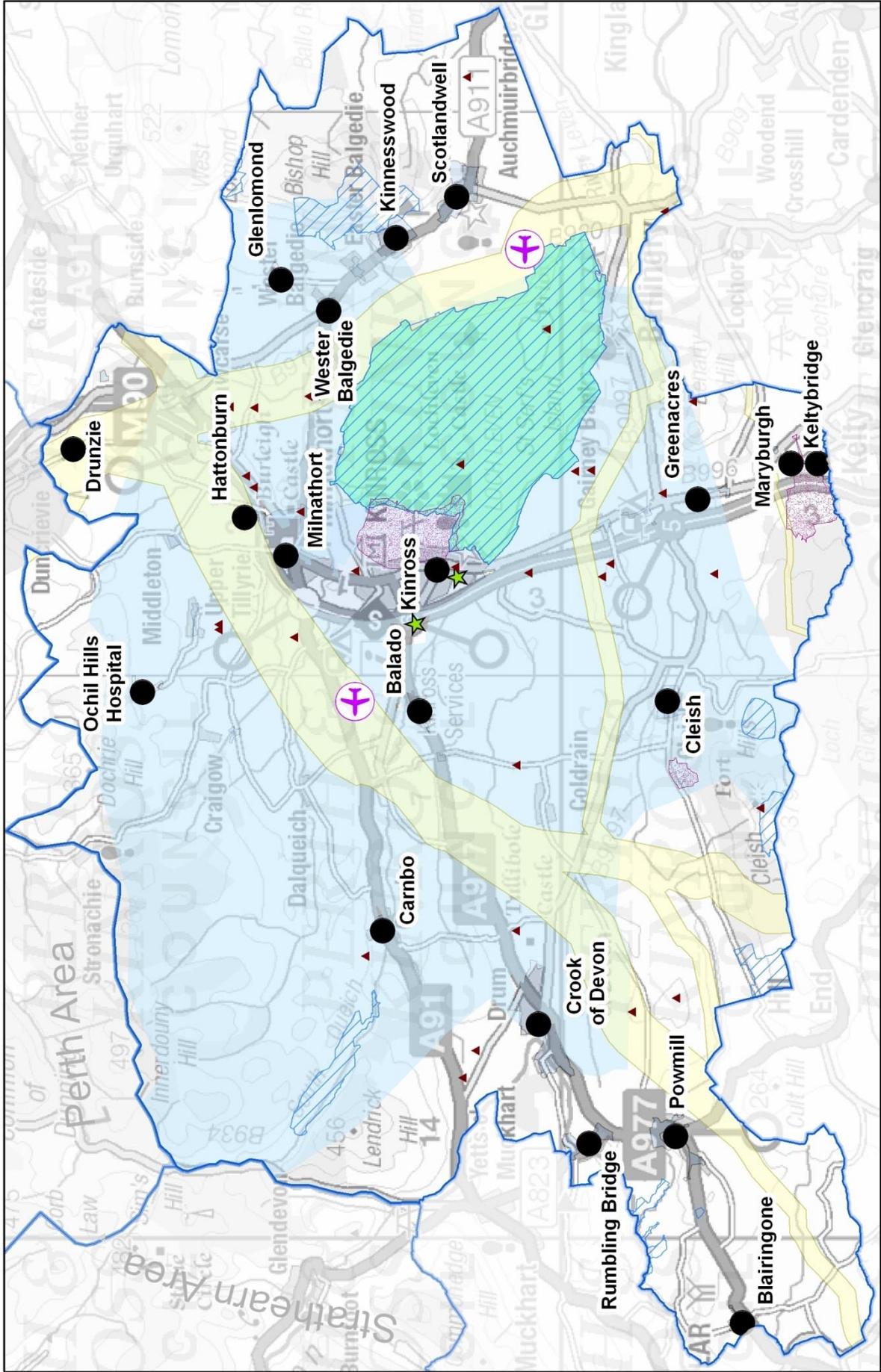


Kinross-shire Area Landward Map Legend

- | | | | |
|---|-------------------------------------|---|-------------------------------|
|  | Inset Map |  | Garden and Designed Landscape |
|  | Airfield |  | Pipeline Consultation Zone |
|  | Scheduled Ancient Monument |  | National Scenic Area |
|  | Waste Management Site |  | Loch Leven Catchment Area |
|  | LDP Area |  | Special Protection Area |
|  | Site of Special Scientific Interest | | |



Kinross-shire Area



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Scale: 1:100,000



7.2 Kinross and Milnathort

7.2.1 Description

Kinross stands on the shores of Loch Leven with Milnathort lying to the north. Each of these historic towns has their own distinct character. The combined population of Kinross and Milnathort exceeds 6,900. The settlements are bounded by the M90 motorway running around the western periphery, the industrial uses to the south of Kinross and the open green space of the local golf courses extending eastwards to Loch Leven.

7.2.2 Spatial Strategy Considerations

Kinross and Milnathort have a range of services and infrastructure including a new community campus; health centre and retail provision which will support future development needs. In order to support future employment, a number of areas of business land and opportunity sites have been identified and the retention of existing employment land will be encouraged.

To facilitate the provision of higher quality employment land, an opportunity site is identified at Stirling Road, Milnathort where existing buildings may not be fit for purpose to meet future employment needs. The site allows for mixed use development, including residential, where proposals include improved employment land.

In the past a significant proportion of the food retail spend for the Kinross-shire area has leaked to Perth and towns in Fife, particularly Dunfermline and Glenrothes. However the Sainsbury's store in Kinross has improved this situation, and it is not anticipated that there will be a requirement for a further large supermarket in Kinross during the Plan period.

Kinross incorporates a Conservation Area designation which seeks to protect the character and historic integrity of the area. The Conservation Area Appraisal is produced as Supplementary Guidance.

To meet the future housing demands within and beyond the lifetime of the Plan, a range of residential development sites are identified. All development sites adjacent to the M90 will be required to provide appropriate landscaping to improve the settlement boundaries. The improved visual separation between Kinross and Milnathort will be encouraged through the development of a strong landscape framework, with the creation of river bank woodland, which will be implemented in association with the first phases of development at Lathro Farm.

7.2.3 Infrastructure Considerations

As the settlements lie on the edge of Loch Leven, the Waste Water Treatment Works will require to be upgraded to allow future development needs. Any such upgrading works will need a consent to discharge from SEPA who will require to be satisfied that there would be no detriment to water quality in Loch Leven. Drainage from all development should connect to Public Waste Water Treatment Works.

Both primary schools have limited additional capacity and the requirement for the construction of a new primary school has been identified with potentially all residential sites requiring a financial contribution in line with Council guidance.

A number of the sites included lay adjacent to areas of flood risk and Flood Risk Assessments will be required at the time of any planning application.

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

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

All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance. The north western periphery of the town lies within the HSE pipeline consultation zone.



Employment Sites

| Ref | Location | Size | Uses |
|---|---------------|--------|-------------------------|
| E16 | South Kinross | 1.2 ha | General employment uses |
| Site Specific Developer Requirements | | | |
| <ul style="list-style-type: none"> ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ Landscaping framework. ⇒ Noise attenuation measures adjacent to motorway. ⇒ Noise impact assessment. ⇒ Noise attenuation measures adjacent to the motorway should be well designed and co-ordinated with those at E18 and E20, and should avoid obscuring views of Loch Leven, the castle, the Lomond Hills or the Ochil Hills. | | | |

| Ref | Location | Size | Uses |
|---|--------------------|--------|-------------------------|
| E18 | Station Road South | 3.2 ha | General employment uses |
| Site Specific Developer Requirements | | | |
| <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ High quality of building and landscape design. ⇒ High quality internal landscaping. ⇒ Significant woodland planting along western boundary of site. ⇒ Provision of multi-user path from Station Road to southern boundary of site. ⇒ Noise attenuation measures where required. ⇒ Noise attenuation measures adjacent to the motorway should be well designed and co-ordinated with those at E16 and E20, and should avoid obscuring views of Loch Leven, the castle, the Lomond Hills or the Ochil Hills. ⇒ Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on Loch Leven Special Protection Area. ⇒ The Sustainable Urban Drainage System for development proposals should include sufficient attenuation to protect those watercourses which flow into Loch Leven from erosion during periods of heavy rainfall. | | | |

| Ref | Location | Size | Uses |
|---|---------------|--------|-------------------------|
| E19 | Stirling Road | 4.5 ha | General employment uses |
| Site Specific Developer Requirements | | | |
| <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on Loch Leven Special Protection Area. ⇒ The Sustainable Urban Drainage System for development proposals should include sufficient attenuation to protect those watercourses which flow into Loch Leven from erosion during periods of heavy rainfall. ⇒ Provision of new junction to Stirling Road facilitating access to existing industrial areas or in conjunction with neighbouring opportunity development site. ⇒ Significant woodland planting along western and southern boundary of site. ⇒ Provide enhancement to core path network through site. | | | |



| Ref | Location | Size | Uses |
|--|----------------|--------|-------------------------|
| E20 | Old Perth Road | 2.9 ha | General employment uses |
| Site Specific Developer Requirements | | | |
| <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Landscaping framework. ⇒ Noise impact assessment. ⇒ Noise attenuation measures adjacent to motorway. ⇒ Noise attenuation measures adjacent to the motorway should be well designed and coordinated with those at E16 and E18, and should avoid obscuring views of Loch Leven, the castle, the Lomond Hills or the Ochil Hills. ⇒ Archaeological Investigation. | | | |

| Ref | Location | Size | Uses |
|--|----------------|--------|-------------------------|
| E21 | Auld Mart Road | 0.7 ha | General employment uses |
| Site Specific Developer Requirements | | | |
| <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on Loch Leven Special Protection Area. ⇒ The Sustainable Urban Drainage System for development proposals should include sufficient attenuation to protect those watercourses which flow into Loch Leven from erosion during periods of heavy rainfall. | | | |

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Residential Sites

| Ref | Location | Size | Number |
|---|-------------|-------|----------------------|
| H47 | Lathro Farm | 13 ha | 260 (140 up to 2024) |
| <p>This site will provide housing land over and beyond the lifetime of the Local Development Plan. Development of this site will be in phases with 140 in the life of the Plan. In order to mitigate the impact of the development reducing the visual separation between Kinross and Milnathort, development will only be acceptable where improvements to the landscape, green networks and riparian habitat have been implemented. It is expected that these mitigation works will be implemented on land outwith the site but within the same ownership.</p> <p>Site Specific Developer Requirements</p> <ul style="list-style-type: none"> ⇒ Development of a masterplan through consultation with the community and Council submitted at the time of a planning application setting out the phasing of the site. ⇒ A mix of housing types and sizes including low cost housing. ⇒ Flood Risk Assessment. ⇒ Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on Loch Leven Special Protection Area. ⇒ The Sustainable Urban Drainage System for development proposals should include sufficient attenuation to protect those watercourses which flow into Loch Leven from erosion during periods of heavy rainfall. ⇒ Transport Assessment. ⇒ Form road connection onto Gallowhill Road, Lathro Land and A922. ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ A comprehensive landscape framework, incorporating public access, and specific proposals for its implementation. ⇒ Noise attenuation measures. ⇒ Financial contribution to education provision in line with the Supplementary Guidance. | | | |

| Ref | Location | Size | Number |
|--|-----------|------|--------|
| H48 | Pitdownie | 3 ha | 40 |
| <p>Site Specific Developer Requirements</p> <ul style="list-style-type: none"> ⇒ A mix of housing types and sizes including low cost housing. ⇒ Flood Risk Assessment. ⇒ Water margin enhancement along Back Burn. ⇒ Road access to be formed from both Manse Road and Curlers' Crescent. ⇒ Provision of woodland screen planting along the western edge of Milnathort. ⇒ Noise attenuation measures. ⇒ Provision of a multi-user core path through woodland planting. | | | |

| Ref | Location | Size | Number |
|---|-----------|--------|--------|
| H49 | Pace Hill | 3.5 ha | 50 |
| <p>Site Specific Developer Requirements</p> <ul style="list-style-type: none"> ⇒ A mix of housing types and sizes including low cost housing. ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ Provision of woodland screen planting along the north boundary of site incorporating public access. ⇒ Provision of a multi-user path through woodland planting. ⇒ Noise attenuation measures. | | | |



| Ref | Location | Size | Number |
|--|----------------|--------|--------|
| H50 | Old Perth Road | 1.8 ha | 7 |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ Woodland planting to the north of the site. ⇒ Noise attenuation measures. ⇒ Provision of multi-user route from Pace Hill to Old Perth Road. | | | |

| Ref | Location | Size | Number |
|---|--------------------|---------|--------|
| H75 | Former High School | 2.95 ha | 70 |
| <p>This site lies within the Kinross Conservation Area and any proposal will be required to preserve or enhance the area.</p> Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Provision of adequate off street parking. ⇒ Landscaping framework. | | | |

Opportunity Sites

| Ref | Location | Size | Uses |
|---|--------------------------------|------|---|
| Op11 | Turhills Motorway Service Area | 5 ha | Improvement of existing motorway service area with element of tourism related retailing |
| <p>The motorway services at Turhills are the focus for motorway services and tourism related retailing. The Council will encourage improvements to existing facilities and creation of tourism related retailing targeted at the travelling public using the strategic road network.</p> Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ Landscaping framework. ⇒ Archaeological Investigation. | | | |

| Ref | Location | Size | Uses |
|------|---------------|--------|---|
| Op14 | Health Centre | 0.6 ha | Employment use compatible with residential amenity or high density low cost housing |

| Ref | Location | Size | Uses |
|--|-----------|--------|----------------|
| Op15 | Lethangie | 3.5 ha | Primary School |
| <p>The site is identified for future use as a primary school. If it is not required the land will remain in agricultural use.</p> Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ Flood Risk Assessment. ⇒ Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on Loch Leven Special Protection Area. ⇒ The Sustainable Urban Drainage System for development proposals should include sufficient attenuation to protect those watercourses which flow into Loch Leven from erosion during periods of heavy rainfall. ⇒ Landscaping framework. ⇒ Archaeological Investigation. | | | |

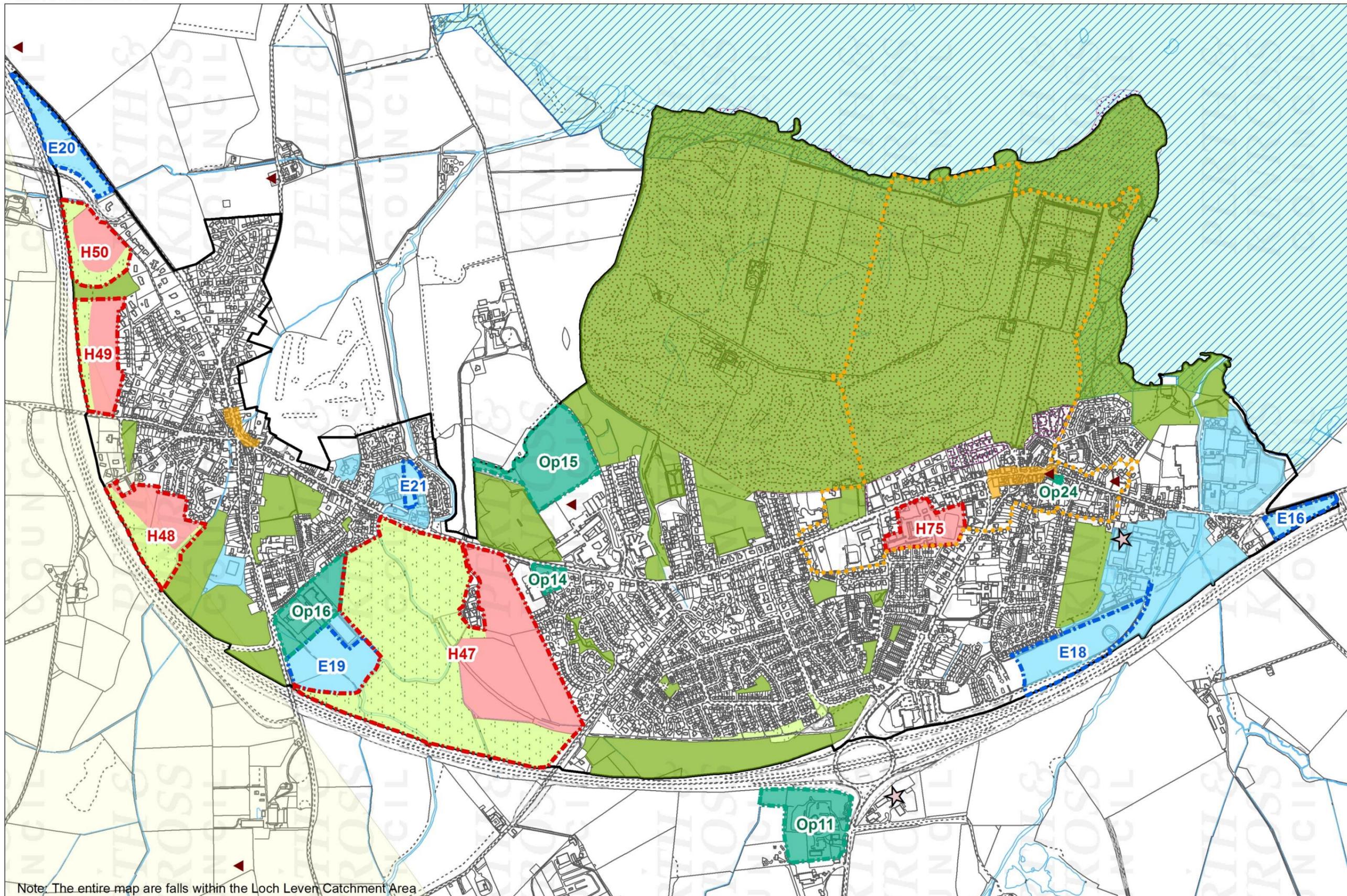


| Ref | Location | Size | Uses |
|--|---------------|--------|--|
| Op16 | Stirling Road | 3.8 ha | Employment use and residential on no more than 75% of site |
| <p>The buildings at Stirling Road may not be fit for purpose to meet future employment needs. To improve the quality and range of employment land, appropriate residential development will be supported, where high quality employment uses are provided on the site.</p> <p>Site Specific Developer Requirements</p> <ul style="list-style-type: none"> ⇒ Comprehensive development of the site. Class 4-6 units or serviced land compatible with neighbouring land uses, business requirement will be delivered in advance or in conjunction with residential development. ⇒ Flood Risk Assessment. ⇒ Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on Loch Leven Special Protection Area. ⇒ The Sustainable Urban Drainage System for development proposals should include sufficient attenuation to protect those watercourses which flow into Loch Leven from erosion during periods of heavy rainfall. ⇒ Transport Assessment. ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ Landscaping framework. ⇒ Noise impact assessment. ⇒ Retain potential for multi-user path connecting to Gallowhill Road and Stirling Road. | | | |

| Ref | Location | Size | Uses |
|---|-------------------|------|--|
| Op24 | Kinross Town Hall | N/A | Conversion to accommodate one or more of the following uses: Community, Retail, Office, Hotel, Restaurant, Residential |
| <p>Site Specific Developer Requirements</p> <ul style="list-style-type: none"> ⇒ A sympathetic scheme for the restoration and reuse of the listed buildings. ⇒ An enhancement scheme for the public space in front of the buildings. | | | |



Kinross/Milnathort



Note: The entire map are falls within the Loch Leven Catchment Area

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Scale: 1:12,000

7.3 Balado

7.3.1 Description

Balado is a small settlement a mile to the west of Kinross on the A977. To the north of the village is the former Balado Bridge NATO Communications Facility, a recognisable feature of the area, known locally as the 'Golf Ball', which was decommissioned in 2006.

7.3.2 Spatial Strategy Considerations

Balado has been identified for growth to reflect existing planning permissions. The settlement is within the Loch Leven Catchment Area and the settlement boundary has been drawn to offer the potential to accommodate limited further development where the appropriate drainage mitigation can be achieved. The former NATO facility at Balado Bridge is identified for employment use.

Preference will be given to development that improves the edge of the settlement through improved landscaping.

7.3.3 Infrastructure Considerations

The settlement lies in the Loch Leven Catchment Area and any development should provide appropriate mitigation measures.

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

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

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

Employment Site

| Ref | Location | Size | Uses |
|-----|---------------|--------|------------------------|
| E35 | Balado Bridge | 1.9 ha | General employment use |

Site Specific Developer Requirements

- ⇒ Consideration of retention of Radar Housing.
- ⇒ Flood Risk Assessment.

Residential Site

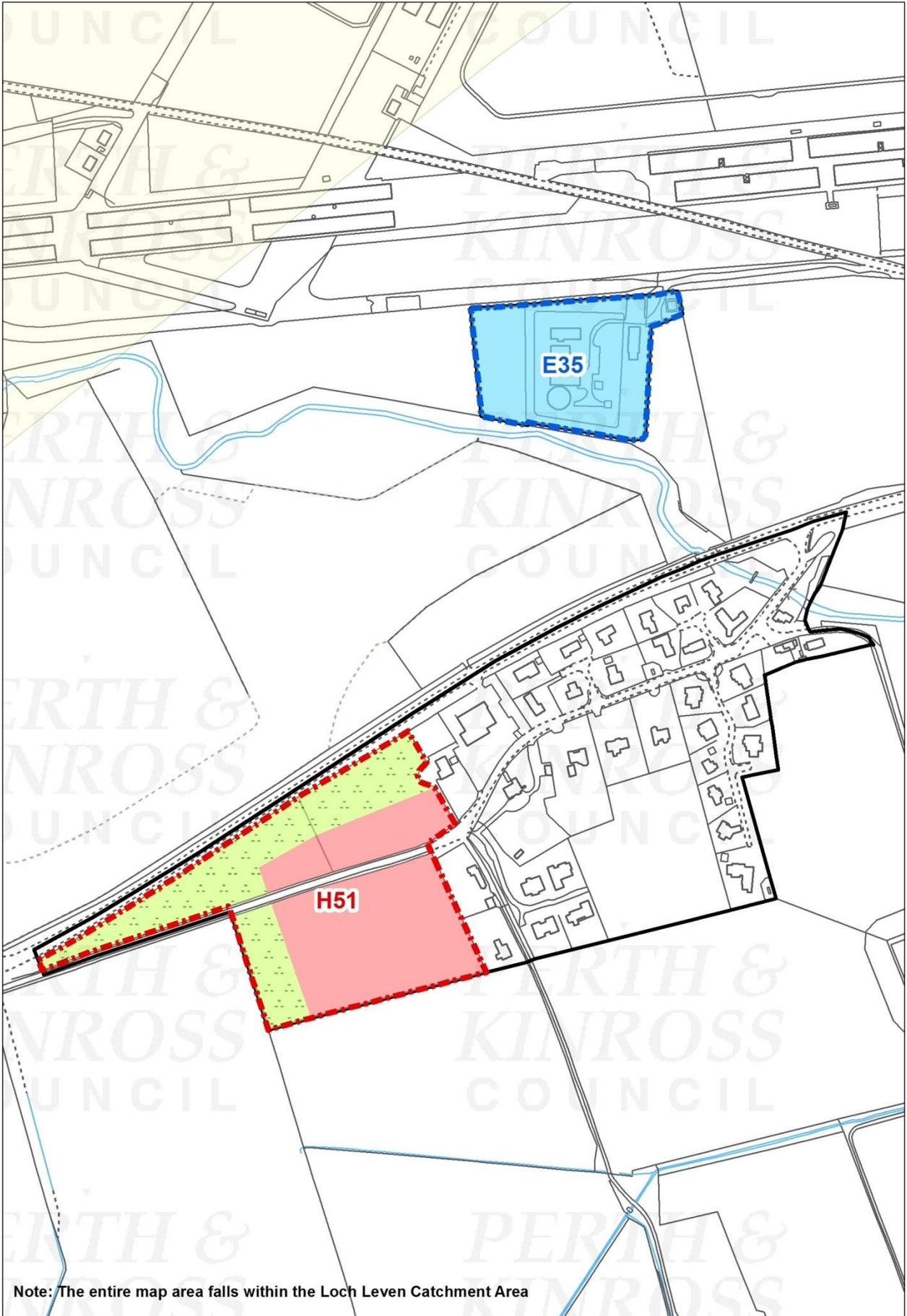
| Ref | Location | Size | Number |
|-----|----------|--------|--------|
| H51 | Balado | 3.0 ha | 35 |

Site Specific Developer Requirements

- ⇒ Onsite affordable housing provision.
- ⇒ Flood Risk Assessment.
- ⇒ Provision of a suitable drainage scheme which provides required mitigation.
- ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.
- ⇒ Improved bus stop and safe crossing facilities.
- ⇒ A village landscape plan and specific proposals for its implementation.
- ⇒ Provision of children's play area and kick-about area.
- ⇒ Noise attenuation measures along A977.
- ⇒ Design to accommodate core paths and connection of the site to the wider core path network.



Balado



Note: The entire map area falls within the Loch Leven Catchment Area

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7.4 Blairingone

7.4.1 Description

The small settlement of Blairingone is situated on the western boundary of Perth and Kinross, 10 miles west of Kinross. The settlement is a former mining village and has been the subject of limited growth over the previous 20 years.

7.4.2 Spatial Strategy Considerations

The settlement boundary has been drawn to offer the potential to accommodate further development to support local services, in particular the primary school. In order to encourage small scale employment uses within the village, a site has been identified for such uses. This site is not considered suitable for residential use due to its proximity to the Waste Water Treatment Facility.

Preference will be given to roadside development echoing the character of the original village.

7.4.3 Infrastructure Considerations

The village primary school, which also provides community facilities, has capacity to support limited development. New proposals may be required to be phased to ensure sufficient space is available and a financial contribution may be required in line with Council guidance.

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

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

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

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

Due to the potential for adverse ground conditions applicants may be required to submit an engineer's report into the suitability of ground conditions with particular regard to old mine workings.

Employment Site

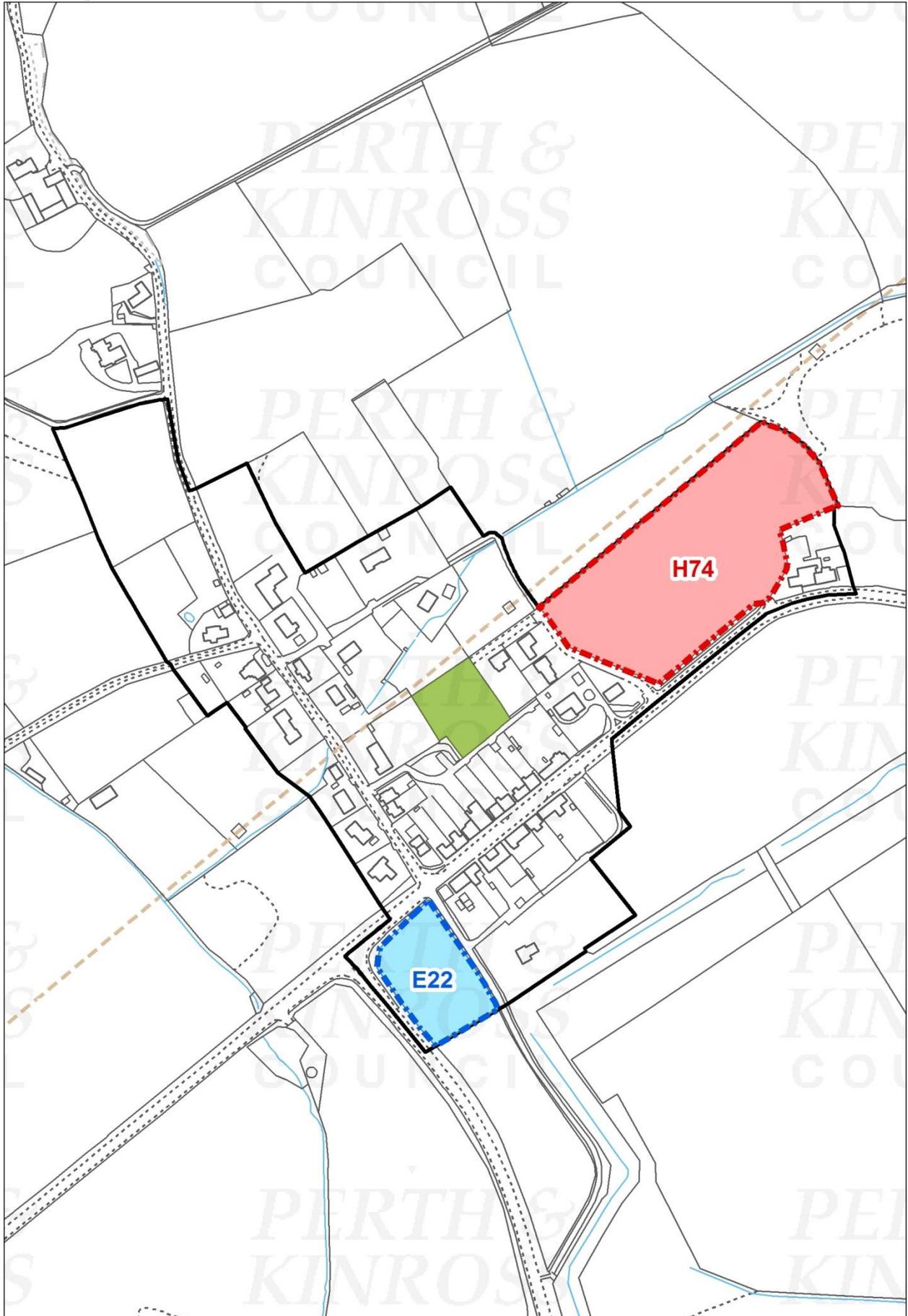
| Ref | Location | Size | Uses |
|---|--------------------|--------|------------------------|
| E22 | Vicars Bridge Road | 0.5 ha | General employment use |
| Site Specific Developer Requirements | | | |
| ⇒ Landscape framework. | | | |

Residential Site

| Ref | Location | Size | Number |
|---|-------------|--------|--------|
| H74 | Blairingone | 1.97ha | 30 |
| Site Specific Developer Requirements | | | |
| ⇒ Onsite affordable housing provision. | | | |
| ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. | | | |



Blairingone



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7.5 Carnbo

7.5.1 Description

Carnbo lies astride the A91 Cupar/Stirling road, some 4.5 miles west of Milnathort. The settlement extends in a linear pattern along the road frontage and comprises of a mixture of modern and traditional properties. There are no services within the settlement.

7.5.2 Spatial Strategy Considerations

In recent years Carnbo has expanded with a number of infill sites being developed. The settlement boundary has been drawn to accommodate limited further growth.

Preference will be given to roadside development to accord with the existing pattern of building and open space within the settlement.

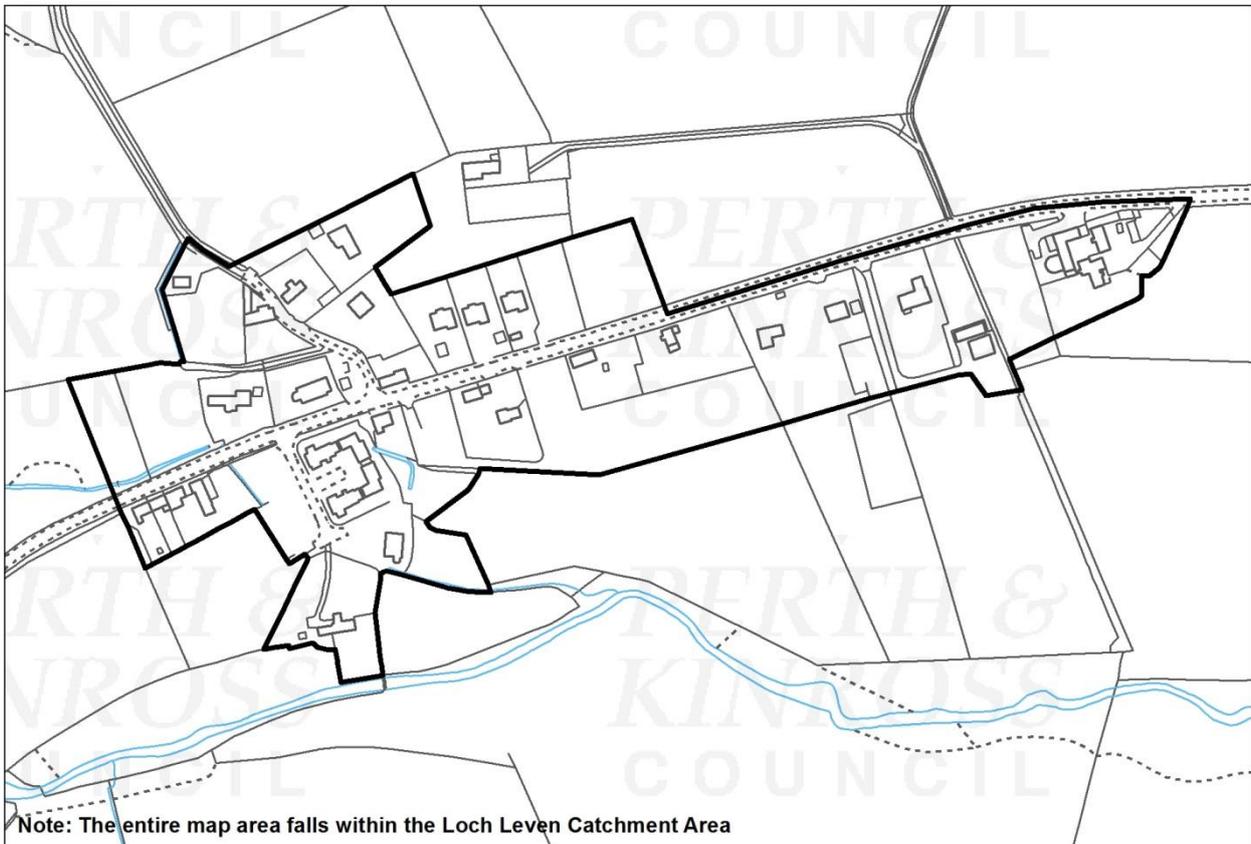
7.5.3 Infrastructure Considerations

The settlement lies within the Loch Leven Catchment Area and drainage from all development should provide appropriate mitigation measures in line with the requirements of Policy EP7 so as to ensure no adverse effects on Loch Leven Special Protection Area.

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

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

Carnbo



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7.6 Cleish

7.6.1 Description

The historic village of Cleish lies 3 miles south-west of Kinross at the foot of the Cleish Hills. The settlement is designated as a Conservation Area and is unique in Kinross-shire by merit of the spatial arrangement of the dwellings.

7.6.2 Spatial Strategy Considerations

Due to the historic nature of Cleish, further growth is not encouraged and the settlement boundary has been drawn to reflect this position.

Cleish and its environs are within a Conservation Area designation which seeks to protect the character and historic integrity of the area. The Conservation Area Appraisal is produced as Supplementary Guidance.

7.6.3 Infrastructure Considerations

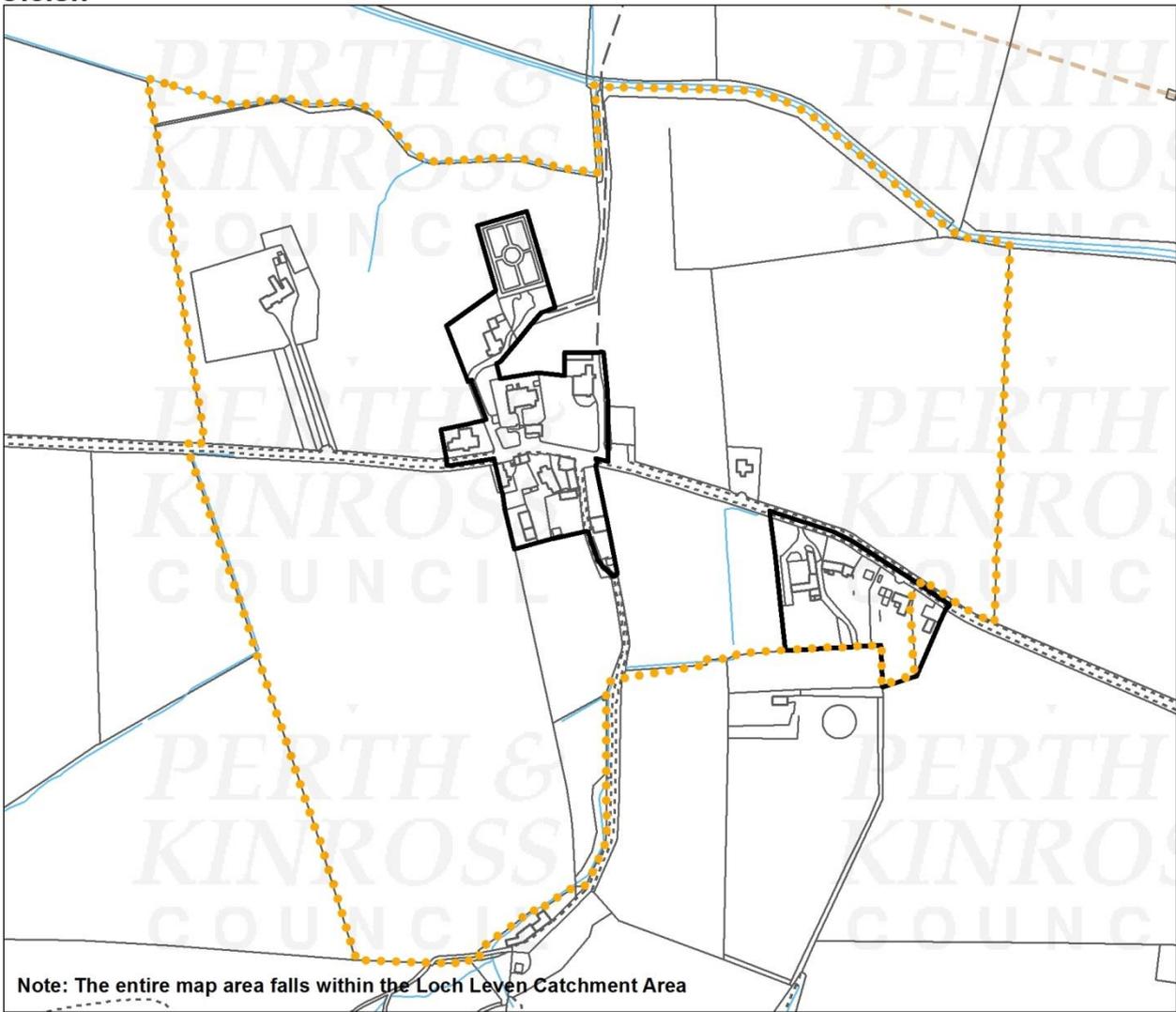
The settlement lies within the Loch Leven Catchment Area and drainage from all development should provide appropriate mitigation measures in line with the requirements of Policy EP7 so as to ensure no adverse effects on Loch Leven Special Protection Area.

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

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Cleish



Note: The entire map area falls within the Loch Leven Catchment Area

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7.7 Crook of Devon

7.7.1 Description

Crook of Devon is located 6 miles south-west of Kinross on the A977 Kinross-Kincardine Bridge Road at a point where the River Devon turns sharply westwards. The village contains a range of services and infrastructure including a shop, pub, primary school, recreation facilities and the Village Institute.

7.7.2 Spatial Strategy Considerations

Further limited development in the village would be acceptable giving opportunities to support the village services without compromising the existing settlement pattern, in particular at Back Crook. The former fish farm is a brownfield site and its redevelopment for tourism uses will be supported subject to an appropriate Flood Risk Assessment being carried out.

Preference will be given to roadside development echoing the character of the original village.

7.7.3 Infrastructure Considerations

The village primary school has limited capacity to support further development. New proposals may be required to be phased to ensure sufficient space is available and a financial contribution may be required in line with Council guidance.

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

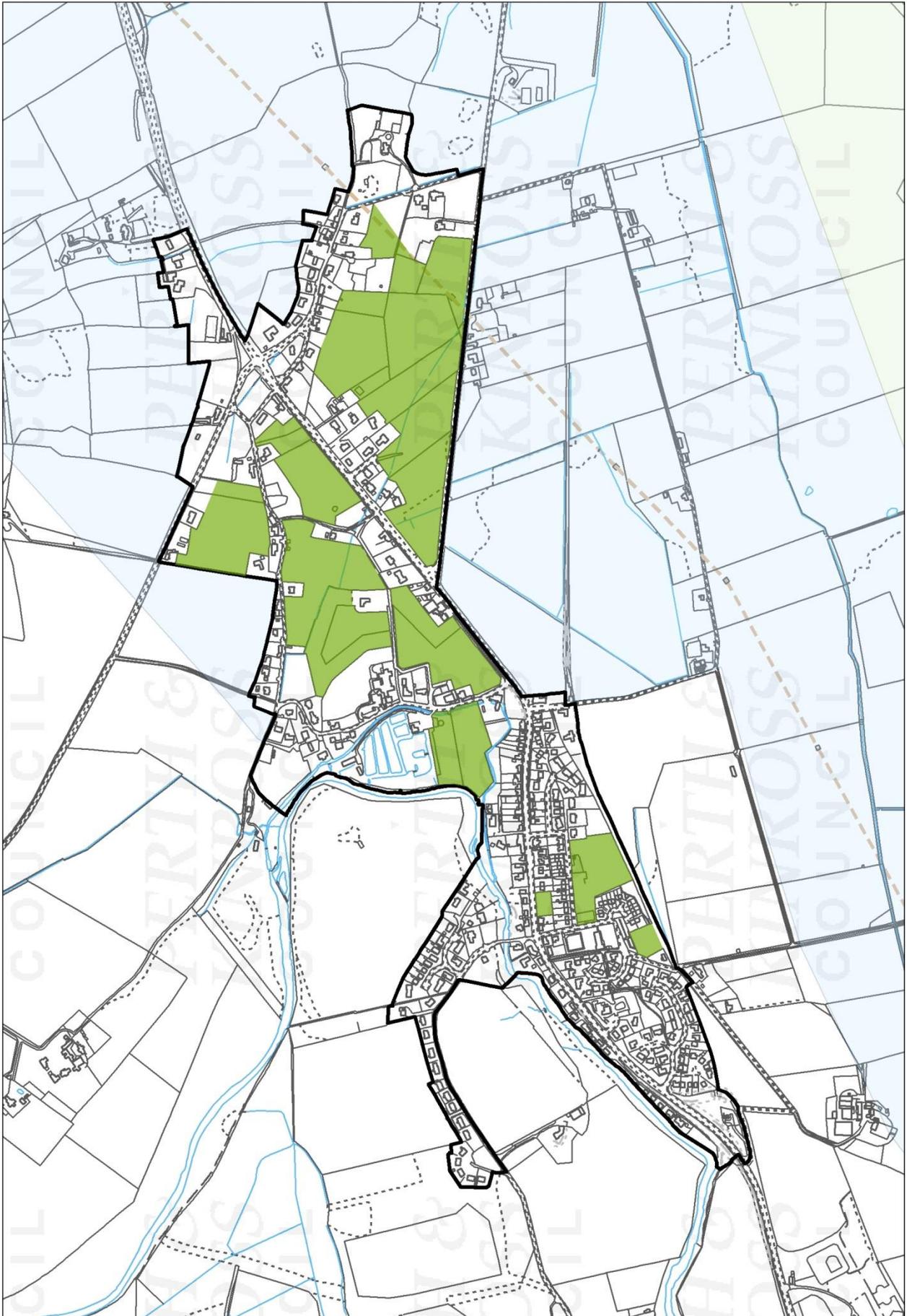
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Crook of Devon



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7.8 Drunzie

7.8.1 Description

Drunzie is a small settlement to the west of the M90, 2 miles to the north of Milnathort. The settlement has no services. Drunzie lies within a Health and Safety Consultation Zone due to its proximity to underground pipelines which run in a north–south direction to the west of the settlement.

7.8.2 Spatial Strategy Considerations

The settlement has been identified for limited growth to reflect the existing planning permissions.

Preference will be given to roadside development echoing the character of the original settlement.

7.8.3 Infrastructure Considerations

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

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

Drunzie



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7.9 Glenlomond

7.9.1 Description

Glenlomond lies 2.5 miles east of Milnathort adjacent to the Lomond Hills. The settlement was the site of a hospital during the First World War and is now mainly residential with a nursing home.

7.9.2 Spatial Strategy Considerations

Support will be given for the retention of open space within the settlement boundary and any new development should reflect the existing settlement pattern.

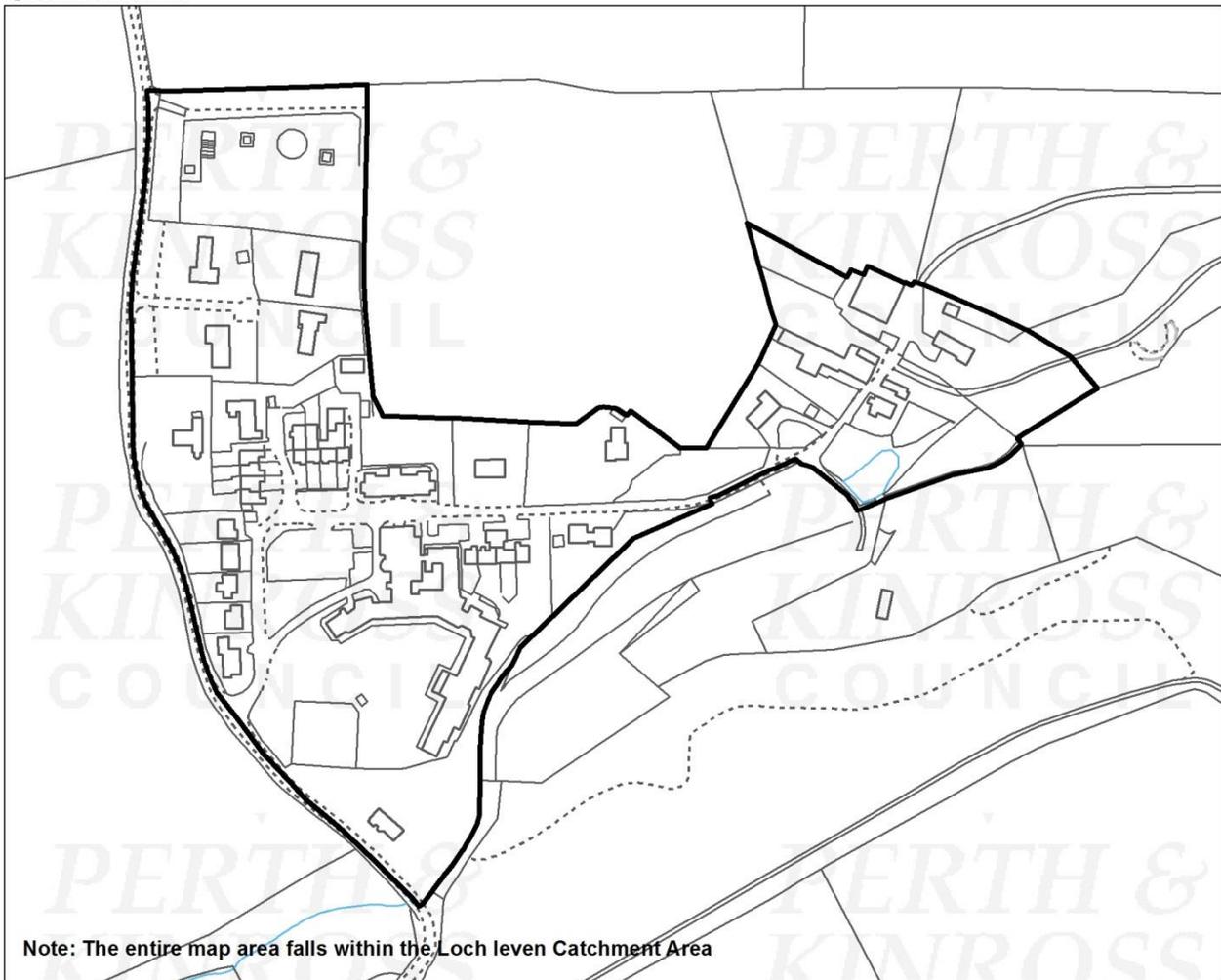
7.9.3 Infrastructure Considerations

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

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

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

Glenlomond



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7.11 Hattonburn

7.11.1 Description

Hattonburn is located to the north-east of Milnathort and is separated from the town by the M90. It is the site of a former distillery. The settlement consists of residential properties, Hattonburn House and several farm buildings associated with Hattonburn Farm.

7.11.2 Spatial Strategy Considerations

Hattonburn is a brownfield site and due to its close proximity to Milnathort it is considered capable of supporting further development. The redundant farm buildings within Hattonburn have planning permission for residential development. The settlement boundary seeks to reflect this permission and has been drawn to offer the potential to accommodate limited further development.

7.11.3 Infrastructure Considerations

The settlement lies in the Loch Leven Catchment Area and any development should provide appropriate mitigation measures.

The village is within the HSE pipeline consultation zone.

All development will be required to provide a SUDS Plan.

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

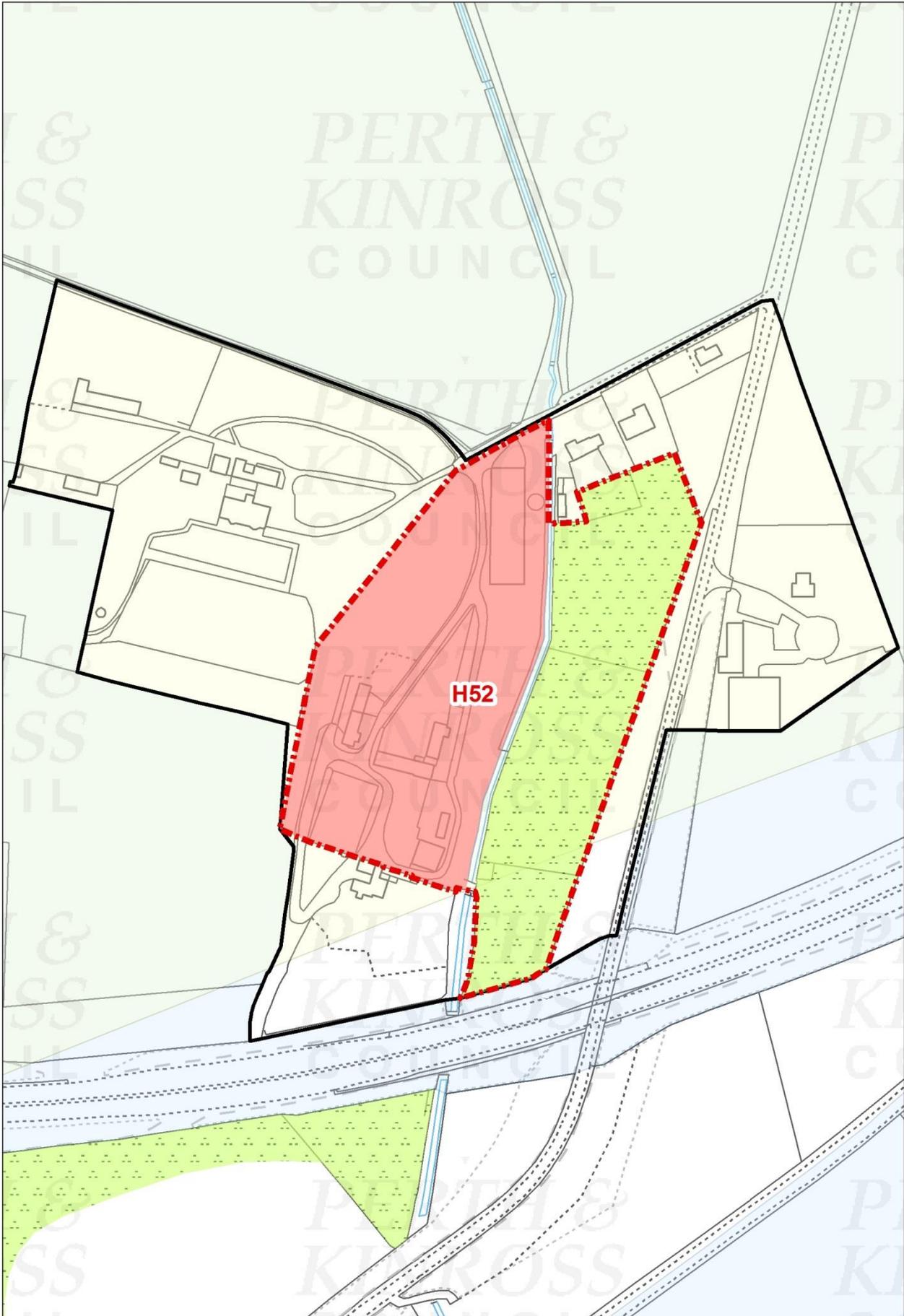
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Residential Site

| Ref | Location | Size | Number |
|--|------------|------|---|
| H52 | Hattonburn | N/A | Conversion + 20 new, total not to exceed 30 |
| Site Specific Developer Requirements | | | |
| ⇒ Sympathetic conversion of traditional buildings. | | | |
| ⇒ Protect setting of Hattonburn House. | | | |
| ⇒ Limited new build (max 20) within footprint of demolished buildings. | | | |
| ⇒ Flood Risk Assessment. | | | |
| ⇒ Consider second access road to Hattonburn Road. | | | |
| ⇒ Retention of existing trees and woodland management plan. | | | |
| ⇒ Improvements to core path network. | | | |



Hattonburn



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7.12 Keltybridge and Maryburgh

7.12.1 Description

Keltybridge and Maryburgh lie adjacent to the M90, 4 miles south of Kinross. The settlements are separated by an identified area of Historic Garden. Both settlements have limited facilities and in recent years development has taken place on the northern edge of Keltybridge.

7.12.2 Spatial Strategy Considerations

Due to the growth that has taken place in Keltybridge, the settlement is not identified for further expansion and this has been reflected in the settlement boundary. The settlement boundary of Maryburgh has been drawn to offer the potential to accommodate limited further development mirroring the form of the existing settlement pattern.

7.12.3 Infrastructure Considerations

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

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

All development should consider the retention of existing trees.

Keltybridge and Maryburgh



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7.13 Kinnesswood

7.13.1 Description

Kinnesswood lies on the eastern edge of Loch Leven at the foot of the steeply sloping 'White Craigs'. The settlement has limited facilities and in recent years residential development has taken place on the south-eastern edge.

7.13.2 Spatial Strategy Considerations

Due to the growth that has taken place in Kinnesswood and the current planning permissions, the settlement is not identified for further growth and this has been reflected in the settlement boundary.

Kinnesswood incorporates a Conservation Area designation which seeks to protect the character and historic integrity of the area.

7.13.3 Infrastructure Considerations

Drainage from all development should connect to Public Drainage System.

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

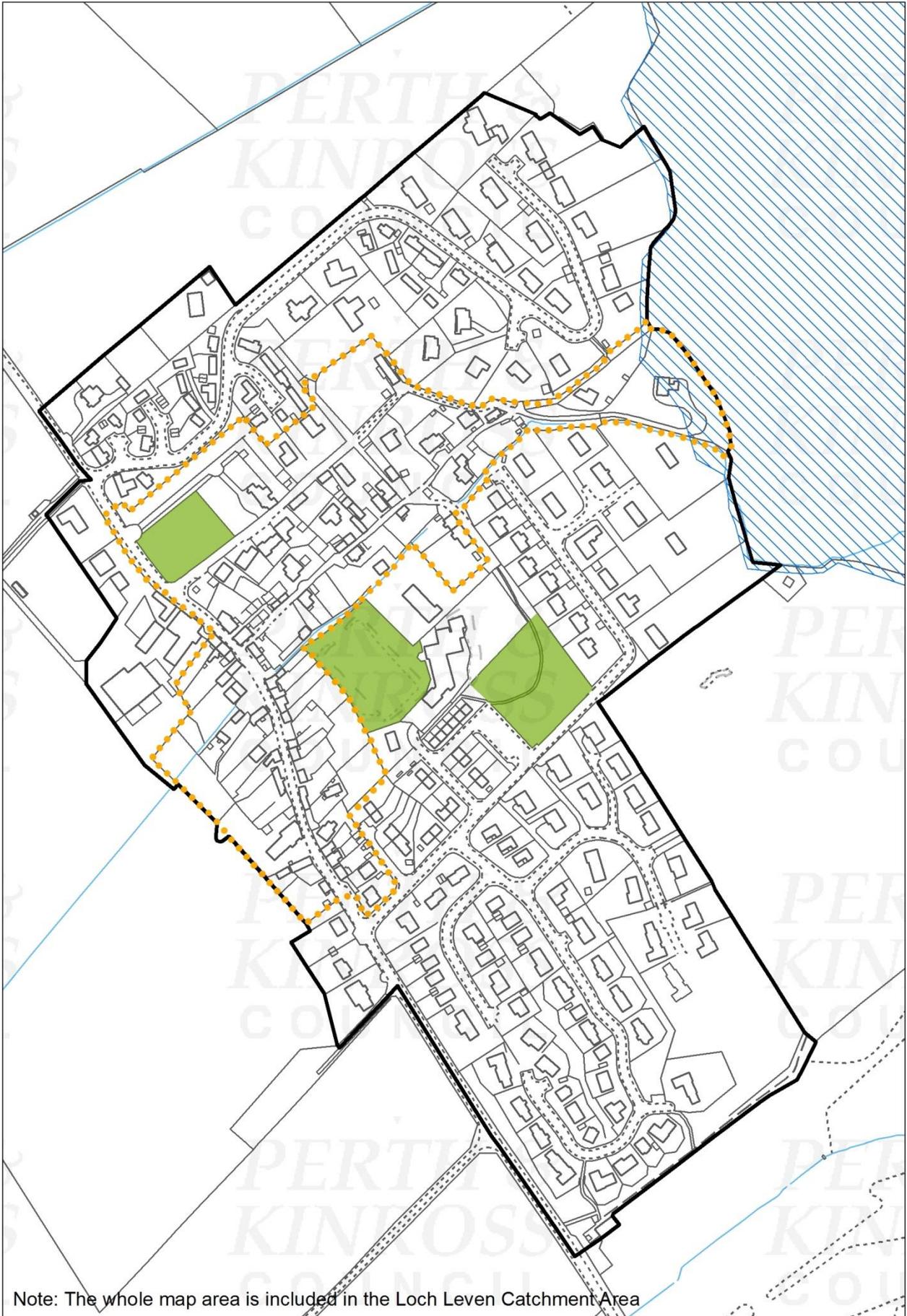
Any development of 5 or more houses will require to contribute towards affordable housing provision in accordance with the Council's Affordable Housing Policy.

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

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Kinnesswood



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