

Perth and Kinross Council  
Development Management Committee – 9 December 2015  
Report of Handling by Development Quality Manager

**Mixed use development including residential, employment uses, open space, amenity landscaping, formation of access roads, footpaths and cycleways, associated drainage works and ancillary facilities at land 300 metres south west of Tighnacaille, Broich Road Crieff**

Ref. No: 15/01237/IPM  
Ward No: N6 Strathearn

**Summary**

This report recommends approval of the In Principle application for a mixed use (residential and employment) development including open space, landscaping, access roads, footpaths and cycleways, drainage works and ancillary facilities at land 300 metres south west of Tighnacaille, at Broich Road Crieff.

The proposal is considered to comply with the relevant provisions of the Development Plan and there are no material considerations apparent which would outweigh it.

**BACKGROUND**

- 1 The site is located to the south of Crieff and comprises approximately 46.2 hectares of mainly flat agricultural grassland. The northern boundary of the site is formed by Broich Road and the rear of some properties and businesses including Broich Road Farm, Wiltshire Farm Foods and Arnbro Caravan Site. The southern boundary mostly follows the line of a woodland corridor which incorporates a Category B-listed building (outwith the site boundary) known as Broich House, with the River Earn running in a south easterly direction further to the south. South east of the site boundary lies Perth and Kinross Council's Recycling Centre at North Forr.
- 2 Within the site itself, an area of around 10.8 ha is associated with the Scheduled Monument known as Broich Cursus, ring-ditch, barrow and palisade. Although within the planning redline boundary this area is proposed to be excluded from physical encroachment and will form landscaped open space with physical protection for the Scheduled Monument.
- 3 The site is designated for mixed use development (Ref MU7) within the Perth and Kinross Local Development Plan (LDP). The LDP acknowledges the potential for 300+ residential units, employment land, open space and amenity landscaping.

**PROPOSAL**

- 4 The proposed development is an In Principle application for a mixed-use masterplan (residential and employment) for 36.7 hectares of the LDP allocation of 46.2 hectares comprising of the following.

- 19.9 hectares for a mix of housing types and sizes, with a proportion of low cost housing;
  - 6 hectares for employment uses;
  - 10.8 hectares of open space and protection for the Scheduled Monument;
  - Structural and amenity landscaping; and
  - Formation of two new site access points from Broich Road.
  - Land to facilitate new core path linking Crieff and Muthill
- 5 The layout of the residential and employment areas are purely indicative at this stage and will be subject to further detailed design and submission. The indicative plans do not prevent the remaining land of 9.5 hectares (under separate ownership) within the LDP allocation from coming forward at a later date.

### **Environmental Impact Assessment (EIA)**

- 6 Directive 2011/92/EU requires the ‘competent authority’ (and in this case Perth and Kinross Council) when giving a planning consent for particular large scale projects to do so in the knowledge of any likely significant effects on the environment. The Directive therefore sets out a procedure that must be followed for certain types of project before ‘development consent’ can be given.
- 7 This procedure, known as Environmental Impact Assessment (EIA), is a means of drawing together, in a systematic way, an assessment of a project’s likely significant environmental effects. This helps to ensure that the importance of the predicted effects, and the scope for reducing any adverse effects, are properly understood by the public and the relevant competent authority before it makes its decision.
- 8 An Environmental Statement has been submitted and assessed as part of the ‘In Principle’ application.

### **PRE-APPLICATION PROCESS**

- 9 The proposed development is classed as a Major development under class 9 of the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009. This requires pre-application consultation with the local community to be undertaken. The results of the community consultation have been submitted with the application as part of the Report on Community Consultation. The Proposal of Application Notice (reference 14/00005/PAN) outlined a public exhibition was held on September 6<sup>th</sup> 2014 at Strathearn Community Campus. The Ward Councillors for the area (R Brock, K Cowan and A Younger) were invited as well as Crieff Community Council, Crieff and Upper Strathearn Partnership and Crieff Community Trust.

### **NATIONAL POLICY AND GUIDANCE**

- 10 The Scottish Government expresses its planning policies through the National Planning Framework 3, the Scottish Planning Policy (SPP) 2014 and Planning Advice Notes (PAN), Designing Places, Designing Streets and the National Roads Development Guide.

#### **The Scottish Planning Policy 2014**

- 11 The Scottish Planning Policy (SPP) was published on 23 June 2014. It sets out national planning policies which reflect Scottish Ministers' priorities for operation of the planning system and for the development and use of land. The SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances. It directly relates to:
- the preparation of development plans;
  - the design of development, from initial concept through to delivery; and
  - the determination of planning applications and appeals.
- 12 Of relevance to this application are;
- Paragraphs 24 – 35: Sustainability
  - Paragraphs 36 – 57: Placemaking
- 13 A successful Sustainable Place
- Paragraphs 126 – 131 Affordable Housing
  - Paragraphs 135 – 151 Valuing the Historic Environment
- 14 A Natural, Resilient Place
- Paragraphs 219 – 233 Maximising the Benefits of Green Infrastructure
  - Paragraphs 254 – 268 Managing Flood Risk & Drainage
- 15 A Connected Place
- Paragraphs 286 – 291 Promoting Sustainable Transport and Active Travel
- 16 The following Scottish Government Planning Advice Notes (PAN) are also of interest:
- PAN 2/2010 Affordable Housing and Housing Land Audits
  - PAN 1/2011 Planning and Noise
  - PAN 40 Development Management
  - PAN 51 Planning, Environmental Protection and Regulation
  - PAN 58 Environmental Impact Assessment
  - PAN 60 Planning for Natural Heritage
  - PAN 61 Planning and Sustainable Urban Drainage Systems
  - PAN 63 Waste Management Planning
  - PAN 65 Planning and Open Space
  - PAN 67 Housing Quality
  - PAN 68 Design Statements
  - PAN 69 Planning & Building Standards Advice on Flooding
  - PAN 75 Planning for Transport
  - PAN 79 Water and Drainage
  - PAN 83 Masterplanning
- Designing Places 2001**

- 17 The first policy statement which marks the Scottish Government's determination to raise standards of urban and rural development.

### **Designing Streets 2010**

- 18 Designing Streets is the first policy statement in Scotland for street design and marks a change in the emphasis of guidance on street design towards place-making and away from a system focused upon the dominance of motor vehicles. It has been created to support the Scottish Government's place-making agenda and is intended to sit alongside the 2001 planning policy document Designing Places, which sets out Government aspirations for design and the role of the planning system in delivering these.

### **National Roads Development Guide 2014**

- 19 This document supports Designing Streets and expands on its principles and is considered to be the technical advice that should be followed in designing and approving of all streets including parking provision.

## **LOCAL POLICY AND GUIDANCE**

### **TAYPlan Strategic Development Plan 2012**

- 20 TAYplan sets out a vision for how the region will be in 2032 and what must occur to bring about change to achieve this vision. The vision for the area as set out in the plans states that:
- 21 *"By 2032 the TAYplan region will be sustainable, more attractive, competitive and vibrant without creating an unacceptable burden on our planet. The quality of life will make it a place of first choice where more people choose to live, work, study and visit, and where businesses choose to invest and create jobs"*
- 22 The following sections of the TAYplan 2012 are of particular importance in the assessment of this application.

### **Policy 1: Locational Priorities**

- 23 Seeks to focus the majority of development in the region's principal settlements. Crieff is identified as a Tier 2 Settlement with the potential to accommodate a smaller share of the region's additional development over the plan period and make a major contribution to the region's economy.

## **Policy 2: Shaping Better Quality Places**

- 24 Seeks to ensure that climate change resilience is built into the natural and built environment, integrate new development with existing community infrastructure, ensure the integration of transport and land uses, ensure that waste management solutions are incorporated into development and ensure that high resource efficiency and low/zero carbon energy generation technologies are incorporated with development to reduce carbon emissions and energy consumption.

## **Policy 3: Managing TAYplan's Assets**

- 25 Seeks to identify and safeguard at least 5 years supply of employment land within principle settlements to support the growth of the economy and a diverse range of industrial requirements.

## **Policy 5: Housing**

- 26 Seeks to ensure there is a minimum of 5 years effective housing land supply at all times. Land should be allocated within each Housing market Area to provide a generous supply of land to assist in the delivery of 26,000 units up to year 2024.

## **Policy 8: Delivering the Strategic Development Plan**

- 27 States, *"To ensure that quality is designed-in to development and places, developer contributions shall be sought for new development to mitigate any adverse impact on infrastructure, services and amenities brought about by development including contributions towards schools, affordable housing, transport infrastructure and facilities (including road, rail, walking, cycling and public transport) and other community facilities in accordance with the Scottish Government Circular 1/2010"*.

## **Perth and Kinross Local Development Plan 2014 – Adopted February 2014**

- 28 The Local Development Plan was adopted by Perth and Kinross Council on 3 February 2014. It is the most recent statement of Council policy and is augmented by Supplementary Guidance.
- 29 The application site is located within the settlement boundary of Crieff and is allocated (MU7) for mixed use development. The principal relevant policies are in summary:

### **PM1A: Placemaking**

- 30 Development must contribute positively to the quality of the surrounding built and natural environment, respecting the character and amenity of the place.

### **Policy PM1B – Placemaking**

- 31 All proposals should meet all eight of the placemaking criteria.

### **Policy PM3 - Infrastructure Contributions**

- 32 Where new developments (either alone or cumulatively) exacerbate a current or generate a need for additional infrastructure provision or community facilities, planning permission will only be granted where contributions which are reasonably related to the scale and nature of the proposed development are secured.

#### **Policy ED1A – Employment and Mixed Use Areas**

- 33 Areas identified for employment uses should be retained for such uses and any proposed development must be compatible with surrounding land uses.

#### **Policy ED1B - Employment and Mixed Use Areas**

- 34 Within areas identified for mixed use a range of uses such as housing, offices, light industry, surgeries and leisure uses would be acceptable providing they are compatible with the amenity of adjoining uses. Proposals for predominately one use on a mixed use site will not be acceptable.

#### **Policy RD1 – Residential areas**

- 35 In identified areas, residential amenity will be protected and, where possible, improved. Proposals will be encouraged where they satisfy the criteria set out and are compatible with the amenity and character of an area.

#### **Policy HE2 - Listed Buildings**

- 36 There is a presumption in favour of the retention and sympathetic restoration, correct maintenance and sensitive management of listed buildings to enable them to remain in active use. The layout, design, materials, scale, siting and use of any development which will affect a listed building or its setting should be appropriate to the building's character, appearance and setting.

#### **Policy EP1 - Climate Change, Carbon Reduction and Sustainable Construction**

- 37 Sustainable design and construction will be integral to new development within Perth and Kinross. Proposals for new buildings must be capable of meeting one of the standards set out in the table.

#### **Policy EP2 - New Development and Flooding**

- 38 There is a general presumption against proposals for built development or land raising on a functional flood plain and in areas where there is a significant probability of flooding from any source, or where the proposal would increase the probability of flooding elsewhere. Built development should avoid areas at significant risk from landslip, coastal erosion and storm surges. Development should comply with the criteria set out in the policy.

### **Policy EP5 - Nuisance from Artificial Light and Light**

- 39 Consent will not be granted for proposals where the lighting would result in obtrusive and / or intrusive effects.

### **Policy EP11 - Air Quality Management Areas**

- 40 Development proposals within or adjacent to designated Air Quality Management Areas which would adversely affect air quality may not be permitted.

### **TA1B- Transport**

- 41 Development proposals that involve significant travel generation should be well served by all modes of transport (in particular walking, cycling and public transport), provide safe access and appropriate car parking. Supplementary Guidance will set out when a travel plan and transport assessment is required.

### **Policy NE2A - Forestry, Woodland and Trees**

- 42 Support will be given to proposals which meet the six criteria in particular where forests, woodland and trees are protected, where woodland areas are expanded and where new areas of woodland are delivered, securing establishment in advance of major development where practicable.

### **Policy NE2B - Forestry, Woodland and Trees**

- 43 Where there are existing trees on a development site, any application should be accompanied by a tree survey. There is a presumption in favour of protecting woodland resources. In exceptional circumstances where the loss of individual trees or woodland cover is unavoidable, mitigation measures will be required.

### **NE3: Biodiversity**

- 44 All wildlife and wildlife habitats, whether formally designated or not should be protected and enhanced in accordance with the criteria set out.

### **OTHER POLICIES**

- 45 In addition the following documents are relevant in the determination of the application:-
- 46 **Developer Contributions Supplementary Guidance (Education) 2014** - The developer contributions policy applies to the whole of Perth and Kinross and seeks to secure contributions from developers of new homes towards the cost of meeting primary education infrastructure improvements necessary as a consequence of development. Currently a contribution of £6,395 per qualifying house is required where a primary school; is at or would reach capacity as a result of the development proposed.

- 47 **Affordable Housing Supplementary Guidance 2012** - The Council's Affordable Housing Policy is applicable to all residential development of 5 units and above. It therefore remains relevant to this application. A minimum of 25% of affordable units should be provided on site, in accordance with the terms of the Policy and extant planning consent.
- 48 **Open Space Standards (2001)** - Sets out the Councils adopted open space adoption standards for new residential developments, which gives developers three viable options to pursue/proposed as part of their development.
- 49 **Flood Risk and Flood Risk Assessments – Developer Guidance June 2014**
- 50 **Employment and Mixed Use Areas Supplementary Guidance May 2014**
- 51 **Sustainable Design and Zero Carbon Development Supplementary Guidance May 2014**

## **PLANNING SITE HISTORY**

- 52 The following history is of particular importance.
- 53 **14/00455/SCRN:** Screening Request for EIA – EIA Required. Issued March 2014.
- 54 **14/01198/SCOP:** Scoping Opinion for content of EIA. Issued August 2014.
- 55 **14/00005/PAN:** Proposal of Application Notice. Content of PAN approved August 2014.

## **CONSULTATIONS**

### **External**

- 56 **Transport Scotland:** No objection subject to conditional control requiring the submission of a travel plan for the employment area.
- 57 **Scottish Environment Protection Agency (SEPA):** No objection to the proposal. Request conditions regarding Sustainable Urban Drainage System (SUDS), Construction Environmental Management Plan (CEMP) and a Site waste Management Plan (SWMP) is applied to any consent.
- 58 **Scottish Water:** No response.
- 59 **Scottish Natural Heritage (SNH):** No objection as it's unlikely to adversely impact the South Tayside Goose Roosts Special Protection Area over 1500 metres south of the application site. No comment is made with regard to impact on landscape.
- 60 **Historic Environment Scotland (HES):** No objection to the proposal but do recommend planting along the boundaries of the Scheduled Monument is required to reduce the visual impact. The applicant is also encouraged to engage with them

before submission of a detailed application in relation to potential requirements of Scheduled Monument Consent.

- 61 **Perth and Kinross Heritage Trust (PKHT):** The application site is considered to be archaeologically sensitive due to a large scheduled monument within the site, historic records and recent archaeological investigations in the vicinity of the site. To mitigate the direct impact on heritage assets a full archaeological excavation, post-excavation analyses and dissemination of results will be required if preservation in situ cannot be afforded by the development. Given the high potential of the area for archaeological discoveries, a programme of evaluation, to consist of trial trenching, will be required. The results of this work may lead to changes in design of the development to enable preservation in situ of significant remains or further archaeological work to ensure preservation by record.
- 62 **Crieff Community Council:** Not opposed to further development within Crieff but because of the scale of the proposal and the sites sensitivity they want to ensure it is sensitively developed to the advantage of the community. They raise concern regarding the impact the development could have on the town's character, landscape and increased road safety issues associated with the three nearby schools and the road junction between Broich Road, King Street and Burrell Street. Concern is also raised regarding capacity of the nearby schools and medical centre.
- 63 **East Strathearn Community Council:** No objection to the proposal and support increased job opportunities for Crieff. They have highlighted concerns regarding existing transport infrastructure and services in the area plus a desire to see the site developed sensitively.

#### **Internal**

- 64 **Environmental Health (Noise, Air Quality and Contaminated Land):** In terms of noise and air quality Environmental Health initially raised some concerns but have now recommended conditional control will be sufficient to secure the necessary noise and air quality mitigation when detailed applications are submitted.
- 65 Regarding any contamination issues the land the site is adjacent to a landfill site and may impact the development site. A sheep dip in the north of the site is also identified on historical mapping. These activities may have resulted in localised contamination and this will require further investigation.
- 66 **Waste Services:** Due to the scale of the housing element the development will require kerbside collection and each property will require space for multiple waste storage bins and containers. Advice is provided on the roads requirements for the type and size of refuse vehicles that will used on the site.
- 67 **Community Greenspace:** No response received.
- 68 **Education & Children Services:** This development falls within the Crieff Primary School catchment area. As the application is only "in principle" it is not possible to provide a definitive answer at this stage however it should be noted that the Developer Contributions Policy would apply to all new residential units with the exception of affordable units. The determination of appropriate contribution, if

required, will be based on the status of the school when a detailed application is received.

- 69 **Developer Contributions/Affordable Housing:** The affordable housing requirement for this proposal is 25% and based on the allocation in the LDP for 300 dwellings this equates to 75 dwellings. Because the application is 'in principle' a condition to reflect this requirement should be attached to any planning application granted.
- 70 **Flood Prevention:** No objection on the grounds of flood risk. The proposed site is outwith the 1 in 200 year predicted flood envelope for the River Earn. A Drainage Impact Assessment together with SUDS design details and specifications will be required on submission of a detailed planning application
- 71 **Transport Planning:** A cumulative assessment of all applications and permissions in this area was carried out by Transport Planning. They considered alternative mitigation measures to the signalisation of the Brioch Road/King Street/Commissioner Street junction as approved under the 08/01955/FLM application for a Tesco Foodstore as the modelling showed that signalisation would add in an added element of delay to the network where none had previously existed. This would also apply to pedestrian movements as well as they would have to wait for their dedicated phase within each cycle.
- 72 The best option would be to reconfigure the junction and look at changing the priorities to ensure that the junction could accommodate the extra traffic whilst still functioning effectively. This could be tied into a package of complementary infrastructure measures to provide dedicated pedestrian crossings, footways and other ancillary works, together with the potential to investigate measures to enhance the local public transport provision in this area and consider parking issues within the wider area (particularly in and around the High Street). This approach could provide wider community benefits whilst still ensuring that the junction operated safely and efficiently.
- 73 Transport Planning do not object to the proposal and recommend entering into consultations with the local Community Council and the applicants to agree a package of measures that all parties are happy with and meets the criteria of allowing for the safe and efficient operation of the entire transport network in Crieff. A negative suspense condition could be applied to any decision notice seeking an appropriate financial contribution via a Section 69 Agreement.
- 74 **Biodiversity Officer:** No objection but as the application is 'in principle' only, further ecological surveys will need to be submitted as part of any detailed applications.

75 **Business Development:** Concludes that this development will have a positive impact on the local economy both during and after development and is in line with policy and strategic plans at a local, regional and national level in terms of economic development.

## REPRESENTATIONS

76 The application has attracted three letters of representations. Two of the letters are general comments but are neither objecting nor supporting the proposal. One letter objects to the proposal on the following grounds:

- Additional traffic and road safety concerns on Broich Road
- Cumulative transport concerns with new primary school and possible foodstore
- Impact on privacy of rear garden of properties on Broich Road

## ADDITIONAL STATEMENTS

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Environment Statement	Submitted with application
Screening Opinion	Undertaken
Environmental Impact Assessment	Yes – Submitted with IPM application
Appropriate Assessment	Appropriate assessment required.
Design Statement/Design and Access Statement	Submitted with application
Report on Impact or Potential Impact	Transport Assessment, Flood Risk Assessment, Ecology Assessment, Landscape and Visual Impact Assessment contained within ES

## APPRAISAL

### Policy Appraisal

78 Sections 25 and 37(2) of the Town & Country Planning (Scotland) Act 1997 (as amended) requires the determination of the proposal to be made in accordance with the provisions of the Development Plan, unless material considerations indicate otherwise. The determining issues here are whether the proposals comply with Development Plan Policy and Supplementary Guidance or if there are other material considerations, which justify a departure from policy. The most relevant policies of the Development Plan are listed in the policy section above.

79 TAYplan Policy 1 (Location Priorities) states that Tier 2 settlements have the potential to make a major contribution to the regional economy over the next 20 years. The site is situated within the Tier 2 settlement of Crieff, with the proposed development of over 300 dwellings and 5 hectares of employment land in this location broadly satisfying TAYplan Policy

- 80 The site is located within the Local Development Plan site MU7 and is allocated for mixed use development. The principle of residential and employment use on the site is therefore considered to be acceptable.
- 81 It is considered that the proposal accords with the majority of the policy requirements detailed in the Development Plan. The development of residential and employment as detailed in the indicative layout plan and phasing plan is broadly consistent with the allocation in the Local Development Plan. The LDP requires a masterplan for the entire site and while the application red line boundary does not include all the LDP allocation the submitted plans show that the remaining land will not be prevented from coming forward at a later date.

### **Principle**

- 82 The principle of mixed use development for over 300 dwellings and 5 hectares of employment land has been established through its allocation in the Local Development Plan. The proposed residential density of the current submission of 350 units is higher than the allocation of the entire residential element but does not include the entire allocated site. Development of most of the allocated site is considered to be acceptable as the submitted plans do not prevent the remaining land parcels coming forward at a later date. The proposed density is also considered to be acceptable at this location due to its close proximity to schools and services adjacent to the site and Crieff town centre within a 10 minute walk of 800 metres. The principle of a higher density development at sustainable locations such as this site can therefore be supported.
- 83 The principle of employment development at this location is also supported by the LDP. The proposed location at the eastern end of the site next to the existing recycling centre is considered to be acceptable. Whilst not within the red line of the application site the applicant has confirmed that it is anticipated that some of the existing businesses on Broich Road (land owned by applicant) will relocate to the employment site and kick start its development. In principle such relocations can be supported and should result in the creation of a more visually appealing area of Broich Road than at present.

### **Content and Adequacy of the Environmental Statement**

- 84 The purpose of the EIA process is to examine the likely significant environmental effects from a proposed development having regard to the project and its nature, size or locality. Through the EIA process, a proper understanding of the interaction between the project and its location should be assessed to determine if the effects on the environment are likely to be significant and if there are associated mitigation measures which make this acceptable.
- 85 Part II, Schedule 4 of the Environmental Impact Assessment (Scotland) Regulations 2011 outlines the information required to be included in any EIA. The basic content and the associated background information of the Environmental Statement are considered to meet the basic requirements of those regulations.

- 86 Due to this being a multi-staged approach, through which further details are required to be submitted and formally approved, both external and internal consultees are satisfied with the baseline findings and mitigation at this stage.

### **Detailed Design and Phasing**

- 87 The general approach to development, utilising existing landscape features to shape the layout and tie it to the overall site context is supported. The design concept includes generous landscape buffering and structure planting and takes account of the site's proximity to existing uses and the importance of the Scheduled Monument within the site boundary.
- 88 Detailed design of these areas should be sensitively guided by existing field boundaries, planting and enhancing existing views, natural features and the setting of the nearby B listed Broich House and the Scheduled Monument.
- 89 All building design should reflect the age of the building, contemporary in appearance and form, avoiding a pastiche approach. Designs should be site specific, considering localised identity, outlook and solar orientation. Innovative, architectural design will be supported and a comprehensive design statement will be required to fully justify the architectural and urban design approach. The indicative plans showing housing fronting directly onto Broich Road with rear parking arrangements should help the site integrate with the existing built fabric of Crieff.
- 90 At this stage whilst I do not consider that the development phases would impact on the amenity enjoyed by neighbouring land but the submitted phasing plan indicates Phase 1 of the residential element will be the furthest distance from the existing properties and Crieff town centre. It is considered that it would be more appropriate, logical and sustainable for the development to expand at the eastern end of the site first rather than end up with what would appear to be a gap site. It is therefore recommended that an updated phasing plan is investigated and submitted with the detailed application.
- 91 Overall, the proposed house numbers are not approved at this stage. It is intended that the scale of development will be ascertained through the outcome of the detailed applications and updated phasing plan, which will then inform associated infrastructure requirements and facilities including education and community facilities, public transport improvements and carbon reduction measures.

### **Cultural Heritage**

- 92 The ES assessed the proposals impact on the historic environment including the Scheduled Monument within the site boundary and the B Listed Broich House just south of the application site. Due to the known archaeological sensitivity of the area an archaeology evaluation has been undertaken. Both HES and PKHT have assessed the Historic Environment chapter within the ES.
- 93 HES are content with the information within the ES and whilst they have some concern about the impact on the setting of the Scheduled Monument, it is not of such significance to warrant an objection to the proposal

- 94 PKHT also considered the assessment of impact on the setting of the Scheduled Monument within the site to have certain omissions but the proposed recommendations and mitigation measures are considered to be acceptable. These measures should also include the sensitive design of the development to preserve and enhance the integrity and setting of the Scheduled Monument (SM9135).
- 95 Further consultation with HES and PKHT is recommended to formalise proposals prior to submission of detailed planning applications. Scheduled Monument Consent will be required for any ground breaking works within the Scheduled Area, including any planting and path creation.
- 96 Given the high potential of the area for further archaeological discoveries and to mitigate the direct impact on heritage assets, a full archaeological excavation including post-excavation analyses and dissemination of results will be required if preservation in situ cannot be afforded by the development.
- 97 The results of this work may lead to changes in design of the development to enable preservation in situ of significant remains or further archaeological work to ensure preservation by record .
- 98 At this stage the proposal is considered to comply with LDP Policy HE1A - Scheduled Monuments but in line with SPP historic environment section (paragraphs 135-137 and 150) and LDP Policy HE1), it is recommended that conditions for the protection of Scheduled Monument 9135 and a programme of archaeological works should be attached to any consent .

### **Landscape and Visual Impact**

- 99 Safeguarding and enhancing landscape character is an important planning objective. As part of the ES an assessment of the proposed development will have on the landscape, townscape and visual impact was undertaken. The ES recognises the loss of rural features and the introduction of built development will result in a significant change to the local landscape. The ES also highlights the southern end of Crieff is currently undergoing significant development change with new schools and the possibility of a foodstore immediately north of the application site.
- 100 It is considered that the main landscape and visual impact will primarily be a local impact. The existing tree belts within the site and the submitted landscape mitigation strategy will help alleviate any potential adverse effect on key landscape features such as the Scheduled Monument within the site. Any structure planting and earthworks should be prioritised and carried out in the early stages of the development phases in order to minimise the long term visual effects of the development and this should be incorporated and agreed with through the phasing plan for the development site.
- 101 It is considered that in time the visual impact of the proposal on the townscape will soften as the development becomes part of the established built fabric of Crieff.

### **Overlooking/Overshadowing**

- 102 In this case it is difficult to assess any potential overlooking or overshadowing of neighbouring properties due to application being In Principle and this issue can be dealt with more effectively at detailed planning stage. However the indicative plans submitted do show that landscape buffers and structure planting would be used to prevent any privacy issues from occurring.

### **Ground Conditions**

- 103 Desktop research associated with the ES indicates that the majority of the site is underlain by freely draining brown soils which is capable of producing a moderate range of crops and grassland. No peat has been identified at the site. A number of potential contaminants associated with past uses have been identified in the vicinity of the site including a sheep dip, landfill, gasworks and a slaughterhouse.
- 104 The ES considers that the proposed site is of significant distance from any potential contamination from these nearby historic uses. However the Councils Contaminated Land Officer has confirmed proposed development is on land that is adjacent to a landfill site and therefore may impact the development site. The ES includes information relating to gas monitoring at the landfill confirming that elevated levels of carbon dioxide and methane have been observed. The extent of off-site migration of these ground gases is unknown and therefore ground gas monitoring at the proposed development site would be required prior to development. A sheep dip in the north of the site is identified on the historical mapping. This activity may have resulted in localised contamination and this should therefore be further investigated. A further contaminated land assessment will be required as part of any detailed planning application.

### **Flood Risk and Drainage**

- 105 Neither SEPA nor the Councils Flooding team have any objection to this application on the grounds of flood risk as it is outwith the 1 in 200 year predicted flood envelope for the River Earn. The ES states that the drainage network will be designed to a 1 in 200 year return storm event. Perth and Kinross Councils 'Developers Guidance Note on Flooding & Drainage' however states that drainage networks should be designed to a 1 in 200 year + 20% allowance for climate change. All SUDS should be designed to a 1 in 200 year + 20 % Climate change + 10% allowance for future expansion of impermeable areas.
- 106 As the application is for 'In Principle' both SEPA and our Flooding team require further details regarding drainage including SUDS are needed to be submitted with any detailed planning applications. This can be controlled by way of conditions.

## **Ecology**

- 107 As part of the EIA scoping exercise, a range of potential significant effects were identified for the ecology of the site relating to the proposed development. A number of detailed surveys have been conducted to identify and mitigate any such effects on potentially extant habitat or species, the results and conclusions of which form the Ecological Impact Assessment (EclA) contained within the Ecology Chapter of the ES. Due to the protected nature of a number of species, detailed survey work was undertaken to assess the impact on bats, otters, water voles, red squirrels, pine martens, nesting birds and invasive plants.
- 108 Neither the Councils Biodiversity Officer nor SNH have any raised any significant issues regarding the ecological assessments and surveys and therefore offer no objection to the proposal. The Councils Biodiversity Officer will require updated surveys to be undertaken for any further detailed applications. Consideration should be given to how the development of the site can enhance provision of habitats for wildlife, such as provision of bird and bat boxes in new buildings, green corridors, provision of wildlife friendly features like well-designed and planted SUDS, wildlife kerbs or positioning of road gullies 100mm away from kerbs, living roofs and walls and landscape features including wildflower meadows, orchards and allotments.

## **Air Quality and Noise**

- 109 Air Quality  
The site is 680 metres south of the Crieff Air Quality Management Area (AQMA) and construction activities associated with the site are likely to result in dust and particulate matter being released. Wind blow from dried out exposures are likely to be the main source as well as construction vehicular movement distributing material within, to and off the site.
- 110 The applicant has undertaken some extra air quality modelling work which has predicted a slight worsening of impacts for the AQMA and in particular along the Crieff High Street corridor. However the maximum impact is still of slight adverse significance and following the extra modelling work Environmental Health offer no objection to the application provided mitigation measures are explored at the detailed application stage.
- 111 Noise  
The planning system has an important role to play in preventing and limiting noise pollution. Although the planning system cannot tackle existing noise problems directly, it has the task of guiding development to the most suitable locations and regulating the layout and design of new development. The noise implications of development can be a material consideration in determining applications for planning permission.

112 In this case as it is just an In Principle application it is difficult to fully assess any noise pollution issues. Following construction the proposed residential element is not considered to be a high generator of noise. Whilst Environmental Health initially identified a number of noise issues including traffic and commercial noise they are now content that these issues can also be reassessed at detailed application stage, when more information regarding the positioning of housing and business units will become available.

## **Transport**

- 113 Both Transport Scotland and the Councils Transport Planners have not raised any objection to the proposal. Transport Planning have commissioned an S-Paramics micro-simulation traffic model to assess the current and future impacts of development within the Broich Road corridor.
- 114 Transport Planning carried out extensive testing to ascertain the cumulative impact of this application, the approved foodstore (08/01955/FLM) and the proposed foodstore (15/01354/IPL) on Broich Road on this area and Crieff as a whole. They also considered alternative mitigation measures to the signalisation of the Broich Road/King Street/Commissioner Street junction as approved under 08/01955/FLM.
- 115 The modelling found that whilst signalisation of the junction would introduce a dedicated pedestrian phase, it was noted that the introduction of pedestrian controlled pedestrian crossings on their own would also have the same effect of allowing dedicated crossing time for pedestrians. Signalisation would end up adding delay to the network where none had previously existed and this would also apply to pedestrian movements as well as they would have to wait for their dedicated phase within each cycle.
- 116 From a range of options examined, it would appear that the best option would be to reconfigure the junction and look at changing the priorities to ensure that the junction could accommodate the extra traffic whilst still functioning effectively. This work could be tied into a package of complementary infrastructure measures to provide dedicated pedestrian crossings, footways and other ancillary works, together with the potential to investigate measures to enhance the local public transport provision in this area and consider parking issues within the wider area (particularly in and around the High Street). The estimated cost of providing full signalisation would be in the region of £200k and this alternative approach could provide wider community benefits whilst still ensuring that the junction operated safely and efficiently.
- 117 Therefore, given that there are a range of potential options, Transport Planning have recommended that consultation with the applicant and Crieff Community Council, to agree a package of measures that all parties are happy with which meets the criteria of allowing for the safe and efficient operation of the entire transport network in Crieff, is carried out. A suspensive condition requiring a Section 69 Agreement to be agreed to determine an appropriate level of financial contribution towards agreed infrastructure improvements is considered to be the best method to achieve this and allow the proposed development come forward.

## **Sustainable Transport**

- 118 In terms of sustainability the site is located in a highly sustainable location adjacent to two primary schools, Crieff Community Campus and is within 800 metres (10 minute walk) of Crieff Town Centre. This close proximity should encourage residents and employees to travel by foot, bicycle and public transport rather than by car. It is understood that public transport provision will need to be improved and this can be facilitated by the range of transport infrastructure measures mentioned above.
- 119 A travel plan for the employment area should take advantage of the sustainable modes of transport. Transport Scotland recommends conditional control to secure a travel plan for the employment area.
- 120 The masterplan also includes the provision of paths and cycle paths that are linked to the existing path network. The site also helps facilitate the communities' aspiration to create a core path linking Crieff and Muthill to the south.

## **Socio-Economic Impact**

- 121 The socio-economic assessment within the Environmental Statement has determined that the project will have a positive impact in terms of job creation in the area both during the construction period itself and once the proposed employment land is developed and operational. The ES predicts that the proposal will create in the region of 380 additional jobs and the population growth will in turn increase consumer spending in the area by almost £3 million per annum. The proposed development will also have a positive effect in assisting Perth and Kinross Council to achieve housing and employment land requirements.
- 122 TAYplan Policy 3 (Managing TAYplan's Assets) supports employment land within principal settlements in particular Class 4 (Office/Light Industry). The proposed development in terms of its employment element proposes Class 4 business use and therefore complies with this policy. Bringing effective employment land forward also complies with LDP Policy ED1.
- 123 TAYplan Policy 5 (Housing) promotes that land for housing should be allocated to ensure there is a minimum of 5 years effective land supply at all times. The Policy also promotes a mix of housing types, size and tenure including the appropriate level of affordable housing. The development of potentially 350 residential units will help contribute to the required housing numbers to meet the projected population growth within the Strathearn Housing Market Area and will make a significant contribution towards meeting the shortfall in short to medium term effective housing land.
- 124 The Councils Business Development Officer has confirmed the economic impact of the proposal is likely to be significantly beneficial for the area. It is considered that the level of available expenditure that will be created by the development will have a significant positive impact on Crieff and in particular businesses and shops in the town centre.

## **Developer Contributions**

125 Affordable Housing

Because the proposal is for 300+ dwellings the Council Affordable Housing Policy applies requiring 25% of the development to contain affordable units. As the application is just In Principle a condition to reflect this requirement should be included with any consent.

126 Primary Education

As the application is 'In Principle' it is not possible to provide a definitive answer at this stage regarding primary school developer contributions. It should be noted that the Developer Contributions Policy would apply to all new residential units with the exception of the affordable units. The determination of appropriate contribution, if required, will be based on the status of the school when detailed applications are submitted.

## **LEGAL AGREEMENTS**

127 None required at this stage.

## **DIRECTION BY SCOTTISH MINISTERS**

128 Under the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008, regulations 30 – 32 there have been no directions by the Scottish Government in respect of an Environmental Impact Assessment screening opinion, call in or notification relating to this application.

## **CONCLUSION AND REASONS FOR RECOMMENDATION**

129 Section 25 of the Act requires that determination of the proposal should be made in accordance with the provisions of the Development Plan, unless material considerations indicate otherwise.

130 The development of the residential and employment land on land that is allocated in the LDP for mixed use in a sustainable location close to services and Crieff town centre is considered to comply with the current Development Plan and on that basis the application is recommended for approval subject to conditions.

## **RECOMMENDATION**

### **A Approve the application subject to the following conditions:**

- 1 Application for the approval required by a condition imposed on this Planning Permission in Principle shall conform with the requirements of Regulation 12 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008 and of Section 59 (2) and (3) of the Town and Country Planning (Scotland) Act 1997 as amended by Section 21 of the Planning etc. (Scotland) Act 2006 and, in particular, must be made before whichever is the latest of the following:
  - (i) The expiration of 3 years from the date of the grant of the planning permission in principle,
  - (ii) The expiration of 6 months from the date on which an earlier application for the requisite approval was refused, or

- (iii) The expiration of 6 months from the date on which an appeal against such refusal was dismissed.

Reason: In accordance with the terms of Section 59 of the Town and Country Planning (Scotland) Act 1997 as amended by Section 21 of the Planning etc (Scotland) Act 2006.

- 2 No works in connection with the development hereby approved shall take place until full details of the siting, design, external appearance and landscaping of the development and the means of access serving the development (hereinafter referred to as the 'matters specified by condition') have been submitted to and approved in writing by the Planning Authority. The specified matters include:
  - (i) a revised phasing plan for the whole site;
  - (ii) a detailed levels survey (existing and proposed) and cross sections showing proposed finished ground and floor levels of all buildings forming part of the development phase, relative to existing ground levels and a fixed datum point.
  - (iii) the siting, design, height and external materials of all buildings or structures;
  - (iv) the details of all access points, roads, parking footpaths and cycleways throughout the development;
  - (v) details of any screen walls/fencing to be provided;
  - (vi) measures to maximise environmental sustainability through design, orientation and planting or any other means;
  - (vi) details of all landscaping, structure planting and screening associated with the development;
  - (viii) full details of the proposed means of disposal of foul and surface water from the development.

Reason: This is a Planning Permission in Principle under Section 59 of the Town and Country Planning (Scotland) Act 1997 as amended by Section 21 of the Planning etc. (Scotland) Act 2006.

- 3 Prior to the start of any work on the site, an agreed construction programme shall be submitted to and approved in writing by the Planning Authority. The construction programme shall accord with the phases outlined below.
  - (i) phase 1 and 2 of the employment land development must be fully serviced before the occupation of the first residential dwelling;
  - (ii) phase 3 and 4 of the business land development must be fully serviced before the occupation of 50% of the residential dwellings
  - (iii) the structure planting required by condition 2(vi) of this consent must be planted along the site boundary with the Arnbro caravan site before the start of construction of residential dwellings.

Reason: To ensure the implementation and completion of the employment land component of the proposal as this is the element of the proposed development which the Planning Authority considers will bring economic and social benefits to the area.

- 4 Notwithstanding the details on the indicative masterplan and prior to the commencement of any works in connection with each phase a development brief shall be provided for the area covered. The briefs shall specify:

- (i) the height and appearance of all new structures;
- (ii) the use of appropriate external materials including walls, fences and other boundary enclosures;
- (iii) the surfacing of all new roads, parking areas, cycleways and footpaths;
- (iv) the lighting of all streets and footpaths;
- (v) the layout of play areas and the equipment to be installed;
- (vi) maintenance of all open space and treed areas not included in private house plots;
- (vii) details of car charging points to be provided within the development;

Once approved, all development in the respective areas shall be carried out in accordance with the approved briefs.

Reason: In order to give further consideration to those details which have still to be submitted.

- 5 No part of the development shall commence until a Section 69 Agreement (Local Government Act 1973) has been agreed between the applicant and the Council for a financial contribution towards a road improvement scheme (including public transport) that mitigates the impact of the proposed development on the local and trunk road network. The details of this provision shall be agreed in writing with the Planning Authority in consultation with Transport Scotland.

Reason: To ensure that the development proposals will not have a significant detrimental impact on the operation of the local and trunk road network.

- 6 No part of the commercial development shall be occupied until a Green Travel Plan (GTP) has been submitted to and approved in writing by the Planning Authority in consultation with Transport Scotland. The GTP will have particular regard to the provision of walking, cycling and public transport access to and within the site and will identify measures to be provided regarding the system of management, monitoring, review, reporting and the duration of the plan.

Reason: To ensure that the development proposals will not have a significant detrimental impact on the operation of the local and trunk road network.

- 7 The development shall be in accordance with the Council's Affordable Housing Supplementary Guidance approved in November 2012 which requires a 25% allocation of affordable units within the development all to the satisfaction of the Council as Planning Authority.

Reason: To comply with the Council's approved policy on affordable housing.

- 8 The development shall be in accordance with the requirements of the Council's Primary Education and New Housing Development Policy approved in November 2012 all to the satisfaction of the Council as Planning Authority.

Reason: To comply with the Council's approved Education Contributions policy.

- 9 Following consultation with Historic Environment Scotland and Perth and Kinross Heritage Trust no development shall take place until the sensitive design of the development to protect Scheduled Monument 9135 and its settings will be submitted to and approved by the Planning Authority in agreement with both.

Reason: In the interest of protecting the scheduled monument and archaeological interest within the site

- 10 No development shall take place within the development site as outlined in red on the approved plan until the developer has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted by the applicant, agreed by Perth and Kinross Heritage Trust, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with Perth and Kinross Heritage Trust.

Reason: In the interest of protecting archaeological interest within the site

- 11 Prior to the commencement of any works, full details of the finalised SUDS scheme including Drainage Impact Assessment for all individual phases of development shall be submitted for the written approval of the planning authority, in consultation with SEPA, and all work shall be carried out in accordance with the approved scheme.

Reason: To ensure adequate protection of the water environment from surface water run-off.

- 12 At least two months prior to the commencement of any works, a site specific construction environmental management plan (CEMP) must be submitted for each phase of development for the written approval of the Planning Authority in consultation with SEPA and other agencies such as SNH as appropriate and all work shall be carried out in accordance with the approved plan.

Reason: to control pollution of air, land and water.

- 13 Prior to the commencement of any works, a site waste management plan shall be submitted for each phase of development, for the written approval of the planning authority, in consultation with SEPA, and all work shall be carried out in accordance with the approved plan.

Reason: To ensure that waste on the site is managed in a sustainable manner.

- 14 Prior to the commencement of any works a lighting scheme for the development site shall be submitted to and approved in writing by the Planning Authority. Once approved, the lighting installation shall be implemented in accordance with the approved details as part of the works on site.

Reason: In the interests of the amenity of the area and to avoid excessive light pollution.

- 15 Any plant and equipment, such as air conditioning, mechanical extraction, air receivers etc, must be designed and installed so as to prevent noise disturbance to adjoining properties.

Reason: To prevent disturbance from noise.

- 16 For each phase of the development, a site specific plan, detailing bin storage areas, kerbside collection locations and recycling facilities shall be submitted to and approved in writing by the Planning Authority and thereafter undertaken in accordance with the approved details.

Reason: To ensure there is adequate provision for waste disposal and recycling.

- 17 A scheme of mitigation to improve air quality shall be submitted to the Local Planning Authority as part of the matters specified by condition application. The approved scheme shall be implemented before the occupation of each phase of the development all to the satisfaction of the Council as Planning Authority.

Reason: In the interests of public health and to prevent pollution.

- 18 A Noise Impact Assessment shall be submitted to the Local Planning Authority as part of the matters specified by condition application. The approved scheme shall be implemented before the occupation of each phase of the development all to the satisfaction of the Council as Planning Authority.

Reason: In the interests of public health and to prevent noise pollution.

- 19 Schemes of hard and soft landscaping works shall be submitted to the Local Planning Authority as part of the matters specified by condition application for each phase of development.

Details of the schemes shall include:

- (i) existing and proposed finished ground levels relative to a fixed datum point;
- (ii) existing landscape features and vegetation to be retained;
- (iii) existing and proposed services including cables, pipelines and substations;
- (iv) the location of new trees, shrubs, hedges, grassed areas and water features;
- (v) a schedule of plants to comprise species, plant sizes and proposed numbers and density;
- (vi) the location, design and materials of all hard landscaping works including walls, fences, gates, any other means of enclosure, street furniture and play equipment;
- (vii) an indication of existing trees, shrubs and hedges to be removed;
- (viii) a programme for the completion and subsequent maintenance of the proposed landscaping.

- 20 All soft and hard landscaping proposals shall be carried out in accordance with the approved scheme and shall be completed during the planting season immediately following the commencement of the development on that part of the site or such other date as may be agreed in writing with the Planning Authority.

- 21 Any planting which, within a period of 5 years from the completion of the development, in the opinion of the Planning Authority is dying, has been severely damaged or is becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted.

Reason: To ensure the implementation of satisfactory schemes of landscaping which will help to integrate the proposed development into the local landscape in the interests of the visual amenity of the area.

- 22 The Ecology Survey undertaken for this application shall be updated and re-submitted to the Local Planning Authority as part of the matters specified by condition application

Reason: To ensure a satisfactory standard of local environmental quality; to safeguard the welfare of any protected wildlife.

- 23 A full tree survey shall be undertaken and submitted to the Local Planning Authority as part of the matters specified by condition application.

Reason: In the interests of visual amenity; to ensure a satisfactory standard of local environmental quality; to safeguard the welfare of any protected wildlife.

- 24 As part of the matters specified by condition application an intrusive contaminated land investigation should be undertaken to identify;

- I. the nature, extent and type(s) of contamination on the site
- II. measures to treat/remove contamination to ensure the site is fit for the use proposed
- III. measures to deal with contamination during construction works
- IV. condition of the site on completion of decontamination measures.

Prior to the completion or bringing into use of any part of the development the agreed measures to decontaminate the site shall be fully implemented as approved by the Council as Planning Authority. Validation that the scheme has been fully implemented must also be submitted to the Council as Planning Authority.

Reason: To ensure details are acceptable to the Local Planning Authority and to safeguard residential amenity.

## **B JUSTIFICATION**

The proposal is in accordance with the Development Plan and there are no material reasons which justify departing from the development plan.

## **C PROCEDURAL NOTES**

A Section 69 Agreement (Local Government Act 1973) will need to be agreed in relation to a financial contribution towards local and trunk road infrastructure improvements (including public transport provision) that will be undertaken by the Council.

## **D INFORMATIVES**

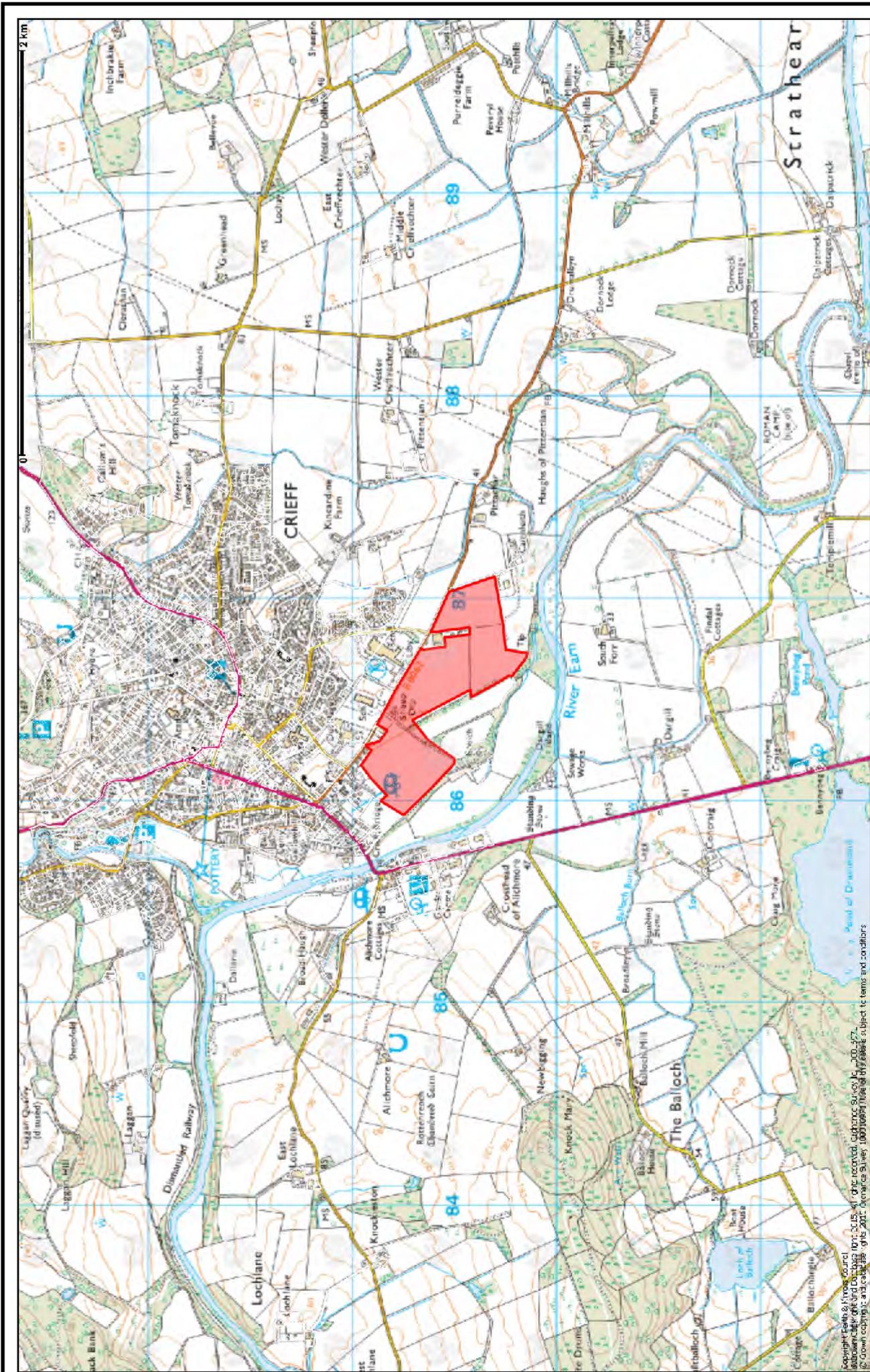
- 1 Under Section 27A of the Town and Country Planning (Scotland) Act 1997 (as amended) the person undertaking the development is required to give the Planning Authority prior written notification of the date on which it is intended to commence the development. A failure to comply with this statutory requirement would constitute a breach of planning control under section 123(1) of that Act, which may result in enforcement action being taken.
- 2 As soon as practicable after the development is complete, the person who completes the development is obliged by Section 27B of the Town and Country Planning (Scotland) Act 1997 (as amended) to give the Planning Authority written notice of that position.
- 3 This development will require the 'Display of notice while development is carried out', under Section 27C (1) of the Town and Country Planning Act 1997, as amended, and Regulation 38 of the Development Management Procedure (Scotland) Regulations 2008. The form of the notice is set out in Schedule 7 of the Regulations and a draft notice is included for your guidance. According to Regulation 38 the notice must be:
  - Displayed in a prominent place at or in the vicinity of the site of the development
  - Readily visible to the public
  - Printed on durable material.
- 4 Applicants are advised that should their application for 'matters specified by condition' be refused and/or their appeal against such refusal dismissed outwith the three year time limit they are entitled to submit a revised application for 'matters specified by condition' within six months after the date of refusal of the earlier application or of the dismissal of an appeal against such refusal.
- 5 The applicant is advised that to enable some of the negative suspensive conditions to be fulfilled works which are operational development may have to be undertaken outwith the application site. These works themselves may require the submission of a planning application.
- 6 The definition of 'fully serviced business land' in condition 3 means the delivery of road infrastructure (including service road and pavements with access/junctions into business land plots, street lighting, road signage and sustainable urban drainage scheme) with services provided to each business plots access/junction to include electricity connection, water supply connection, foul drainage connection, gas connection and telecommunication connection.
- 7 The applicant is advised that in terms of Section 56 of the Roads (Scotland) Act 1984 he must obtain from the Council as Roads Authority consent to open an existing road or footway prior to the commencement of works. Advice on the disposal of surface water must be sought at the initial stages of design from Scottish Water and the Scottish Environment Protection Agency.

- 8 The applicant is advised that in terms of Section 21 of the Roads (Scotland) Act 1984 they must obtain from the Council as Roads Authority consent to construct a new road prior to the commencement of roadworks. Advice on the disposal of surface water must be sought at the initial stages of design from Scottish Water and the Scottish Environment Protection Agency.
- 9 The applicants are advised that they must apply to the Roads Authority for construction consent to form a new street. Please contact The Construction and Maintenance Manager, The Environment Service, Perth and Kinross Council, The Atrium, Glover Street, Perth.
- 10 Paths to be constructed as part of a development should reflect likely patterns of use: pedestrian, bikes, horse riders and wheelchairs as appropriate. Specifications should be based on those in "Lowland Path Construction – A Guide to Good Practice" published by SNH, Scottish Enterprise & the Paths for All Partnership.
- 11 The applicant is advised that the granting of planning consent does not guarantee a connection to Scottish Water's assets. The applicant must make a separate application to Scottish Water Planning & Development Services team for permission to connect to the public wastewater system and/or water network and all their requirements must be fully adhered to.
- 12 The applicant is advised that the works may need a license under the Water (Controlled Activities) Regulations 2005 (CAR). The applicant should contact SEPA's Perth Environmental Protection and Improvement Team (Tel: 01738 627989) in regard to this. The applicant should ensure that all works on site comply with the best practice guidelines laid out in SEPA's published Pollution Prevention Guidance, found at [www.sepa.org.uk](http://www.sepa.org.uk)
- 13 The Council's Community Waste Adviser in the Environment Service should be contacted to clarify the bin storage requirements for the development.

Background Papers: 3 letters of representation  
 Contact Officer: Steve Callan – Ext 75337  
 Date: 24 November 2015

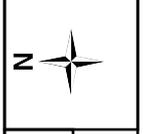
**NICK BRIAN  
 DEVELOPMENT QUALITY MANAGER**

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15/01237/IPM

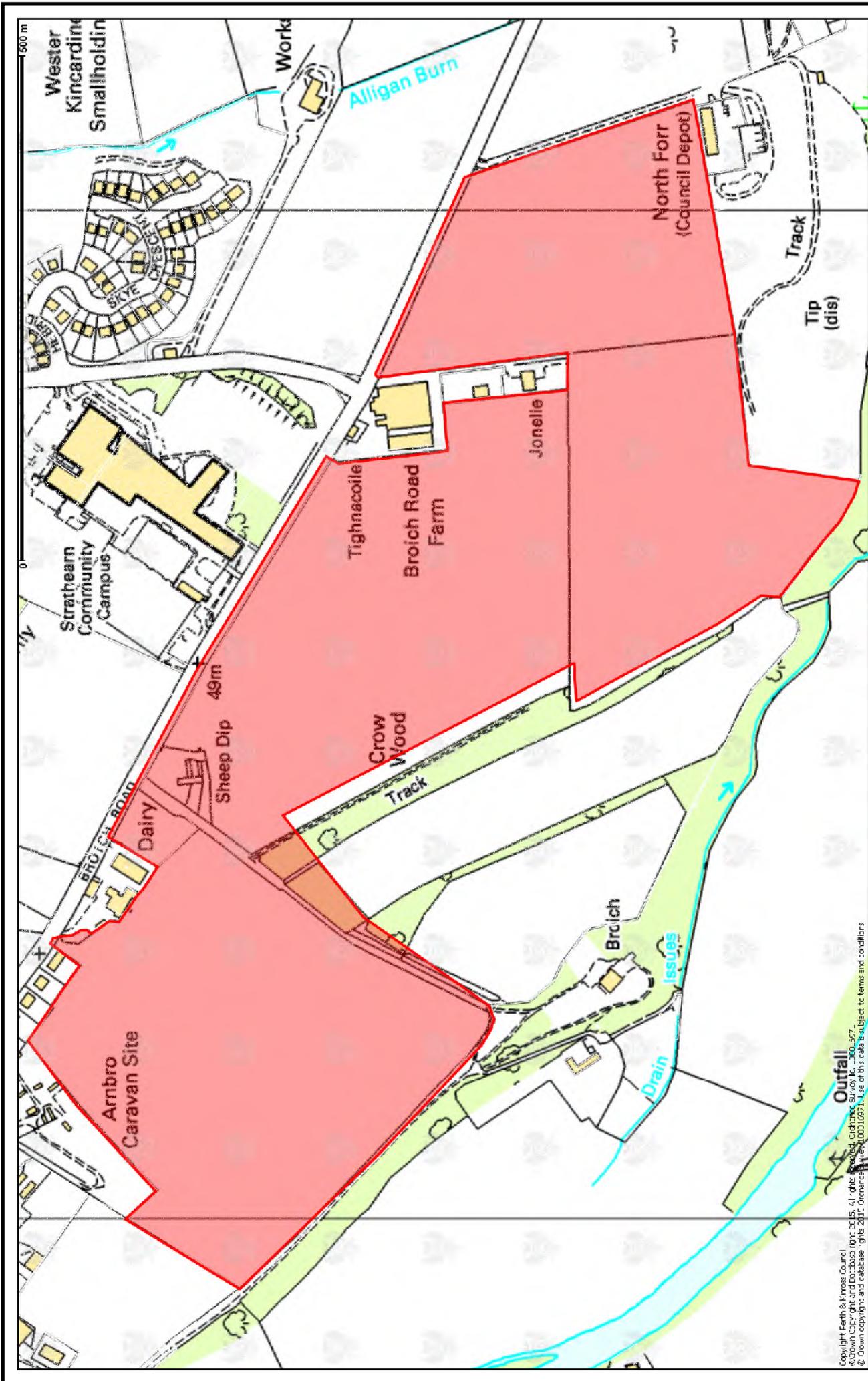
Mixed use development including residential, employment, open space and ancillary works at Land 300m South West of Tighnacolle, Broich Road, Crieff



Development Management Committee  
Scale 1:25000

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	<p><b>15/01237/IPM</b></p> <p>Mixed use development including residential, employment, open space and ancillary works at Land 300m South West of Tighnacaille, Broich Road, Crief</p>
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