



# Perth and Kinross Council

## Local Development Plan 2 Main Issues Report

December 2015



PERTH &  
KINROSS  
COUNCIL



## Forewords

I am pleased to introduce our Main Issues Report which is the first stage in the preparation of a new Local Development Plan for Perth & Kinross. Although the current Plan was only adopted in February 2014, preparing a new plan is a lengthy and complex process and we must begin that process now in order to ensure that we continue to have an up-to-date and relevant Local Development Plan.

Many of the policies in the adopted Plan are working well and need little or no change. This Main Issues Report therefore concentrates on those new issues and significant changes which have arisen since we prepared our adopted Plan. The ongoing commitment of all parts of the public, private and voluntary sectors with an interest in the people and the environment of Perth & Kinross will continue to be essential in helping us achieve our Vision for the area.

**Councillor Ian Miller –  
Leader of the Council**



Welcome to the Main Issues Report for the Perth & Kinross Local Development Plan. Many key stakeholders, communities and developers have already given us their views and suggestions and these have helped identify the key issues which are addressed within this Main Issues Report. However, this is now the most significant opportunity for everyone with an interest in shaping the final Plan and the future of Perth & Kinross to get involved in the plan preparation process. I would therefore like to take this opportunity to urge everyone with an interest in Perth & Kinross to give us your views and have your say in how our area should develop in the future.

**Councillor John Kellas –  
Convenor Enterprise & Infrastructure Committee**



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### 1.1 The Development Plan

1.1.1 The Scottish Government firmly believes that the planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term. The aim is to achieve the right development in the right place; it is not to allow development at any cost. And there is a presumption in favour of development that contributes to sustainable development.

1.1.2 A main delivery tool is the Development Plan, which provides guidance to developers and investors. It also allows stakeholders to get involved in shaping the future of the Council area. The Development Plan provides a framework against which planning applications are assessed. It must be consistent with Government Policy; positively meet the needs of the area in a flexible way; support existing business sectors; remain up to date; and set out a strategy that is both sustainable and deliverable.

1.1.3 For the Perth and Kinross Council area (excluding those parts of Perth and Kinross covered by the Cairngorms and the Loch Lomond and the Trossachs National Park Authorities) the Development Plan comprises the Strategic Development Plan (SDP) and the Local Development Plan (LDP). Both of these plans may be supported by Supplementary Guidance. The Development Plan gives the land use planning context to the issues that arise from other plans and strategies prepared by the Council, public agencies and the Scottish Government.

1.1.4 The SDP (known as TAYplan) covers the City-regions of Dundee and Perth and is a partnership of Dundee City, Angus, Perth & Kinross and Fife Councils. TAYplan was Approved by Scottish Ministers in 2012 and is currently under review. At the time of writing, the Proposed Plan stage had been completed and progress was being made to prepare it for Examination.

1.1.5 The LDP must be consistent with the SDP and this means that any changes to TAYplan's strategy or content as it moves forward may need to be reflected in the later stages of the LDP.

### 1.2 The Local Development Plan

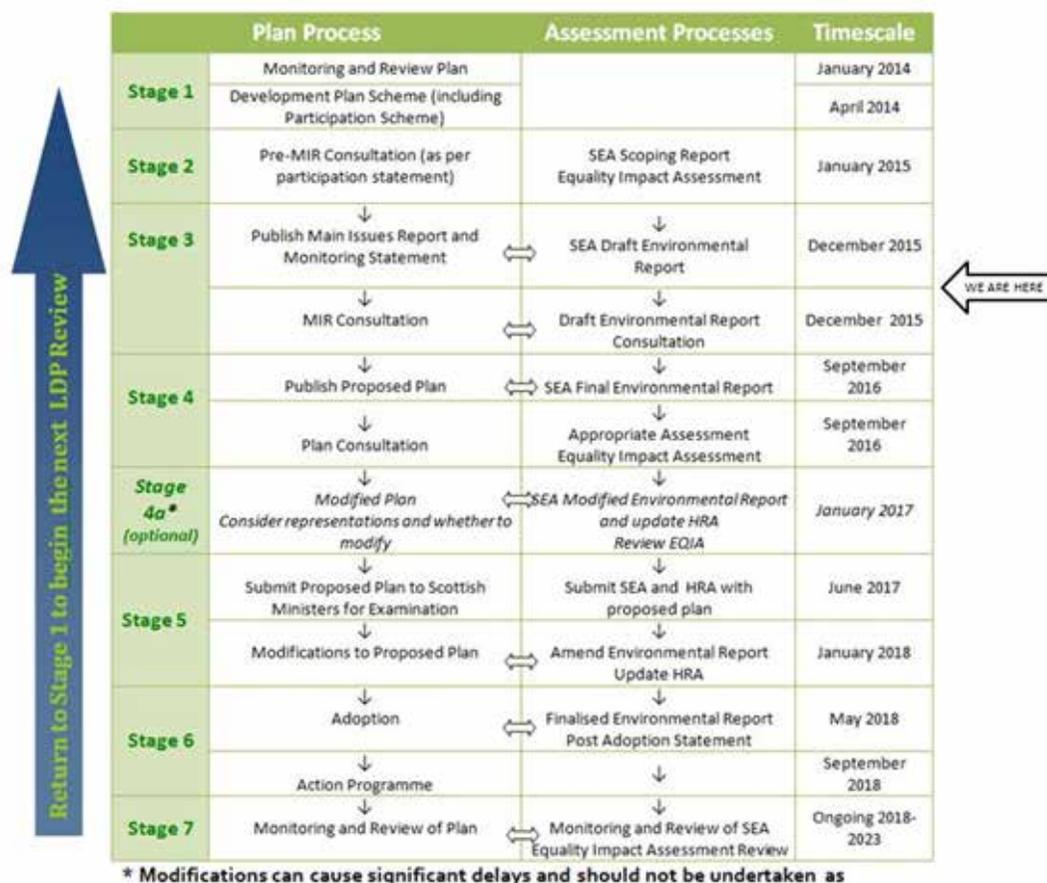
1.2.1 The current Local Development Plan was adopted in 2014 and the Council are required to keep it up to date and review it at a maximum of five year intervals. The Local Development Plan also has an Action Programme that the Council update more frequently and publish twice a year.

1.2.2 The process of preparing a replacement LDP is a multi-stage one involving significant stakeholder involvement and the Council publishes this Main Issues Report now in order to make sure the Plan is reviewed within the required timescales. The timetable is shown in Figure 1 on page 5.

### 1.3 What is a Main Issues Report?

1.3.1 The purpose of the Main Issues Report (MIR) is to stimulate discussion and seek views on options for the Proposed Plan, it is not a draft Plan. The MIR concentrates on the main changes that have occurred since the previous LDP and on ideas for future development. Only the main changes from the existing Plan are highlighted - content that is proposed to be retained in the Proposed Plan from the existing plan, such as particular policies or proposals, are identified in the MIR but with limited discussion. With the existing plan adopted as recently as last year, it is to be expected that much of the existing plan will be carried forward to the second LDP. Views are sought on which policies and development options should be included in the Proposed Plan.

**Figure 1: Local Development Plan timetable from DPS**



1.3.2 Appendix 1 identifies policies from the existing plan that it is considered should remain unaltered, and ones where only minor changes should be made to add clarity but not change the thrust of the policy. Potential more significant changes to policies are also highlighted and for these, the MIR provides an indication of the proposed change and, where appropriate, reasonable alternatives, but does not contain the precise wording which may be adopted for the Proposed Plan.

1.3.3 Site specific proposals are also identified and progress towards implementation has been highlighted. Whilst the majority of these proposals will be carried forward, doubts have emerged about the effectiveness of a limited number of proposals and the MIR suggests that some may be removed from the Proposed Plan or replaced with a more effective alternative.

1.3.4 The MIR is supported by the following documents:

- Local Development Plan Monitoring Statement
- Development Plan Scheme
- Main Issues Report Strategic Environmental Assessment Draft Environmental Report
- Main Issues Report Strategic Environmental Assessment Non-Technical Summary

The above documents can be accessed via the following website - <http://www.pkc.gov.uk/mainissuesldp2>

#### 1.4 Consultation process

1.4.1 In preparing the MIR, the Council has engaged with and considered the views expressed by public agencies including SNH, SEPA, Scottish Water, Scottish Enterprise, TACTRAN, NHS, Historic Environment Scotland, Transport Scotland and the Forestry Commission. In addition the Council has received representations from landowners, developers, Community Councils, other bodies and interested people, outlining what should or should not be considered for inclusion in the LDP. An initial assessment of all the sites suggested are available for inspection on the Council's website: <http://www.pkc.gov.uk/mainissuesldp2>

1.4.2 The MIR stage provides the key opportunity for people to be involved in the preparation of the next LDP. It sets out the Council's general ideas for the future development of the area and where appropriate a preferred set of options and alternatives. The Council will be open to ideas at this stage and the consultation period allows people to make representations to the Council. The responses received as part of the MIR consultation will inform the preparation of the Proposed LDP.

1.4.3 The period for commenting on the MIR will run from 23 December 2015 to 16 March 2016. A variety of events are planned to be held throughout the period, targeted most at areas where things are changing, and taking in to account statutory publication and consultation requirements. The consultation will seek the views of a wide range of stakeholders including members of the public, landowners and developers as well as the Scottish Government and Key Agencies. Consultation events will include 10 drop-in sessions, in addition to topic-based workshop(s), and online surgeries. Full details of all consultation events can be accessed on the Council's website: <http://www.pkc.gov.uk/mainissuesldp2>.

1.4.4 Throughout the consultation period, officers of the Council will be available to answer queries and provide assistance using the contact details below.

1.4.5 Comments may be submitted preferably electronically, by e-mail, or by post to the Local Development Plan Team at the address below. Submissions must be received by the end of the period for comments. Comments are encouraged to follow the questions set within the MIR document and it is important to note that only land use planning matters can be taken into account in the preparation of the Proposed Plan. Please get in touch should you wish to discuss any matters relating to the consultation.

#### You may send us your comments:

- **By visiting the Council's website:** <http://www.pkc.gov.uk/mainissuesldp2>
- **By e-mail:** [DevelopmentPlan@pkc.gov.uk](mailto:DevelopmentPlan@pkc.gov.uk)
- **By post:** Local Development Plan Team,  
Perth & Kinross Council, Pullar House, 35 Kinnoull  
Street, Perth, PH1 5GD

## 1.5 Strategic Environmental Assessment

1.5.1 The development of this MIR has been informed by the Strategic Environmental Assessment (SEA), which is required under the Environmental Assessment (Scotland) Act 2005. The SEA provides information to support the development of the MIR and the Plan but it is not part of the Plan itself. The central aim of the SEA is to help ensure that the environment is given the same level of consideration as social and economic factors within the Plan. The Environmental Report is published in tandem with the MIR and the period for consultation is the same. The Council must consult with the three Consultation Authorities – Historic Environment Scotland, Scottish Environment Protection Agency and Scottish Natural Heritage – as well as the wider public. In terms of consultation with the wider public, further details are available on the Council website. Comments on the Environmental Report should be submitted within the same consultation period of the MIR as outlined above.

## 1.6 What happens next?

1.6.1 Following this consultation, the Council will have to consider the outcomes of the engagement events and workshops and the representations received in response to the MIR. The consultation will help to inform the final content of the Proposed LDP. It is anticipated that as a result of the consultation, there will be a large volume of information and representations that will need to be considered. If you have made a submission, you will receive an acknowledgement as soon as possible. However, the Council will only advise how these comments will be addressed in the Proposed Plan once the Council has considered them in late 2016.

1.6.2 In order to keep you informed, we will provide updates on progress through the Council's website and any other appropriate methods such as Perth and Kinross News. Regular updates will also be provided on the Council's Twitter (@pkcplanning) and the corporate Facebook page.

1.6.3 Once the proposed LDP has been prepared it will be formally advertised and made available on the Council's website, at the Council's offices at Pullar House, and at public libraries. Those who comment on the MIR will be contacted directly. There will be a 13-week period to make representations on the Proposed Plan.

## 2.1 Vision and Objectives

2.1.1 The Local Development Plan must take account of the Council's vision set out in the Community Plan

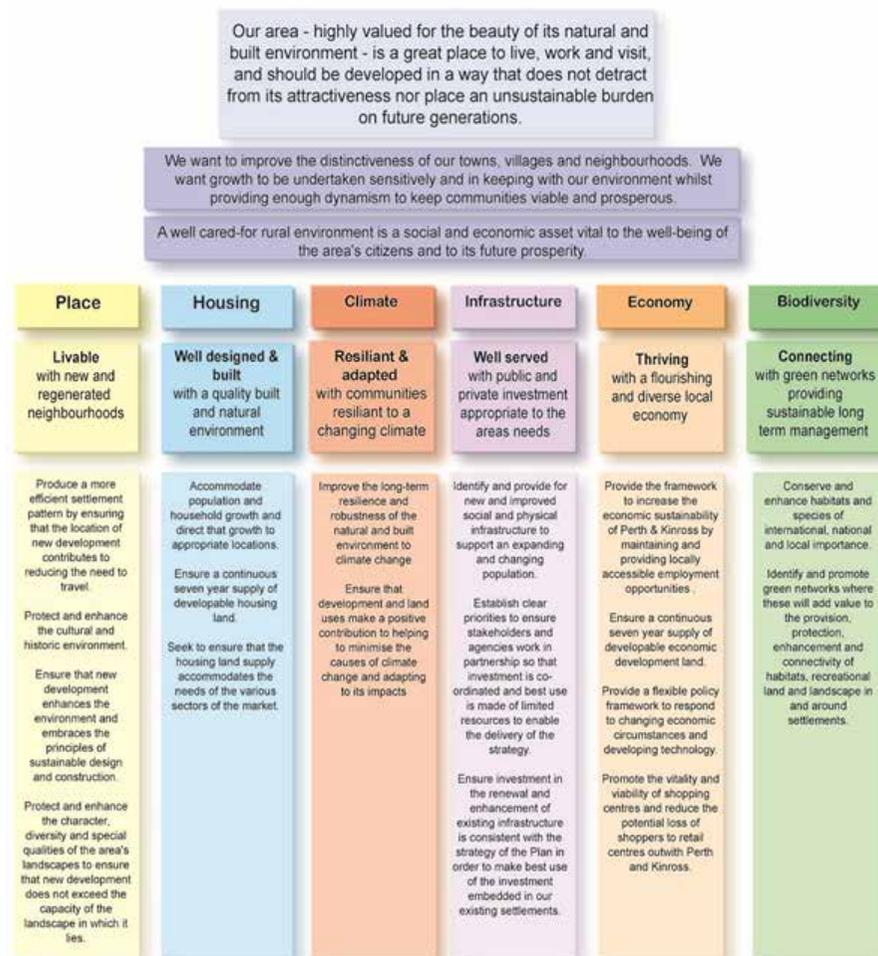
“Our vision is of a confident and ambitious Perth and Kinross, to which everyone can contribute and in which all can share. Through our strategic objectives we aim to maximise the opportunities available to our citizens to achieve their potential.”

2.1.2 This is complemented by the TAYplan vision for the City Region which gives it a greater land use planning focus.

“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. ”

2.1.3 There is no need to revisit the overarching vision as the TAYplan vision contained in the approved Plan 2012 and the Proposed Plan 2015 are essentially the same. With the Key Objectives contained in the adopted LDP 2014 (Figure 2) having been developed to support that vision, they remain valid. Consequently there is no need to amend in LDP 2, the vision or objectives contained in the adopted Plan.

Figure 2: Adopted Local Development Plan Key Objectives



**Question 1:**

**Do you agree that the vision and objectives set out in the adopted Plan remain valid? Yes/No**

**Please briefly tell us the reasons why**

**2.2 Statements of Aspirations**

2.2.1 It has been suggested that LDP2 should develop ‘statements of aspiration’ for each of the key settlements within Perth & Kinross. These statements should highlight the role each of the settlements can make to support the aspirations of the area in terms of locality based visions. However, the LDP needs to be at the heart of this process in order to provide the land use framework to assist delivery of the Community Planning Partners’ agreed strategic objectives.

2.2.2 These ‘statements of aspiration’ need to encapsulate the full range of issues which help deliver successful and sustainable places. This extends beyond the scope of a land use planning document and can only be effectively prepared by co-operation with Community Planning Partners and the Communities themselves.

2.2.3 The Council, in collaboration with Community Planning Partners, has already begun to evolve this process through the locality planning process. Time and resources constraints mean it will not be possible to develop aspiration statements for all settlements. It is therefore proposed that the LDP set out a programme for their preparation, concentrating initially on the City of Perth and the TAYplan tiered settlements i.e. the former burgh towns. The tiered settlements include:

- Tier 1
  - o City of Perth
- Tier 2
  - o Blairgowrie/Rattray
  - o Crieff
  - o Kinross/Milnathort
- Tier 3
  - o Aberfeldy
  - o Alyth
  - o Auchterarder
  - o Coupar Angus
  - o Dunkeld/Birnam
  - o Pitlochry

2.2.4 Articulating the vision at a town or city level requires conversations with the community and key players within the settlement. This conversation is already well advanced within Perth with the preparation by the Perth City Development Board of the Draft Perth City Plan 2015-2035. Communities in a range of other settlements such as Aberfeldy, Auchterarder and Crieff have recently completed Charrettes (design based community consultations), and these together with the work done by Community Councils, Development Trusts and other organisations provide a sound basis to develop the individual statements for these settlements

**Question 2:**

**Do you agree settlement based ‘statements of aspiration’ should be developed in conjunction with the communities and key stakeholders? Yes/No**

**Please briefly tell us the reasons why**

### 3.1 Introduction

3.1.1 This Main Issues Report addresses those new issues and significant changes which need to be taken into account in the preparation of LDP2.

3.1.2 The Monitoring Report for the Adopted LDP looks in detail at the impact of the policies of the current Plan. This, together with the new and emerging guidance in National Planning Framework 3, revised Scottish Planning Policy and the Proposed Strategic Development Plan, and the Call for Issues consultation process, has informed the identification of the issues to be considered in this Main Issues Report. New guidance from the non-statutory Draft Perth City Plan, the ambitions of which have been agreed by the Council, has also been taken into account.

3.1.3 Many of the changes to policy which have arisen have been as a result of the changes to national guidance and are minor in nature. These do not therefore form issues in this Report but are instead set out in Appendix 1.

3.1.4 This process has also identified those policies which are working well and where no change is needed. These are also identified in Appendix 1.

3.1.5 National Planning Framework (NPF) 3 sets out a vision for Scotland which is: a successful, sustainable place; a natural, resilient place; a connected place; and a low carbon place. It is proposed to change the way in which policies are presented in the Proposed Local Development Plan; rather than the current ten policy groupings, policies will instead be grouped to reflect the four NPF Planning Outcomes above:

- A Successful, Sustainable Place
  - o MAIN ISSUE 1: Housing
  - o MAIN ISSUE 2: Settlement Envelopes
  - o MAIN ISSUE 3: Tay Eco-Valley
- A Natural, Resilient Place
  - o MAIN ISSUE 4: Green Belt
- A Connected Place
  - o MAIN ISSUE 5: Perth City Plan
- A Low Carbon Place
  - o MAIN ISSUE 6: District Heating Networks/ Heat Mapping

A Successful, Sustainable Place

### 3.2 MAIN ISSUE 1: Housing

#### How many houses are required in each Housing Market Area?

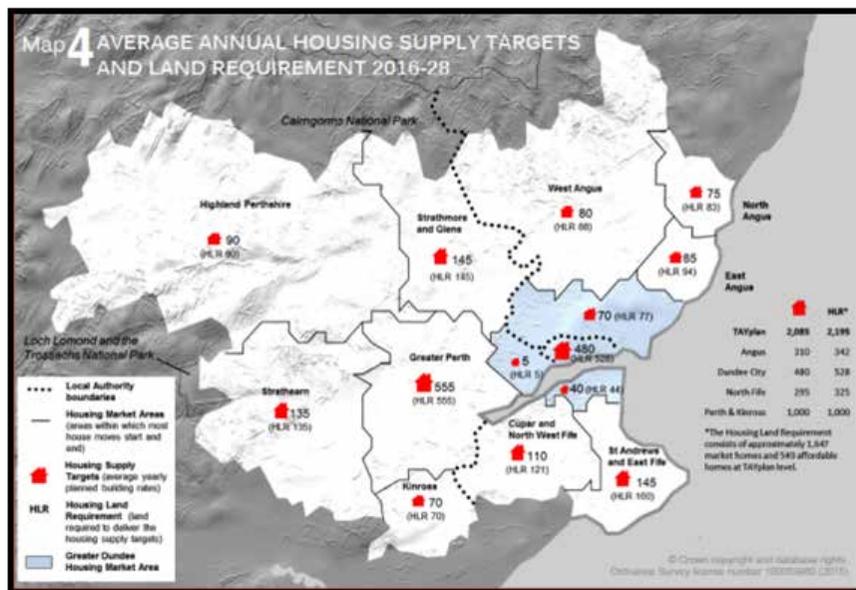
3.2.1. The Council is required to identify a specified amount of land for housing in each of its Housing Market Areas (HMAs). HMAs are geographical areas within which most people sell and buy their house. There are 6 HMAs in Perth & Kinross and these are shown on the map below. These HMAs are the same as those in the adopted LDP with the exception of a small area of the Perth HMA which now falls within the Greater Dundee HMA.

3.2.2 The amount of land to be identified within each HMA in the LDP is called the housing land requirement. The housing land requirement is set by the Strategic Development Plan (TAYplan) and has been informed by the TAYplan-wide Housing Needs and Demand Assessment.

The purpose of the Housing Need and Demand Assessment is to help better understand the factors that have influenced, and are likely to continue to influence, the housing market. It also helps understand the anticipated scale of need and demand for affordable and market housing in the future. Wider social, economic and environmental factors and issues of deliverability, resources and capacity were also taken into account in the calculation of the housing land requirement. Full details can be found in the TAYplan Topic Paper 2 Growth Strategy .

3.2.3 It is a requirement of planning legislation that the LDP is consistent with TAYplan which leaves only limited scope for the LDP to diverge from the TAYplan housing land requirement.

**Map 1: Average Annual Housing Supply Targets and Land Requirement 2016-28**



3.2.4 TAYplan plans for 1,000 new homes in Perth & Kinross each year. Whilst this appears high in the current economic climate, there is evidence of an upturn in the housing market. Housing completions in 2014-15 were 424 (including completions on small sites less than 5 units). This is an increase of 25% from 2013-14.

Whilst this is positive, it is evident it will take a number of years to return to pre financial crisis levels (where completions averaged around 800 units per year) and perhaps even longer to reach the TAYplan aspirations for 1,000 new homes per year. Nevertheless, it is essential that enough housing land is available over the lifetime of LDP2 and beyond to be able to respond to a continuing improvement in the market.

3.2.5 The base year for the housing land requirement is 2015. The intended adoption date for the Plan is 2018 and the Plan is required by Scottish Planning Policy to look forward 10 years from there to 2028. As a result, the housing land calculation spans the 13 year period from 2015 to 2028.

**Greater Dundee Housing Market Area**

3.2.6 As can be seen in the map above, in addition to the HMAs in the approved TAYplan, the Proposed TAYplan also now specifically identifies the Greater Dundee HMA. It has long been acknowledged that this is a separate HMA but it has not previously had a housing land requirement identified for the whole area split into the constituent local authority parts. The part of the Greater Dundee HMA which falls within Perth & Kinross includes the settlements of Longforan, Inchtute and Invergowrie. Of these only Invergowrie falls within the Dundee Core Area and is therefore considered a principle settlement. Research suggests that within the Perth part of the Greater Dundee HMA, there is a requirement for 40 houses per year. Proposed TAYplan however has taken the decision that 35 of these houses per year should be accommodated in the Dundee City part of the wider HMA meaning that within the Perth & Kinross part of the Greater Dundee HMA the annual requirement will be for 5 houses. This is in order to ensure that need and demand can continue to be met within the same HMA whilst overcoming the strategic issues associated with identifying land in small villages and the countryside on the edge of Dundee.

3.2.7 There is also provision within TAYplan for Dundee City to accommodate additional housing land where sites in other parts of the Greater Dundee HMA become non-effective and appropriate alternative sites cannot be found. Again, this is to ensure that other Council areas are not in the position of having to identify land in less sustainable locations such as small villages contrary to the sustainable growth strategy of the Plan.

#### **Adjustments to the TAYplan Housing Land Requirement**

3.2.8 It is for the LDP to consider whether any local circumstances warrant any amendment to be made to the housing land requirement in line with provisions within TAYplan and Scottish Planning Policy. For the adopted LDP, a number of amendments were made and these are set out below.

3.2.9 10% of the housing land requirement in the Kinross HMA was reallocated to the Perth HMA. The Kinross HMA was recognised as an area of very high demand and additional land allocations were required in order to maintain an effective supply of land. However, the Strategic Environmental Assessment (SEA) of the first LDP identified a particularly high level of constraint in this area primarily due to the potential for significant adverse impact on Loch Leven. Adopted LDP policy seeks to ensure that there is no adverse impact from new development on Loch Leven and this has helped improve the ecological status of the Loch. In accordance with the precautionary principle, however, it is considered appropriate to continue to reallocate 10% of the housing land requirement arising in the Kinross HMA to the Perth HMA for LDP2. It is recognised that there are more opportunities within the Perth HMA to accommodate additional development without the risk of significant environmental impact.

3.2.10 An assumption that 10% of the housing land requirement in all HMAs will be met from windfall sites. Windfall sites are those sites that are not specifically identified for development but which come available for development during the lifetime of the Plan.

These have in the past made a significant contribution to the housing land supply; completions data from the last 5 years Housing Land Audits have shown that in the period to 2015 windfall sites of 5+ houses have on average accounted for over half of all housing completions. Whilst the number of windfall sites coming forward may reduce, given the number of new sites identified in the adopted LDP, it is considered reasonable to assume that the contribution from windfall sites will continue to be at least 10% of the housing land requirement during the lifetime of LDP2. The only exception to this is the small part of Perth & Kinross which falls within the Greater Dundee HMA. Past evidence has shown that in this area completions from windfall developments have generally been less than 10% largely due to the fact that there are a very limited number of settlements within this small area. The 10% windfall assumption is therefore not applied to that part of Perth & Kinross which falls within the Greater Dundee HMA.

3.2.11 An assumption that a percentage of the housing land requirement in the Highland HMA will be met from small sites. Sites of less than 5 units traditionally make a significant contribution to the housing land supply but, with the exception of the Highland HMA, no amendment was made to the housing land requirement in the adopted LDP as they were viewed as flexibility over and above what was required. In the Highland HMA, however, small sites were considered a critical part of the housing land supply contributing 30% of completions in the period 2000-2009. This reflects the predominance of small settlements and development opportunities in this area. The adopted LDP therefore incorporates a conservative assumption that 15% of the housing land requirement will come from small sites.

3.2.12 Since 2010 small sites have continued to form a significant part of the supply in the Highland HMA contributing an average of 34% 2010 to 2015 (Housing Land Audits 2010-2015); the most recent evidence from the 2015 Housing Land Audit indicates that in 2014-15 the contribution from small sites was even higher at 55%. This clearly demonstrates that small sites continue to form an essential part of the housing land supply in the Highland HMA. It is therefore considered

appropriate to continue to assume that at least 15% of the housing land requirement in the Highland HMA will be met from small sites. An alternative option would be to assume that a higher proportion of the housing land requirement would be met on such small sites; increasing the small sites assumption to 20% would contribute an additional 60 units towards meeting the housing land requirement. This option is considered appropriate in the Highland HMA where the identification of effective and sustainable larger scale sites is severely constrained by topography and various conservation designations. The preferred option is therefore to increase the small sites assumption in the Highland area from 15% to 20%.

### Question 3:

**Do you agree with the preferred option of increasing the contribution of small sites in the Highland HMA from 15% to 20%? Yes/No**

**Please briefly tell us the reasons why**

**Table 1: Housing Land Requirement 2015-28**

Housing Market Area	Unadjusted Requirement (TAYplan HMA Target X 13 years 2015-28)	10% contribution from windfall sites	Contribution from Small Sites (20%)	Reallocation from Kinross to Perth HMA	Adjusted Requirement*
Highland	1,170	-117	-234		820
Kinross	910	-91		-91	730
Perth	7,215	-722		+91	6,585
Strathearn	1,755	-176			1,580
Strathmore	1,885	-189			1,695
Greater Dundee	65	0 (see paragraph 3.2.10)			65
Perth & Kinross	13,000	-1,295	-234		11,475

\*Adjusted Requirement is rounded to the nearest 5; figures may not sum due to rounding

**How much additional land is required and where?**

3.2.13 The Housing Land Audit is produced by the Council on an annual basis. This sets out the amount of housing land which is currently available in each HMA, normally referred to as the housing land supply. The Council is required to have at least 5 years effective housing land supply. Effective housing sites are those which are, or will become, free of constraints and can reasonably be expected to be available for development within the Plan period. The most up to date published housing land supply is contained within the 2015 Audit. This shows that at March 2015 there was 5.6 years effective housing land supply across the Council area.

3.2.14 LDP2 will build upon the adopted LDP which identifies a range of housing sites, many of which have yet to be started. These existing sites contribute to the effective housing land supply. LDP2 therefore will need to identify additional sites in any HMA where there is a shortfall between the housing land requirement and the existing housing land supply.

3.2.15 The housing land requirement in the Proposed TAYplan 2016-2036 has been reviewed based on the latest available information. Table 2 below compares the updated housing land requirement in the Proposed TAYplan against the current housing land supply in the 2015 Audit.

3.2.16 These figures indicate that in the LDP2 additional housing land will need to be identified in the Highland, Strathmore & the Glens, and the Greater Dundee HMAs.

3.2.17 In identifying additional housing land, the spatial strategy in the LDP must accord with that set out in TAYplan. Proposed TAYplan reinforces the existing spatial strategy in the Approved TAYplan which directs the majority of growth to the principle, or tiered, settlements. This would indicate that first and foremost the Council should seek to meet any additional housing land requirement within the tiered settlements.

This approach was reinforced through the Examination of the Adopted Local Development Plan where a number of sites were deleted by the Reporters on the grounds that they were not within tiered settlements. Furthermore, the current Local Development Plan was only adopted in February last year and, together with the Action Programme, is an up-to-date record of the deliverability of the current housing land supply.

3.2.18 The Spatial Strategy Section in Chapter 4 sets out how the additional land requirement is proposed to be met in each HMA. This chapter also highlights where alternatives to the tiered settlements have been considered and the justification for this.

**Table 2: Additional Housing Land Required by HMA**

Housing Market Area	Adjusted Housing Land Requirement	2015 Housing Land Supply*	Additional Supply Required to 2028
Highland	820	730	90
Kinross	730	840	0
Perth	6,585	8,815	0
Strathearn	1,580	1,580	0
Strathmore	1,695	1,535	160
Greater Dundee	65	50	15
Perth & Kinross	11,475	13,550	265

(Some figures rounded to the nearest 5; figures may not sum due to rounding).

\* Note that in the 2015 Housing Land Audit Inchtore is included within the Perth HMA; the supply and completions figures in this table have therefore been amended to include Inchtore in the GDHMA.

### **Additional flexibility allowance**

3.2.19 The revised Scottish Planning Policy published in 2014 now requires the housing land requirement to include a 10-20% increase over what is actually needed. This is in order to ensure that a generous supply of land for housing is provided (SPP paragraph 116). Proposed TAYplan argues that in Perth & Kinross this additional percentage increase is not appropriate as analysis of expected build rates suggest that only 50-60% of the amount of housing needed will actually be built in the period to 2021. There are a number of reasons for this including the capacity of the industry to be able to deliver the high numbers required. TAYplan argues therefore that there is already significant flexibility in the amount of housing land needed in Perth & Kinross given that potentially only 50% will be built in the first part of the Plan period. The full explanation can be found in the TAYplan Housing Analysis Paper page 41-42. This is also discussed in paragraph 3.2.2 above.

3.2.20 Scottish Planning Policy also requires that the housing land requirement is separated into affordable and market sector housing. Both the TAYplan Housing Need and Demand Assessment and Perth & Kinross Council's own Draft Housing Needs and Demand Assessment 2015 found that the need for affordable housing was nearly as high as

that for market housing. This sort of ratio is not considered realistic in current financial and market conditions, indeed previous attempts by the Council to achieve 50% affordable housing on sites within Perth City Centre through the affordable housing policy were unachievable.

3.2.21 To date much of the affordable housing provided in Perth & Kinross has been for social rent which is highly dependent on the availability of Scottish Government funding. The definition of affordable housing approved by the Scottish Government includes a wide range of options including subsidised and unsubsidised low cost for sale, and mid-market rent. More consideration will need to be given to these other affordable housing options in order to bring the market to affordable split closer to what is needed. In the meantime, TAYplan's approach is to apply a 75:25 market to affordable split to the total amount of additional houses required, 25% being the maximum affordable housing contribution which Scottish Planning Policy considers deliverable through affordable housing policies.

3.2.22 If the Reporter in any future TAYplan examination, disagrees with the approach taken, then the amount of additional land which will need to be identified across Perth & Kinross will be higher and this is set out in the tables below.

**Table 3: Housing Land Requirement 2015-28 assuming a 10% flexibility requirement is added**

Housing Market Area	Unadjusted Requirement (TAYplan HMA Target X 13 years 2015-28)	10% contribution from windfall sites	Contribution from Small Sites (20%)	Reallocation from Kinross to Perth HMA	Adjusted Requirement (plus 10% flexibility)*
Highland	1,287	-129	-258		900
Kinross	1001	-100		-100	800
Perth	7,936	-794		+100	7,240
Strathearn	1,930	-193			1,740
Strathmore	2,074	-207			1,865
Greater Dundee	85	0 (see paragraph 3.2.10)			70
Perth & Kinross	14,300	-1,423	-258		12,615

\* Rounded to nearest 5; figures may not sum due to rounding

**Table 4: Additional Housing Land Required by HMA**

Housing Market Area	Adjusted Housing Land Requirement (plus 10% flexibility)	2015 Housing Land Supply*	Additional Supply Required to 2028
Highland	900	730	170
Kinross	800	840	0
Perth	7,240	8,815	0
Strathearn	1,740	1,580	160
Strathmore	1,865	1,353	330
Greater Dundee	70	50	20
Perth & Kinross	12,615	13,550	680

(Some figures rounded to the nearest 5; figures may not sum due to rounding).

\* Note that in the 2015 Housing Land Audit Inchtur is included within the Perth HMA; the supply and completions figures in this table have therefore been amended to include Inchtur in the GDHMA.

3.2.23 If this additional flexibility allowance is added, there will be a need to identify additional land in Highland, Strathmore & the Glens, Greater Dundee and Strathearn HMAs. There would still be a surplus in Kinross and Perth HMAs. The individual HMA sections in the Spatial Strategy Sections take this into account in the identification of options for meeting the housing land requirement.

#### **Delivery of housing sites**

3.2.24 The new [Joint Housing Delivery Plan for Scotland](#) (May 2015) places an increased emphasis on deliverability of housing sites (Action 8). The two key actions are ensuring the viability of sites at an early stage in the development plan process and the effective use of action programmes to support deliverability.

3.2.25 The adopted LDP contains a wide range of sites of varying sizes across Perth & Kinross. Whilst some of these sites are now being brought forward, there remain a number which have seen little or no progress and these are identified in the LDP Action Programme. Whilst some of this can be attributed to general market considerations, it is of concern that such sites are counted as part of the housing land supply yet little appears to be being done to bring them forward within the Plan period. It is not proposed to delete sites from LDP2 other than those where a significant constraint has been identified or there is no evidence of progress. Future LDPs will need to be more rigorous where sites are not being brought forward in seeking replacement sites which can be demonstrated to be deliverable within the lifetime of the Plan.

3.2.26 The Scottish Government advocates that Planning Authorities should be more proactive in ensuring an adequate housing land supply and use Compulsory Purchase Orders (CPOs) to bring forward housing land where necessary (Joint Housing Delivery Plan for Scotland Action 10). The Council recognises this approach is available but would prefer that landowners and developers bring forward sites in a timely manner. The Council's preferred approach would therefore be to require landowners / developers for each site identified in the plan to produce and

agree with the Council and other essential infrastructure providers, a delivery and phasing programme demonstrating a realistic programme of delivery through the plan period. The Council's preferred approach would therefore be to require landowners / developers for each site identified in the plan to produce and agree with the Council and other essential infrastructure providers, a delivery and phasing programme demonstrating a realistic programme of delivery through the plan period.

3.2.27 These 'Delivery Strategies' would identify how the development will be implemented, the programme, any matters to be resolved such as land assembly and preparation, infrastructure requirements and delivery, development phasing and the likely need for development contributions. They would also identify when public sector intervention is likely to be needed, by which agency and when. The inclusion of key steps/responsibilities required for implementation and a risk analysis would record issues inside and outside the control of the key partners. The identification of key milestones would allow the Council to assess whether the timetable is on track and the reasons for any slippage.

3.2.28 Failure to produce a Delivery Strategy, or significant slippage in the programme, may result in either the site being proposed for removal from a subsequent Plan or a decision by the Council to progress the acquisition of the site, through compulsory purchase legislation, for subsequent development by the Council and / or an alternative private developer. This policy would not be applied in cases where the slippage was outwith the developers/landowners control i.e. where an infrastructure provider had failed to deliver their services in line with the agreed phasing programme. Progress would be monitored on a 6 monthly basis in line with the review of the LDP Action Programme. This approach would be promoted through a new policy and is often referred to as a "use it or lose it" approach.

3.2.29 Whilst delays in the delivery of sites can arise due to unforeseen circumstances, the preparation of a risk analysis as part of the Delivery Strategy should help minimise this. To ensure sites are delivered and housing land requirements are met, consideration will

be given to the enforceable mechanisms which could be placed on planning permissions to ensure a) development commences within a specified period of consent being granted, and b) that phasing is tied to the Delivery Strategy.

3.2.30 A significant proportion of the housing land supply is dependent on the delivery of large scale strategic sites. This is particularly the case in the Perth Housing Market Area. Most of these require major infrastructure investment and their delivery will extend beyond the Plan period. Whilst the long term nature of some of these large scale sites is accepted it is essential that the provision of housing keeps pace with need and demand. To ensure an appropriate pace of development on these larger sites often it will be necessary for different developers to develop certain phases or land parcels. For this to work effectively, a clear agreement and design strategy for the entire site must be established and agreed between all the relevant parties. The Delivery Strategy needs to be realistic and involve the engagement with all parties and stakeholders throughout the process, and include: methods of delivery for the public or private sectors; timescales; likely sources of funding; cash flow; and return on investment. On these larger sites, it is proposed that the new policy includes a requirement for Delivery Strategies to demonstrate how delivery can be maximised, through collaboration of a range of developers. In addition the Planning Authority may require a small proportion of the site to be delivered as serviced self-build plots. This will open up a different section of the market and support the local small and medium enterprises.

**Question 4:**

**Do you agree that the Council should introduce new policy RD7 to ensure stalled and non-effective sites are brought forward? Yes/No**

**Please briefly tell us the reasons why**

**Proposed New Policy**

**Policy RD7: Delivery of Housing Sites**

**For each housing or mixed use site allocated in the LDP landowners and / or developers will produce a Delivery Strategy. This must be agreed with the Council and other essential infrastructure providers and demonstrate a realistic programme of delivery of the site through the plan period. Delivery Strategies should be prepared as soon as possible and within one year of Plan adoption. On sites of 300 houses or more the Delivery Strategy should demonstrate how delivery will be maximised, including proposals for involving a range of developers and provision for self build.**

**Note: Supplementary Guidance will set out how landowners / developers can comply with this policy.**

**Question 5:**

**What enforceable mechanism could be used to ensure development commences within a specified period of planning permissions being granted and to ensure that phasing is tied to the Delivery Strategy? Please briefly tell us the reasons why you are suggesting this mechanism.**

**Question 6:**

**Do you agree that this policy should require the Delivery Strategy for larger sites (over 300 houses) to demonstrate how delivery can be maximised, including by involving a range of developers and provision for self build? Yes/No**

**Please briefly tell us the reasons why**

### 3.3 MAIN ISSUE 2: Settlement Envelopes

#### Adopted LDP Policy PM4: Settlement Boundaries

3.3.1. Policy PM4: Settlement Boundaries was inserted into the Adopted Plan by the Reporter through the Examination process. The Reporter considered that there was little logic in drawing settlement boundaries without having a policy which set out a presumption against development outwith those defined boundaries. However, a number of issues have arisen in the application of policy PM4 which suggests that additional clarification is required. These issues are discussed below.

3.3.2 The Reporter inserted policy PM4 into the Placemaking section and not the Residential Development section of the Plan making it clear that it should be applied to all developments not just housing. Policy PM4 as currently worded, however, conflicts with policy ED3: Rural Business and Diversification. Policy ED3 supports rural businesses within or adjacent to settlement boundaries whereas policy PM4 does not permit development except within the defined settlement boundary. A small number of planning applications have been approved contrary to Policy PM4 as priority was instead given to Policy ED3. The preferred option is therefore to reword policy PM4 to clarify that, whilst built development should be contained within settlement boundaries, some rural business proposals may be acceptable on the edge of non-tiered settlements providing that they accord with policy ED3. Specifying non-tiered settlements i.e. those settlements not included within the TAYplan list of principal settlements, will help ensure that the policy ED3 exception is only permitted in genuinely rural settlements. Most principal settlements will have employment areas and / or employment land allocations within the boundary so the preference will usually be for new employment uses to be located within rather than on the edge of these settlements.

3.3.3 A number of planning applications have come forward for development out-with a settlement boundary but which are associated with existing premises located within the boundary. For example, the extension of garden ground into an area outwith the boundary where the associated house is within the boundary. The preferred option is to make specific reference to 'built' development in policy PM4 to allow for some flexibility where the development proposed is not considered built development.

3.3.4 Some proposals for development on the edge of a settlement have a specific locational need. For example, a new house for an agricultural worker or new / upgrading works to essential infrastructure such as water treatment works. The preferred option is for the policy to be reworded to allow for such development, providing that it can be demonstrated that the site being proposed is the only location where the development can reasonably be sited.

3.3.5 In order for policy PM4 to be usable it is suggested that the above amendments are made to the policy wording. It is further suggested that the name of the policy is changed to 'Settlement Envelopes'. This is to more accurately reflect what the Council is seeking to achieve with the policy; that whilst it is important to define the bounds of a settlement, the drawing of a settlement envelope should not result in a total prohibition of all development on the edge of the settlement.

**Policy PM4: Settlement Envelopes**

**Built development should not be located adjoining and outwith those settlements which have defined settlement envelopes, unless the proposal is in accordance with policy ED3: Rural Business and Diversification, or the proposal is justifiable on the basis of a specific operational or locational need and it can be demonstrated that a suitable site is not available within the settlement envelope.**

**Notes:**

- 1. The Policy ED3 exception only applies to those settlements which are not listed as principal settlements in TAYplan.**
- 2. Examples of specific operational or locational need could include a new house for an agricultural worker, or essential infrastructure works where it can be demonstrated that the development must be located on a particular site.**

**Question 7:**

**Do you agree that policy PM4 should be renamed 'Settlement Envelopes' and reworded to allow development on the edge of settlements in specific limited circumstances? Yes/No**

**Please briefly tell us the reasons why**

**3.4 MAIN ISSUE 3: Tay Eco-Valley**

3.4.1 The Tay Eco-Valley initiative is supported by public, private and academia partners including: Perth & Kinross Council, Perth College/ UHI, Energy Skills Partnership, Scottish Enterprise, Binn Eco Park, Perthshire Chamber of Commerce, the James Hutton Institute, Interface Food & Drink, University of Abertay Dundee, Zero Waste Scotland and Stagecoach.

3.4.2 Tay Eco-Valley is a living lab - the result of an exciting private/ public sector partnership – focused on the food and drink supply chain, and clean technology and renewables. Here, regional, national and international businesses work to develop the products and services that will shape future best practices to save resources and to develop a circular economy using low carbon and smart technologies. Tay Eco-Valley provides easy access to world-leading research centres and a hub of like-minded businesses to inspire and support commercial eco-innovation.

3.4.3 The Tay Valley area centred around Perth City faces challenges in terms of carbon emission, biodiversity, land use and economic growth:

- Significant population growth with Perth City, Scotland's newest and one of the fastest growing cities, putting pressure on infrastructures.
- Central location where Scottish road and rail networks meet with related carbon emission and air pollution issues.
- Recognised as one of the most environmentally sensitive areas in the UK with internationally protected species and habitats
- High concentration of Food & Drink businesses and a growing number of Clean & Renewables Technologies businesses using natural resources such as land, water and wind.

3.4.4 The Tay Eco-Valley initiative will aim to use eco-innovation to turn these challenges into opportunities and stimulate and support investments.

3.4.5 The Tay Eco-Valley initiative will be delivered through a series of key demonstrators:

- River Tay Water Heat Pump and District Network (North Perth) using water to produce green energy for businesses and residents – Energy Centre to be located at Perth Food & Drink Park.
- Resource Efficiency & Circular Economy Support Centre (North Perth) promoting, showcasing and supporting best practices in resource efficiency (water, waste, energy) and the circular economy.
- Perth and Kinross Green Technology Business Accelerator harnessing resources and expertise in the Renewable and Clean Technologies sector through intelligence and data gathering, supply chain support and shared support services.
- Binn Eco-Park (Binn Farm - Glenfarg) promoting and showcasing best practices in resource management, renewable energy systems and circular economy innovation.
- Low Carbon Transport Network (Perth City) providing multi-fuels distribution facility and promoting green transport – Electric Vehicle Charging infrastructure/Hydrogen refuelling station/Low emission vehicle demonstration Zone (Motor Mile)/Eco-innovation hub (Broxden).
- Smart Mobility Living Lab (Perth City) applying new technologies for mobility integration – piloting shared mobility services and real time information.
- World Barley Innovation Centre (The James Hutton Institute - Invergowrie) promoting and showcasing international best practices in barley research and commercial applications.
- Sustainability standards benchmarking promoting best practices in sustainable design and zero carbon development – Policy review and case studies.

How the LDP will assist in delivering the Tay Eco-Valley project

3.4.6 The Adopted Local Development Plan identifies an adequate range and amount of employment land (more than 250ha of employment land currently in use, or available or to be developed) to help deliver the Tay Eco-Valley aspirations. The Local Development Plan sites include the Perth Food and Drink Park on Arran Road (which is allocated for general employment uses), the Binn Eco-Park (a site is currently supported, but through this review the Council is consulting on a proposed extension which would extend the site area and increase existing activities and develop new ones in the waste management and recycling areas – particularly horticulture, renewable energy, environmental education and training, and sustainable drainage systems – please see employment section of the Perth Area Spatial Strategy for more information), Broxden business park (which is allocated for general employment uses), and the James Hutton Institute, Invergowrie (which is allocated for class 4 food/agricultural research). Also alongside all the major development sites there is a requirement for phased release of employment land to be delivered alongside housing development.

3.4.7 However, the Tay Eco-Valley initiative is more than physical sites and businesses. It is as much about how they connect with, and support, each other, and how they interact with academic research and public organisations. Many of the Tay Eco-Valley initiative aspirations have no specific land use implication and as a result will not feature in the LDP.

3.4.8 The LDP should continue to identify an adequate amount and range of employment land to help deliver the TAY Eco-Valley aspirations, and require the phased release of employment land alongside housing development. The Tay Eco-Valley initiative will also be supported by existing Supplementary Guidance on sustainable design and zero carbon development or upcoming Guidance such as the Supplementary Guidance on Renewable and Low Carbon Energy.

**Question 8:**

**Do you agree that the LDP provides the sites, guidance and opportunities to assist the Tay Eco-Valley initiative? Yes/No**

**If you do not agree what changes would you propose and why?**

### **A Natural, Resilient Place**

#### **3.5 MAIN ISSUE 4: Green Belt**

##### **Adopted LDP Policy NE5: Green Belt**

3.5.1 The Adopted LDP defines the Green Belt around Perth and sets the policy context in Policy NE5: Green Belt. As a result of monitoring the operation of the policy, and reviewing the effectiveness of the boundary, changes are proposed to both the boundary and the policy and views are being sought on these through the Main Issues Report process.

##### **Changes to the Green Belt boundary**

3.5.2. Green Belts are an important tool for helping to manage the sustainable development of towns and cities and direct planned growth to suitable locations. Boundaries are intended to be long term to offer confidence to communities and developers alike as to where development will and will not be permitted. It is, however, appropriate to review the boundary in light of significant changes which have occurred during the Plan period. Through this LDP review, three changes are proposed and these are detailed in the maps below. Settlement boundary changes will be made in accordance with these changes.

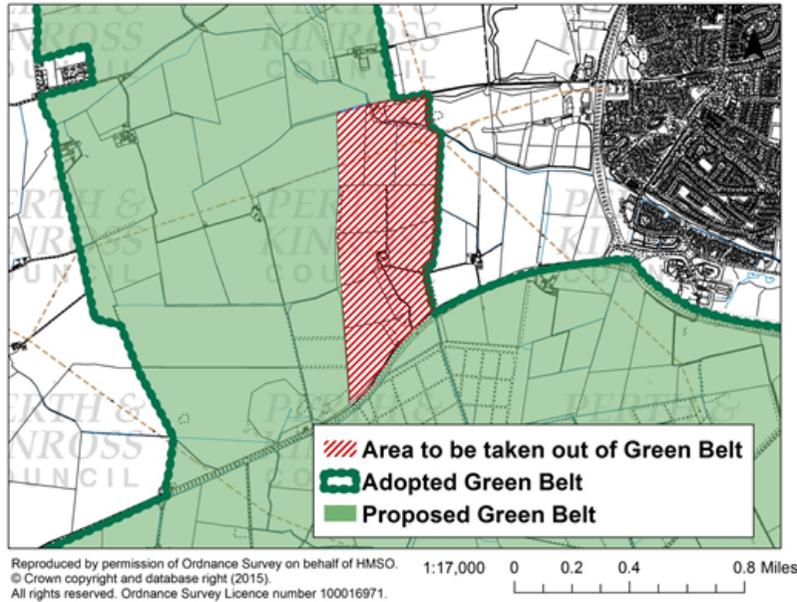
#### **Cross Tay Link Road**

3.5.3. Work on designing the route of the proposed Cross Tay Link Road (CTRL) has progressed significantly over the last few years and the MIR identifies the emerging proposed route as a proposal with an intended start date of 2020-21. Scottish Planning Policy paragraph 51 indicates that Green Belt boundaries should be “clearly identifiable visual boundary markers based on landscape features such as rivers, tree belts, railways or main roads”. It also notes that field boundaries rarely provide a robust boundary. The current northern boundary of the Green Belt, on the East bank of the River Tay, is defined largely by field boundaries and the preferred option is to redefine the boundary along the line of the CTRL.

#### **Perth West**

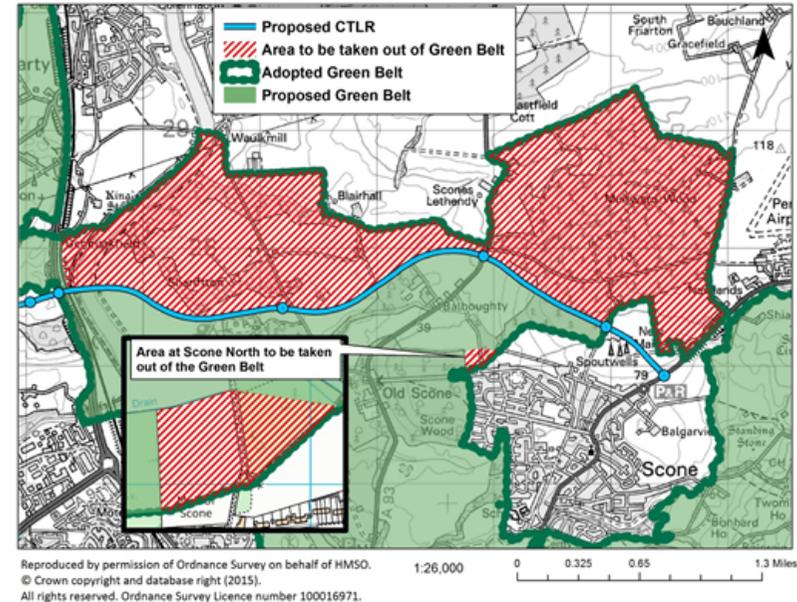
3.5.4 The current Green Belt boundary west of Perth respects the principles set out in the SPP by following tree belts at West Mid Lamberkine and then the A9, and M90 to the south. However, the Council and the landowners/developers at Perth West engaged in a project with the assistance of local interest groups to clarify the future opportunities for the whole Perth West area. This work developed a masterplan framework for Perth West which suggests that there is merit in considering a change to the Green Belt boundary and supporting development up to a perhaps stronger physical boundary at the edge of West Lamberkine Wood. The boundary to the north here would then be defined by the tree belt along the Old Gallows track (see map 2).

Map 2: Perth West Greenbelt Boundary Change



3.5.5 Perth West’s development would require an A9 access, and due to Transport Scotland junction spacing requirements, this will lie somewhere within the Green Belt. Therefore, this would have some impact on the Green Belt. The viability of this new junction and the entrance to Perth is enhanced by having some high quality gateway development associated to it. However, with felling and planting programmed for the West Lamberkine Wood (mainly post 2032), if a larger Perth West boundary and change to the Green Belt boundary is to be supported in the Proposed Plan, there is a need to ensure that there is advanced planting along boundaries and key views. This should be as soon as practical to ensure a robust and more useable woodland structure is retained/created at West Lamberkine Wood and extending north of West Lamberkine Wood (see Map 12 for details).

Map 3: Scone North Greenbelt Boundary Change



**Scone North**

3.5.6 The current Green Belt boundary to the north of Scone is defined by the boundary of the major expansion area (H29). Work on the design and access strategy suggests that it would be beneficial to allocate more land in the North West portion of the site to achieve a more sustainable design solution. The preferred option is to redefine the boundary as shown on the plan below. This will result in associated boundary changes to housing site H29. However, as this area contains some woodland, the developer requirements will ensure no net reduction in woodland cover.

**Question 9:**

**Do you agree with the proposed Green Belt boundary changes (Maps 2 + 3) ? Yes/No**

**Please briefly tell us the reasons why**

**Changes to the policy wording**

3.5.7 Several issues have arisen in the application of the existing Green Belt policy NE5. Whilst individually these are not in themselves main issues, collectively they could result in a policy which allows more scope for development within the Green Belt.

3.5.8 Buildings within the Green Belt – modest buildings are allowed under part c) of the existing policy in respect of improving public access to the countryside. There is also scope for the setting up of new businesses within the Green Belt under part a) but this is restricted to those essential for agriculture, horticulture or forestry. In this respect the policy conflicts with policy ED3: Rural Businesses and Diversification which actively seeks to promote the expansion of existing businesses and the creation of new ones in rural areas. Furthermore, the revised Scottish Planning Policy gives support to development relating to established uses providing that the new development is of a ‘suitable scale and form’ (Scottish Planning Policy Paragraph 52). The SPP suggests that buildings proposed within the Green Belt are to be considered in the context of the needs of existing business rather than on size alone. It is therefore proposed that the Green Belt policy is expanded to allow further scope for the establishing of new businesses and buildings, providing it can be demonstrated that they require a Green Belt location.

3.5.9 Renewables – essential infrastructure is allowed under part e) of the policy. This could include infrastructure relating to renewable energy proposals. It is proposed that the policy is expanded to clarify the circumstances under which such proposals would be acceptable. In relation to wind energy, Supplementary Guidance is currently under preparation on a Spatial Strategy for Wind Energy Developments and this will indicate where new windfarm development may be acceptable. It is anticipated that this section of the Green Belt policy will primarily be used to assess applications for single turbines. For all applications the primary consideration will be whether the infrastructure could instead be located on an alternative site which is outwith the Green Belt. A statement may also be required identifying the search area and the site options assessed, and the reasons as to why a Green Belt location is essential. For energy proposals this could include information on network efficiency, and a cost-benefit analysis taking into account the distance from energy source to customer base.

3.5.10 Replacement houses – the scope for new houses within the Green Belt is extremely limited in the current policy and is restricted under part a) to instances where it can be demonstrated that the development is essential for agriculture, horticulture or forestry operations that are appropriate to the Green Belt. Alterations, extensions or changes of use to existing buildings are also permissible under part d). There has been some pressure, however, for the policy to permit the replacement of existing houses within the Green Belt on the basis that the house is already there. There is also an argument that it would be beneficial to allow the restoration or re-development of unsightly non-domestic buildings. The Housing in the Countryside Guide (which does not apply within the Green Belt) contains detailed guidance on the renovation or replacement of existing houses and non-domestic buildings. It is proposed therefore that the Green Belt policy is changed to permit some limited small scale housing developments, but that such proposals are subject to the same criteria as categories d) and e) of Policy RD3: Housing in the Countryside Policy RD3 and associated Supplementary Guidance (categories 4 and 5 of the Housing in the Countryside Guide).

3.5.11 The proposed changes to the Green Belt policy are set out below. The current policy in the Adopted Plan states that Supplementary Guidance will be prepared taking the form of a management plan for the Green Belt. However, it is considered that making the policy wording clearer, will remove the need for Supplementary Guidance.

**Question 10:**

**Do you agree that the Green Belt policy should be changed as proposed to allow more scope for development within the Green Belt? Yes/No**

**Please briefly tell us the reasons why**

**Policy NE5: Green Belt**

**Within the area designated as Green Belt, development will only be permitted where:**

- (a) It can be demonstrated that the development either supports an established use, or develops a new business within the Green Belt which has a direct relationship to the land; or**
- (b) It can be demonstrated that the development is essential for agriculture, horticulture (including allotments) or forestry operations; or**
- (c) It constitutes woodlands or forestry, including community woodlands; or**
- (d) It constitutes uses which advance the Council's aims of improving public access to the countryside around Perth, including recreational, educational and outdoor sports; or**
- (e) It complies with criteria d) or e) of the Housing in the Countryside Policy RD3 and associated Supplementary Guidance, and a positive benefit to the Green Belt can be demonstrated; or**
- (f) It constitutes essential infrastructure such as roads and other transport infrastructure, masts and telecom equipment, or renewable energy. The primary consideration will be whether the infrastructure could instead be located on an alternative site which is outwith the Green Belt and a statement may be required identifying the search area and the site options assessed, and the reasons as to why a Green Belt location is essential.**

**For all proposals development must be appropriate to the character of the Green Belt. All proposals for new buildings or extensions to existing buildings must be of a suitable scale and form, located and designed in such a way so as not to detract from the character of the Green Belt. Appropriate measures may be required to mitigate any adverse impact on the character of the locality.**

## A Connected Place

### 3.6 MAIN ISSUE 5: Perth City Plan

#### The Perth City Plan

3.6.1 The City Development Board was established by Perth & Kinross Council following Perth's reinstatement as a City. The Board comprises of both Public and Private Sector representatives and acts in an advisory capacity guiding the development and delivery of the Perth City Plan. The City Plan, first published in 2013, has recently been reviewed. Whilst a non-statutory document, the ambitions set out in the Draft Perth City Plan have been agreed by the Council for consultation. At the time of preparing the MIR, the results of that consultation are not known.

3.6.2 The Perth City Plan sets out the Perth City Development Board's aspirations and a framework for action by the public and private sector to grow the city of Perth and its economy. It draws and builds on plans already adopted or under consideration by Perth & Kinross Council and other partners in the TAYplan Strategic Development Plan area. The Board believe it captures the aims and objectives of a wide range of partners, and that it will act as the catalyst for a collective, city-wide effort which will lead Perth through an exciting period in its history.

3.6.3 The City Plan is a non-statutory document which covers issues which extend beyond the scope of an LDP which is primarily a land use planning document. Nevertheless, it is important that the LDP looks at how it supports the aspiration contained in the draft City Plan.

3.6.4 The draft City Plan sets out a 20-year vision for Perth with proposals to accelerate growth and build a high-performance economy, facilitating the steady increase in population and jobs anticipated. Its vision is for Perth to be one of Europe's great small cities and anticipates and plans for:

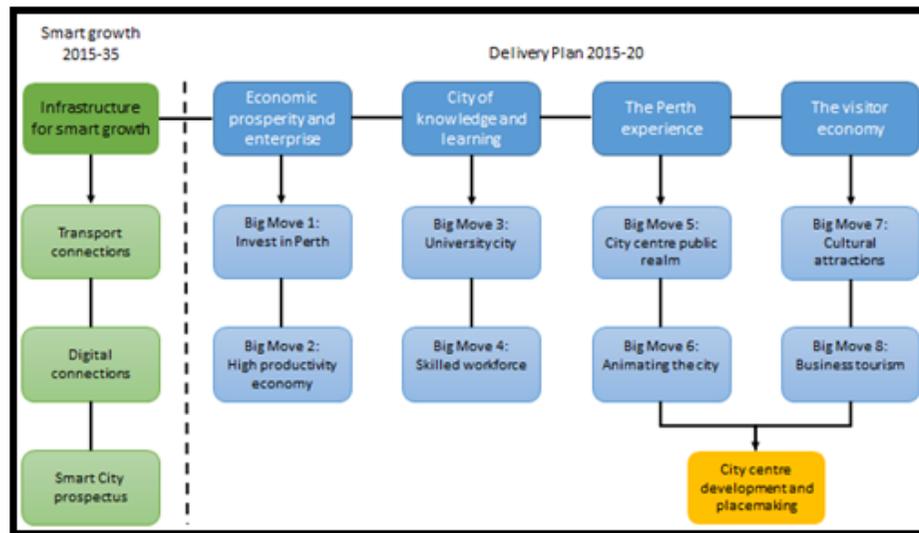
- A Perth with a population of around 60,000, within a successful city-region of over 160,000 people with an international reputation for enterprise, learning, culture and an exceptional quality of life.
- A core group of blue-chip companies continue to provide the foundation for Perth's prosperity and enviable quality of life, and they have been joined by a cohort of fast-growing small and medium enterprises, leaders in science, technology and creativity with an international outlook.
- Perth College, the lead partner in the University of the Highlands and Islands (UHI), has a growing reputation for excellence in teaching and niche research strengths which have helped to attract a cosmopolitan population of high calibre first degree and graduate students to the city.
- Perth represents the best in small city living: great architecture and public spaces, stylish shopping, fine food, a dynamic arts and culture scene embracing and promoting the city's historic past and its future in a range of venues. It has become a truly elegant historic city with a superb riverside promenade and access to wonderful countryside and outdoor recreation.
- Perth has invested in new hotels, facilities and attractions; capitalising on its strategic location, it has become a destination of choice for tourists, business visitors and conferences.
- The new River Tay crossing has been completed, and complementary investment in public transport, walking and cycling networks and digital infrastructure have created an accessible city that encourages active travel and reduces car dependency.

- Perth has met the challenge of smart growth: its new neighbourhoods are vibrant mixed-use communities with a rich mix of homes, workspace, leisure and social infrastructure, fully integrated into the life of the city. Carbon neutral developments, renewables and waste reduction minimise the environmental impact of residents and businesses.
- The economic connections with our neighbour Dundee have been strengthened and, working together, Perth and Dundee are an east coast powerhouse of creativity and innovation.
- 3.5.5 The associated delivery plan (See figure 3 below) identifies the components of smart growth and the 8 key “Big Moves” required to deliver the vision.

3.6.5 The associated delivery plan (See figure 3 below) identifies the components of smart growth and the 8 key “Big Moves” required to deliver the vision.

3.6.8 Of the 8 big moves identified in the Draft City Plan, there are a number of actions that support the LDP Vision and in particular create the conditions to encourage the population growth and economic prosperity of the area. Those that relate to sustainable transport have already been covered above. The Adopted Local Development Plan also identifies an adequate range and amount of employment land to accommodate the plan’s aspiration and incorporates a flexible city centre policy framework which would support many of the individual development opportunity sites identified. There are, however, actions which if taken forward would require a change to the adopted Plan and these are discussed within the Perth Area section of Chapter 4.

**Figure 3: Delivery Plan for the draft Perth City Plan**



**Table 5: Actions required to deliver infrastructure for Smart Growth**

Draft City Plan Action	LDP Response
<p>1. The Council and other public and private sector partners must lobby for better trains, shorter journey times and more frequent services and support investment in track upgrades on the Bridge of Earn – Ladybank section.</p>	<p>Improved journey times to Edinburgh, are already identified in the Scottish Governments Strategic Transport Projects (Project 17). This proposal however has no timescale against it. Progressing this project is likely to require joint working with Fife Council, the two Regional Transport Authorities, Transport Scotland, Network Rail and the franchise operators. One of the key constraints to the delivery of faster journey times is the single track section from Bridge of Earn to Ladybank. To ensure that future development does not inhibit the improvement to the line the Proposed Plan will identify a corridor from south of Oudenarde to the Council boundary with policy backing to ensure that development likely to inhibit the delivery of track improvements will not be permitted. See Perth Area Spatial Strategy Section paragraph 4.2.26</p>
<p>2. The design of the Cross-Tay Link Road (CTLR) and other major roads must be integrated into the urban fabric; junction improvements make it easier for visitors, pedestrians, cyclists and local traffic to access the city</p>	<p>Plans for the CTLR are at an advanced stage and the MIR identifies the emerging proposed route as a proposal with an intended start date of 2020-21.</p> <p>The full Perth Transport Futures Project includes provision for a series of measures to address the current roads hierarchy and improved active travel networks. See Perth Area Spatial Strategy Section paragraph 4.2.28</p>
<p>3. The principal approach roads need to be improved, creating mixed priority routes as attractive gateways, designed to keep traffic moving at moderate speeds, and improving the provision for public transport, walking and cycling through traffic management and potential modifications to road layouts</p>	<p>The Council’s approved Perth Transport Futures Project includes provision for a series of measures to capitalise on the improvements made by removing a proportion of through traffic from Perth following the completion of the CTLR. This allows for improvements to public transport and active travel routes. The Draft City Plan goes further, seeking to enhance the visual attractiveness of the main approaches to the City. The Draft City Plan also proposes a series of city centre public realm enhancements including an adventurous proposal to extend the streetscape initiative in Mill Street to include the section from Kinnoull St to Methven Street to create shared space and, where possible, open up the Town Lade. The majority of these improvements</p>

	<p>will be within the highway boundaries and can be implemented without specific provisions in the LDP. The MIR, however, proposes that non statutory guidance is prepared in the form of a prioritised action programme for enhancements to the key routes into the City Centre to enhance walking, cycling, and public transport. This will also identify the potential for further pedestrian/cycle bridges across the Tay and key actions to enhance the attractiveness of the gateways to the City and the City centre public realm.</p> <p>See Perth Area Spatial Strategy Section paragraphs 4.2.12 and 4.2.29</p>
4. Public transport usage is promoted as part of the design of new neighbourhoods, new and improved park and ride facilities, and bus priority corridors	<p>The adopted Plan already identifies new park and ride sites to the east and north of Perth. However, following more detailed design work on the CTRLR, the MIR proposes relocating the northern park and ride site to the north of the new A9 junction. See Perth Area Spatial Strategy Section paragraph 4.2.30</p>
5. The existing network of walking and cycling routes are improved	<p>See 3 above.</p>
6. Promotes a high quality environmental design for new development	<p>The adopted Plan already contains the requirement for masterplans to be developed for all the major sites. This is further supported by policies on Placemaking and Sustainable Construction and work is ongoing on Placemaking Supplementary Guidance. No further action required.</p>
7. Promotes connections between developments and the wider region, improves access to employment, amenities and services, encourages public transport usage and walking and cycling routes and landscaping	<p>See 1-5 above.</p>
8. Promotes the provision of digital platforms and infrastructure and use of digital technology to make the city smarter	<p>The utilisation of digital infrastructure/smart technology to maximise the potential of road capacity, public transport and active travel will be incorporated into the Supplementary Guidance referred to in 3 above. With regard to Communications Infrastructure the adopted Plan already contains policies on this. No further action required.</p>

## A Low Carbon Place

### 3.7 MAIN ISSUE 6: District Heating Networks/Heat Mapping

#### Background

3.7.1 The Scottish Government has set an ambitious target to meet 11% of Scotland's heat demand through renewable sources by 2020 (Routemap 2020). Heat demand amounts to over half (55%) of Scotland's energy use and the Government is committed to largely decarbonising the country's energy system by 2050 (Planning & Heat Advice Note, 2015), including heating 40,000 homes by 2020 through centralised heating systems (Heat Generation Policy Statement, 2014). One of the ways in which carbon emissions associated with energy and electricity use can be reduced is the use of district/communal heating systems. Land use planning has a key role in supporting the development of these systems through its influence on the location, layout and design of new development and support for the development of renewable energy generation opportunities more generally.

3.7.2 District heating is essentially the supply of heat and/or hot water from centralised heat-generating technologies including renewable (e.g. biomass, geothermal, and water & air source heat pump) and non-renewable (e.g. gas and coal) sources, and is shared through a network of insulated pipes providing a low-carbon emitting means of heating various buildings. There is also the opportunity to utilise waste heat from business and industrial facilities to feed into heat networks. In addition where there is significant demand for cooling, the use of heat exchange technology may result in cooling networks being viable. The use of heat/cooling networks can reduce emissions, improve fuel security and offer economic opportunities. District heating/ cooling systems are commonly in operation across Europe particularly in Northern Europe and the Scandinavian countries, with Scotland and the rest of the UK beginning to develop a number of networks.

3.7.3 National Planning Framework 3 supports the delivery of district heating schemes as part of the drive towards achieving the Scottish Government targets for renewable heat. In particular, NPF3 places emphasis on the significant opportunities for the cities to use renewable and low carbon heat energy, including future-proofing new development to ensure that connections to existing/planned heat networks are taken forward as soon as they are viable. In order to better enable local authorities to make better use of the heat sources available, a Scotland-wide Heat Map has been produced (<http://heatmap.scotland.gov.uk/>), which is intended to support local authorities to incorporate heat mapping into development plans, as encouraged in SPP.

3.7.4 Scottish Planning Policy (SPP) 2014 also provides a policy framework within which district heating systems are strongly encouraged across all local authorities. Section 159 of SPP directs that LDPs should support the development of heat networks in as many locations as possible, including identifying where heat networks, heat storage and energy centres exist or would be appropriate, including policies to support their implementation. In addition, section 158 of SPP directs that LDPs should use heat mapping to identify the potential for co-locating developments with a high heat demand with sources of heat supply.

3.7.5 In response to the SPP, TAYplan Proposed Plan (2015) provides a policy framework at a strategic level, supporting development where there is a connection to heat networks or designing-in of heat network capability for places such as Perth, Blairgowrie and Crieff.

## Policy Framework

3.7.6 In partnership with Fife Council and the Scottish Government, Perth & Kinross Council commissioned a Heat Map (<http://www.pkc.gov.uk/heatmap>) to support the planning and deployment of local low-carbon energy projects in Perth and Kinross. The Heat Map helps to identify district heating opportunities in the Perth and Kinross area through visualising locations where heat distribution is most likely to be economically viable and which would help deliver carbon reduction benefits. Using the map and other various sources, the Council is currently identifying a number of potential opportunity areas where district heating/cooling system(s) could be deployed. This will form part of the Council's Supplementary Guidance (SG) on Renewable and Low Carbon Energy, which is due to be published during the first half of 2016, and will provide detailed guidance for potential developers on the design and siting of district heating systems and the main issues surrounding their deployment.

3.7.7 Policy ER1 (Renewable & Low Carbon Energy) of the Adopted Local Development Plan is currently the key policy for the assessment of renewable energy development proposals, however, this does not make specific reference to district heating/cooling systems and/or identify specific areas where these developments could be deployed. Therefore, the Council considers that the existing Policy ER1 should be amended, in line with SPP, to provide further policy coverage for these types of developments, and which links to the SG on Renewable and Low Carbon Energy. This would be in line with NPF3, SPP and TAYplan Proposed Plan, and provide a detailed policy framework to encourage renewable heat opportunities and to enable their detailed assessment.

3.7.8 It would be possible to deal with proposals for district heating systems under the existing policy framework, however, this is not preferred as this would fail to use potential information sources which would enable more informed assessment of these proposals. Heat

mapping, for example, is one of a number of sources which would be used to identify the most suitable location(s) for their deployment. It would also fail to reflect the aspirations of SPP to further promote opportunities for the delivery of renewable heat networks.

3.7.9 The preferred approach is to amend Policy ER1 (Renewable & Low Carbon Energy) of the Adopted Local Development Plan to provide a policy framework to encourage renewable heat opportunities and to enable their detailed assessment, including text changes to make reference to detailed guidance which is being prepared in the forthcoming SG on Renewable and Low Carbon Energy.

3.7.10 In line with SPP, it is considered the amended Policy ER1 should require all new major developments within identified district heating/cooling opportunity areas to investigate the feasibility of linking in to existing/planned, and/or creating new, heat networks. Outwith the identified district heating/cooling opportunity areas, those major developments which have significant identified heat/cooling demand requirements and/or heat generation capacity shall also require to investigate the feasibility of connecting to an existing/planned, and/or creating a new, heat network.

3.7.11 Where it has been demonstrated that a connection can be made, the development should include infrastructure for connection, providing the option to use heat from, and/or supply heat to, an existing/planned/future network. Where it is not feasible to connect, micro-regeneration and heat recovery technologies are to be provided, including infrastructure to enable future connection to an existing or planned network.

3.7.12 The alternative approach is to take a light touch to this issue relying on the emerging SG on Renewable and Low Carbon Energy with limited change to Policy ER1 (Renewable & Low Carbon Energy). The revised Policy ER1 would reference that the SG on Renewable and Low Carbon Energy will encourage renewable heat/cooling opportunities and require their detailed assessment for appropriate developments.

**Question 11:**

**Do you agree that Policy ER1 should be amended as proposed in the preferred option to provide support for district heating proposals and to better enable these proposals to be assessed under LDP2, including the use of heat mapping? Yes/No**

**Please briefly tell us the reasons why**

**Question 12:**

**If not, which alternative approach to addressing the issue of district heating would you suggest the LDP could take and why?**

## 4.1 Introduction

### Strategic Development Plan Spatial Strategy

4.1.1 The spatial strategy has been guided by the approved TAYplan 2012. This directs the majority of growth to the identified tiered settlements. TAYplan is in the process of being reviewed and the Proposed Plan retains the strategy from the approved plan. As a result, there are no changes proposed to the spatial strategy. The housing land requirement contained in the Proposed TAYplan is higher than the approved Plan and, where options are required to meet this increased requirement, or where other reasons justify a possible change to the spatial strategy, these options are discussed within the area spatial strategies. It must be recognised that any change to the TAYplan strategy through Modification may require to be reflected in the Proposed Local Development Plan.

### Local Development Plan Spatial Strategy

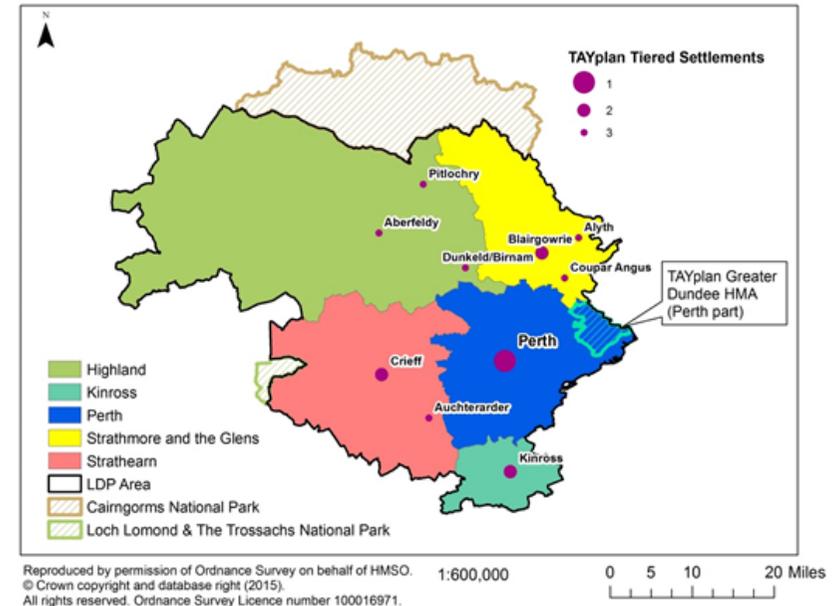
4.1.2 The Spatial Strategy for the Local Development Plan will need to build upon the TAYplan strategy adding the additional level of detail more appropriate to the Local Development Plan. These issues are dealt with using the following Housing Market Areas:

- Perth (including a small part of the Greater Dundee HMA)
- Highland
- Kinross-shire
- Strathearn
- Strathmore & The Glens

4.1.3 The Spatial Strategy builds on the hierarchical approach required by the TAYplan strategy with the majority of development targeted at the highest tier settlements in each area (see Map 4 below).

4.1.4 Where change is required, the Planning Act requires the MIR to identify a preferred option and consider reasonable alternative approaches. The Spatial Strategy addresses this by considering options for how the requirement for additional land could be split between the key settlements within the area. In the settlements where there are potential reasonable alternative sites, these have been included as part of the discussion for each area. Sites taken forward into the Proposed Plan will have a detailed set of developer requirements, generally relating to access, landscaping, open space, house size / type and density.

**Map 4: TAYplan Settlements Tier Plan**



4.1.5 For the majority of smaller settlements in Perth & Kinross no changes are being proposed in this Main Issues Report. As abovementioned, the TAYplan spatial strategy requires that development is concentrated in the tiered settlements. LDPs may also provide for some development in smaller settlements but only where this contributes to the objectives of TAYplan and meets specific local needs or supports regeneration of the local economy.

4.1.6 The LDP only identifies larger housing sites, generally 10+ houses. Whilst additional development in smaller settlements can help sustain these smaller towns and villages, the majority are not considered a sustainable location for additional development of the sort of scale which would justify allocating a specific site. It is therefore unlikely that the allocation of additional sites for development within non-tiered settlements will be supported. There is an opportunity to make comments on individual settlement boundaries, for example, to provide a more robust boundary or to allow for some small scale windfall development, within the individual Housing Market Area sections which follow.

## 4.2 Perth Area

4.2.1 The Perth area comprises of the full Perth Housing Market Area and a small portion of the Greater Dundee Housing Market Area.

4.2.2 Unlike housing land, TAYplan does not identify separate requirements for employment or retail land within the Greater Dundee HMA boundary. For the purposes of calculating these therefore, the settlements of Invergowrie, Longforgan and Inchturre remain as part of the Perth Housing Market Area.

4.2.3 The Proposed LDP will therefore identify the Greater Dundee HMA as a subsection of the Perth Planning Area for the purposes of considering housing land only.

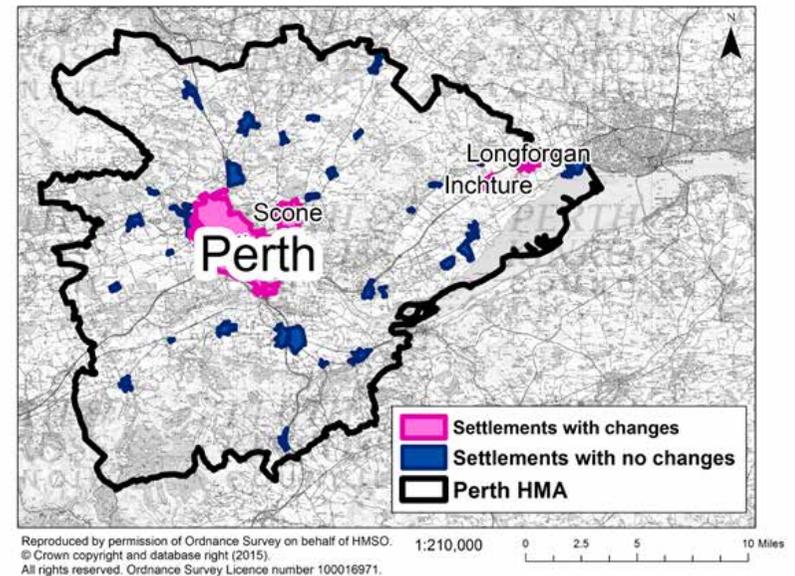
## Spatial strategy

4.2.4 The spatial strategy of the Perth area was guided by the approved TAYplan 2012. This directs the majority of growth to the identified tiered settlements. Perth Core Area is identified as a Tier 1 principal settlement which has the potential to accommodate the majority of the region's additional development. Perth Core Area comprises of: Perth City, Scone, Almondbank, Bridge of Earn, Oudenarde, Methven, Stanley, Luncarty, Balbeggie, and Perth Airport. TAYplan is in the process of being reviewed and the Proposed Plan retains the strategy from the approved plan. As a result there are no changes proposed to the spatial strategy.

4.2.5 The settlements within the Perth Area where changes are proposed in this Main Issues Report are as follows: Perth, Longforgan, Inchturre, Scone and at Binn Farm.

4.2.6 The settlements where no changes are proposed are identified in Map 5 and detailed in Appendix 3:

Map 5: Perth HMA



**Question 13:**

**If you wish to see changes made to the boundary of any of the towns or villages within the Perth Area, please indicate which settlement and provide details of the change you think should be made.**

**The Perth City Plan**

4.2.7 The Draft Perth City Plan (discussed more fully in Chapter 3 Main Issue 3) is a non-statutory document which covers issues which extend beyond the scope of an LDP which is primarily a land use planning document. Nevertheless, it is important that the LDP looks at how it supports the aspiration contained in the Draft Perth City Plan and its associated delivery plan.

4.2.8 The delivery plan identifies the components of smart growth and the 8 key “Big Moves” required to deliver the vision.

4.2.9 Many of the actions under “Infrastructure for Smart Growth” already feature in the Council’s Perth Transport Futures Project. These actions, including the Cross Tay Link Road and strategic Park & Ride sites, are covered below within the infrastructure section. This section also covers enhanced rail journey times to Edinburgh.

4.2.10 The adopted Plan also identifies an adequate range and amount of employment land to accommodate the plan’s aspiration and incorporates a flexible city centre policy framework which would support many of the individual development opportunity sites identified in the Draft Perth City Plan. The following section covers only those actions which, if taken forward, would require a change to the adopted Plan.

4.2.11 Big Move 5: Proposes a series of city centre public realm enhancements including an adventurous proposal to extend the streetscape initiative in Mill Street to include the section from Kinnoull St to Methven Street to create shared space and, where possible, open up the Town Lade. As the technical and environmental feasibility of this project is unknown at this stage, it is not appropriate to include this action. However the preferred approach would be to develop a comprehensive review of the city centre streetscape identifying a phased programme of enhancements. The results to be adopted as non-statutory guidance.

**Proposal:**

**To develop through non-statutory guidance a comprehensive review of the city centre streetscape identifying a phased programme of enhancements.**

**Question 14:**

**Do you agree with the idea of enhancing the city centre streetscape? Yes/No**

**Please briefly tell us the reasons why**

4.2.12 The Draft City Plan also identified a range of development opportunity sites. The majority of these are either identified in the adopted Plan or are compatible with the general policy framework. Two of the proposals are perhaps worth individual note. Firstly, the proposed redevelopment of Perth Station to provide an integrated rail and bus interchange. This proposal was previously featured in the Draft Perth Area Local Plan but was not carried forward into the Adopted LDP as there was little evidence of progress. The project has recently been resurrected and feasibility work is planned. It is therefore appropriate for the MIR to identify this as a potential proposal.

**Proposal:**

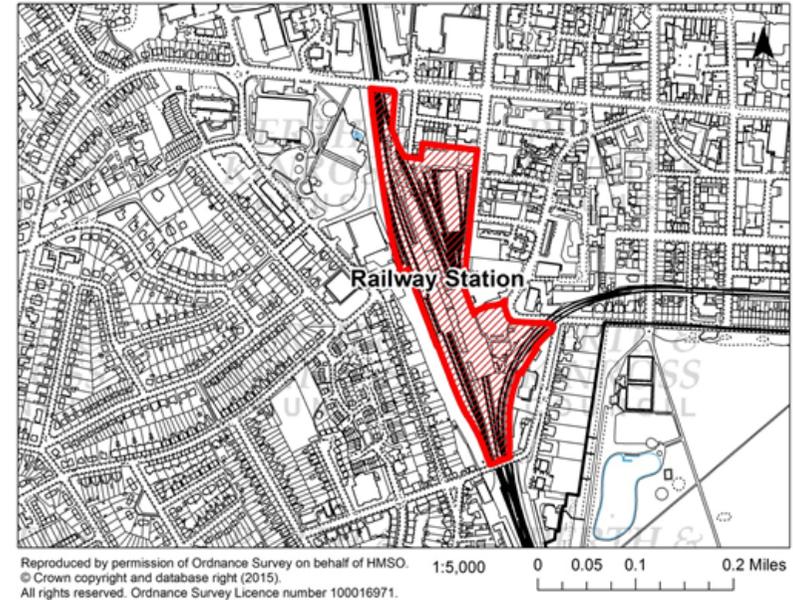
The Council, with rail industry partners, will investigate the potential for the development of an integrated Rail and Bus facility combined with the reuse of surplus land and property at Perth Station.

**Question 15:**

**Do you support enhancements to the Railway Station combined with an integrated bus and coach station (Map 6) ? Yes/No**

**Please briefly tell us the reasons why.**

**Map 6: Railway Station**



4.2.13 Secondly, the Lesser South Inch was identified as a potential development opportunity. The site is currently within the Green Belt and with a lack of clarity over this proposal, it is not appropriate to explore the opportunity further within this MIR.

### Long Distance Route

4.2.14 Whilst not identified within the NPF3 as a proposal the whole Cross – Pilgrim Way route (Iona to St Andrews) is being considered in terms of establishing the routes and any improvements to them. The section of the Cross –Pilgrim Way within the Perth and Kinross area is known as the Three Saint’s Way and this extends from St Fillans to Newburgh. The Proposed Plan will seek to safeguard this route and, where the route is established, map it.

### Employment

4.2.15 The potential need for additional employment land in the Perth area amounts to approximately 70ha and the existing adopted LDP designations provide sufficient land to meet this identified employment land requirement beyond the life of the Plan. The scope for further employment sites to be designated in the Perth area is limited although there would be a boost in employment land associated to a larger Perth West allocation (as discussed in the housing section of this chapter). This emphasises the need to protect existing employment land from competing uses and LDP2 will continue to identify and protect such sites. No changes are proposed to the adopted Plan.

### Binn Eco Park

4.2.16 The Proposed LDP examination highlighted the identification of Binn Farm as an important employment site for waste management uses. It emphasised the importance of addressing concerns about the future of the site, and a modification was made requiring the development of a masterplan specific to the existing and proposed uses, processes and impacts of operations at the site.

4.2.17 Currently operating as a waste management and recycling centre, Binn Eco Park currently comprises:

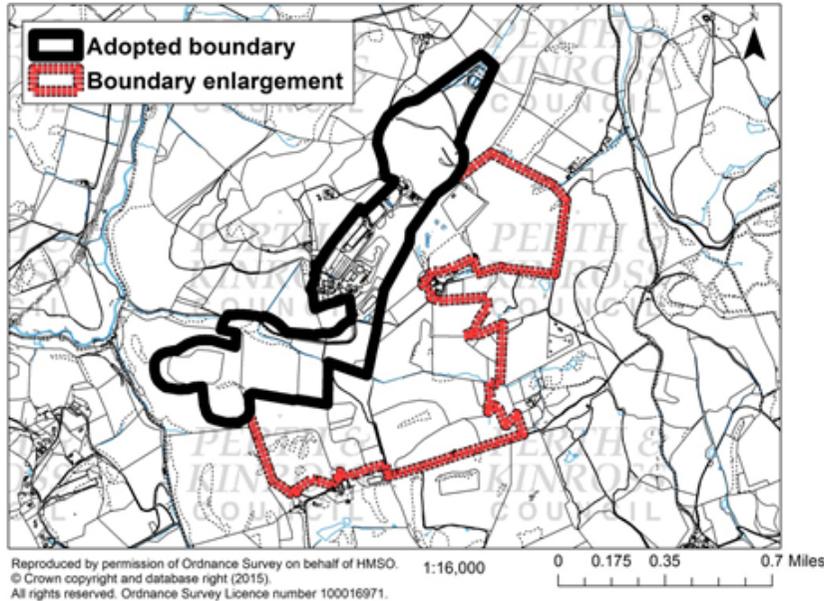
- Inert waste landfill site (now closed)
- In-vessel composting operation
- Anaerobic digestion plant
- Commercial and household material reclamation facilities for both kerbside and skip collected materials, and
- Solid recovered fuel production plant
- Planning permission has already been granted for horticulture uses, and for four wind turbines.

4.2.18 In their pre-MIR submission, the site owner suggested a significant expansion to the site to increase existing activities and develop new ones in the waste management and recycling areas – particularly horticulture, renewable energy, environmental education and training, and sustainable drainage systems. The operators seek to develop Binn Farm as a centre for training and education supporting the economic need to advance waste management and improve industrial processes. The proposed extension would extend the site area from its current 84.2 ha to an estimated area of 209 ha, allowing it to support the transition to a low carbon and circular economy and to play a full part in the Tay Eco Valley initiative.

4.2.19 SPP 2014 is highly supportive of facilitating waste management and promoting resource recovery, highlighting that plans should support opportunities for integrating efficient energy and waste innovations within business environments. Encouragement is given to projects that deliver energy efficiency and the recovery of energy that would otherwise be wasted.

4.2.20 There is a significant opportunity to expand the size and scope of activities at Binn Eco Park. This proposal is encouraged by Scottish Planning Policy and it is considered appropriate to promote investment in the technologies and industries that will maximise the value of waste. The Council think that it is important that investment at Binn Eco Park continues to focus on innovation but, to be consistent with the findings of the examination, a masterplan should be drawn up by the landowner and consulted on before the Proposed Plan. No reasonable alternative sites have been proposed.

Map 7: Binn Eco Park



**Proposal:**

To be consistent with the findings of the LDP examination, a masterplan to increase the size and expand the scope of waste management and related activities at Binn Eco Park should be drawn up and consulted on before Proposed Plan stage.

**Question 16:**

Do you support expansion at Binn Eco Park (Map 7) within an agreed masterplan? Yes/No

**Question 17:**

If not, how and where should the Proposed Plan promote investment in the technologies and industries that will maximise the value of waste?

**Retail**

4.2.21 The Council regularly reviews the status of its city and town centres, and maintains up to date retail studies, the most recent being the 2014 Perth & Kinross Retail Study and City & Town Centre Review.

4.2.22 This Retail Study considered whether additional retail floorspace could be supported over the next five and ten years. In the case of convenience (food) retailing, only limited additional floorspace could be supported by spare capacity in Perth. For comparison retailing, the report potentially forecast a substantial increase in expenditure capacity over the LDP period, mainly related to Perth, although this would be highly dependent on the retail market which may be affected by slow economic recovery for some time.

4.2.23 The 'potential' nature of the capacity forecast cannot be over-stressed. Nonetheless, existing planning permissions for the St Catherine's retail park and existing vacant units and underutilised sites and buildings within the city centre should be sufficient to meet demand.

The Council considers the retail planning policies do not need major changes as they already support the town centre first principle. They prioritise the city centre and promote it as a destination, encouraging developments that support retailing and leisure. A secondary issue may be the need to improve linkages between the city centre and St Catherine’s retail park. The redevelopment opportunity for cinema, gyms, bars, restaurants, multi storey carpark and housing at Thimblerow should help address this.

**Infrastructure**

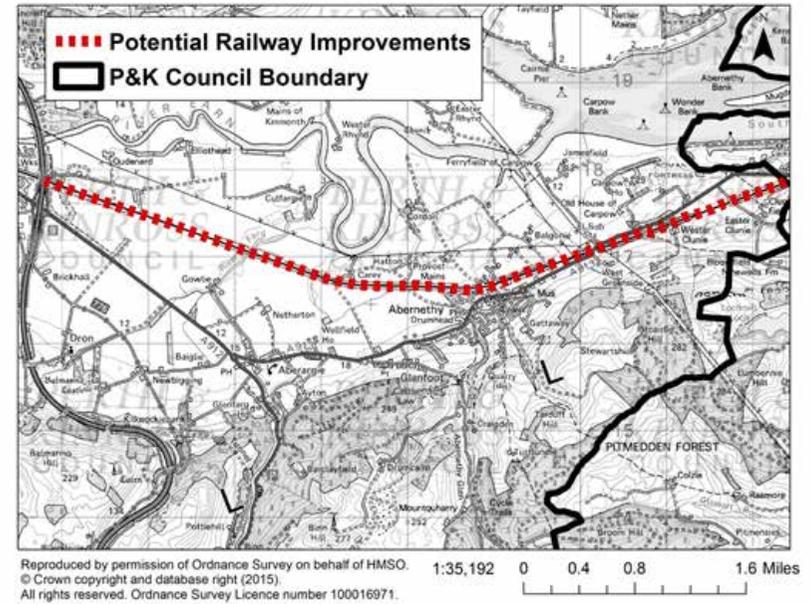
**Public Transport**

4.2.24 Improved journey times to Edinburgh are already identified in the Scottish Government’s Strategic Transport Projects (Project 17). This proposal, however, has no timescale against it. Progressing this project is likely to require joint working with Fife Council, the two Regional Transport Authorities, Transport Scotland, Network Rail and the franchise operators. One of the key constraints to the delivery of faster journey times is the single track section from Bridge of Earn to Ladybank. To ensure that future development does not inhibit the improvement to the line the Proposed Plan will identify a corridor from south of Oudenarde to the Council boundary with policy backing to ensure that development likely to inhibit the delivery of track improvements will not be permitted.

**Perth Transport Futures Project**

4.2.25 The design of the Cross-Tay Link Road (CTLR) and other major roads must be integrated into the urban fabric; junction improvements make it easier for visitors, pedestrians, cyclists and local traffic to access the city. Plans for the CTLR are at an advanced stage and the MIR identifies the emerging proposed route as a proposal with an intended start date of 2020-21 (see map 9 on next page).

**Map 8: Potential railway line improvements**



**Question 18:**

**Do you support the protection of land to facilitate opportunities to enhance train journey times to Edinburgh? Yes/No**

**Please briefly tell us the reasons why**

**Proposal:**

**Commence construction of the CTLR by 2020/21 following project finance being finalised.**

4.2.26 The principal approach roads need to be improved, creating mixed priority routes as attractive gateways, designed to keep traffic moving at moderate speeds, and improving the provision for public transport, walking and cycling through traffic management and potential modifications to road layouts. The Council’s approved Perth Transport Futures Project includes provision for a series of measures to capitalise on the improvements made by removing a proportion of through traffic from Perth following the completion of the CTRL. This allows for improvements to public transport and active travel routes. The Draft Perth City Plan goes further seeking to enhance the visual attractiveness of the main approaches to the City. The Draft City Plan also proposes a series of city centre public realm enhancements including an adventurous proposal to extend the streetscape initiative in Mill Street to include the section from Kinnoull St to Methven Street to create shared space and, where possible, open up the Town Lade. The majority of these improvements will be within the road boundaries and can be implemented without specific provisions in the LDP. The MIR, however, proposes that non statutory guidance is prepared in the form of a prioritised action programme for enhancements to the key routes into the Perth city centre to enhance walking, cycling and public transport. This will also identify the potential for further pedestrian/ cycle bridges across the River Tay and key actions to enhance the attractiveness of the gateways to the City, and the City centre public realm.

**Proposal:**

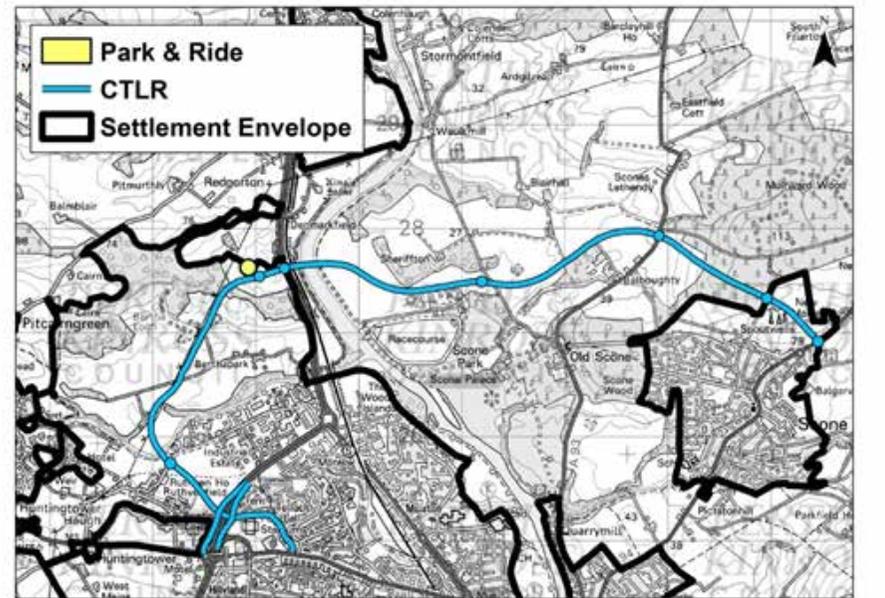
Prepare non-statutory supplementary guidance in the form of a prioritised action programme for enhancements to the key routes into the City Centre to enhance, walking, cycling and public transport. This will also identify the potential for further pedestrian/cycle bridges across the Tay and key actions to enhance the attractiveness of the gateways to the City.

4.2.27 Public transport usage is promoted as part of the design of new neighbourhoods, new and improved park and ride facilities, and bus priority corridors. The adopted Plan already identifies new park and ride sites to the east and north of Perth. However, following more detailed design work on the CTRL, the MIR proposes a new northern park and ride site to the north of the new A9 junction.

**Proposal:**

To develop a new Park & Ride site to the north west of the Cross Tay Link Road junction with the A9. As a consequence the requirement for a Park & Ride site within Bertha Park will be removed.

**Map 9: CTRL and Park & Ride**



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**BROXDEN & INVERALMOND ROUNDABOUTS**

4.2.28 Due to the location of Perth on Scotland’s road network the efficient movement of strategic and local traffic at major junctions along the A9 is crucial. The Council are currently, in association with Transport Scotland, taking forward design options for improvements to both Broxden and Inveralmond junctions to facilitate the anticipated growth levels set out in TAYplan. Whilst improvements at Inveralmond can be implemented within the existing road boundary, land will be required for improvements at Broxden. The Proposed Plan will safeguard land for this purpose.

**Proposal:**  
The Proposed Plan will safeguard land at Broxden roundabout to facilitate the slip road plan improvements.

**Community Facilities**

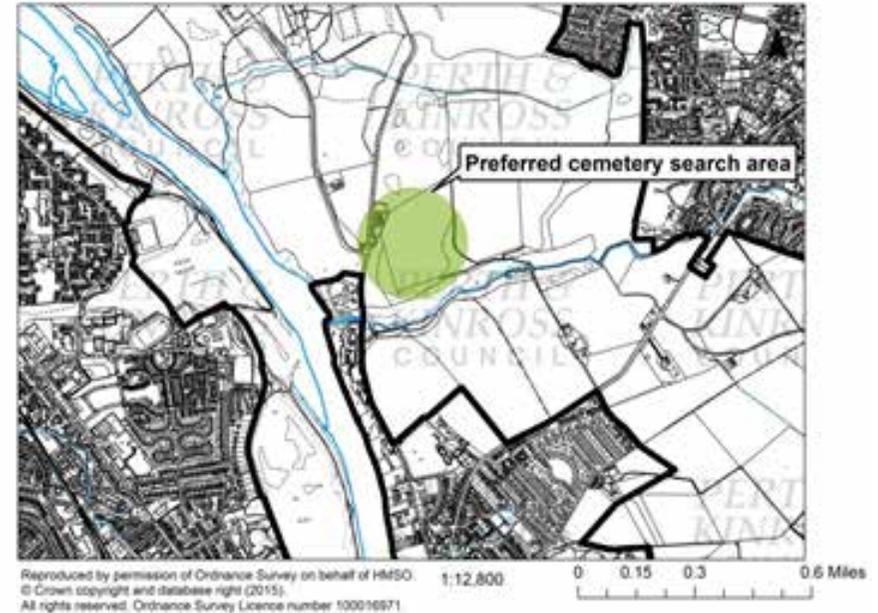
**Perth Cemetery**

4.2.29 There is currently an identified need for a new cemetery within the Perth Area as Wellshill Cemetery is likely to reach capacity in the future. A site of circa 8 hectares is likely to be required to serve the Perth area. The site is likely to be developed in a phased manner over the longer term. Both options would require ground conditions to be assessed and further consultation with landowners before progressing to ensure the land is suitable for cemetery use.

4.2.30 The preferred option is a site at Isla Road in Perth, land adjacent to the previous stable block for Perth Racecourse. Whilst this site is within the Greenbelt, a cemetery in this location would be deemed as essential infrastructure required for the long term sustainable growth of Perth City region, which is compatible with the relevant Greenbelt policy.

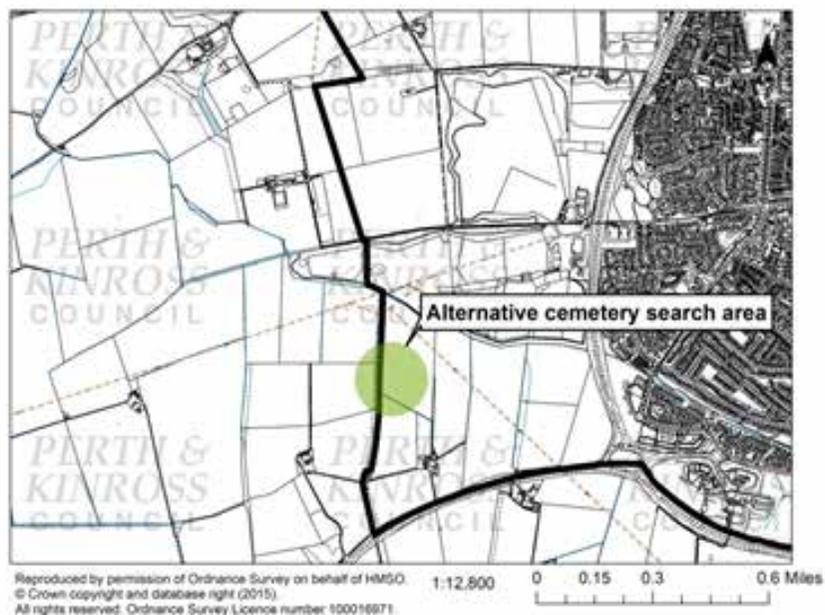
4.2.31 There is an established access, parking would be easily provided and a bus stop is within close proximity. A cemetery in this location would provide for Perth, Scone and the wider city area.

**Map 10: Preferred option for cemetery**



4.2.32 The alternative option would be for the new wider Perth West strategic development area (if the wider area is supported) to identify a site for a cemetery. Whilst this was not explored at the previous charrette, a cemetery could be incorporated within the future masterplan. An indicative area for cemetery provision is shown below.

**Map 11: Alternative option for cemetery**



**Question 19:**

**Do you agree that the best location for a new cemetery is at Isla Road, Perth (Map 10)? Please briefly give us your reasons why.**

**Housing (excluding Greater Dundee HMA)**

4.2.33 The Proposed TAYplan 2015 identifies the amount of housing land required in each Housing Market Area as set out in Table 2. In the Perth HMA there is no shortfall of housing land identified and there is actually a substantial surplus of land in the years to 2028. As discussed in chapter 3, this housing land requirement includes adjustments with the reallocation of 10% of the housing land requirement in the Kinross

HMA to the Perth HMA, and an assumption that 10% of the housing land requirement will be met from windfall sites, but does not include an additional flexibility allowance. H Should the Reporter of any subsequent Development Plan Examination direct the Strategic Development Plan Authority to include an additional 10% to the housing land requirement there will still be a surplus and no additional housing land required in Perth Housing Market Area, see extract from Table 4 below. It is also proposed to reallocate 10% of the housing land requirement arising in the Highland HMA to the Perth HMA. This is discussed in detail in paragraphs 4.3.17 – 4.3.23. This additional reallocation has no impact on the supply position in the Perth HMA but is included in the tables below for completeness.

**Extract from Table 2 (amended): Additional Housing Land Required**

Housing Market Area	Housing Land Requirement	10% Reallocation Highland to Perth HMA	Housing Land Supply	Surplus Supply to 2028
Perth	6,585	+117	8,815	1,382

**Extract from Table 4 (amended): Additional Housing Land Required (Including additional flexibility allowance)**

Housing Market Area	Alternative Housing Land Requirement	15% Reallocation Highland to Perth HMA	Housing Land supply	Surplus Supply to 2028
Perth	7,240	+193	8,815	2,113

(Figures rounded to the nearest 5)

4.2.34 The Council have considered whether anything has happened since the Council prepared the current LDP that would result in any of these allocated housing areas no longer being suitable or effective. After assessing changes to possible constraints on development, and the

progress made since the current Local Development Plan was prepared, it is evident that it is mainly general market considerations rather than site specific or ownership constraints that have restricted progress on the LDP sites. However, in the case of Balbeggie H13, Errol Airfield/Grange H21, and Perth Airport MU3 there is little evidence of these sites progressing and it is for the site owners to demonstrate that these sites are likely to be brought forward to contribute to the effective land supply during the early years of LDP2. Nevertheless, their small contribution to the overall housing land supply for Perth HMA means that their possible exclusion is not critical to maintaining a suitable and effective housing land supply. The Proposed Plan will need to take a view on the effectiveness of these sites. Appendix 2 shows the progress of the existing LDP sites and indicates where they are to be carried forward with no changes.

4.2.35 TAYplan is in the process of being reviewed and the Proposed Plan retains the strategy from the approved Plan, as a result there are no changes to the spatial strategy proposed. The housing land requirement contained in the Proposed TAYplan is lower than the Perth and Kinross Council Adopted Plan. This means there is no requirement to identify additional housing land. Nonetheless, it is worth considering whether there are any proposals which could deliver greater resilience in the supply of housing land, or provide significant wider public benefits, or if there are any other special considerations that merit adapting the current LDP approach.

4.2.36 Strategic Development sites are a different type of proposal, and assessing their effectiveness is difficult since they can involve multiple landowners/developers. The complexity of delivery can result in a longer lead in time.

4.2.37 If two or more Strategic Development sites at West/North West Perth and Oudenarde slowed significantly or stalled then there may not be sufficient alternatives to compensate for this. Whereas, in other circumstances, if one smaller housing allocation does not deliver as expected then the flexibility and choice of the many other housing

will ensure a sufficient housing land supply is maintained until the next review of the LDP.

4.2.38 Due to their size and proportional contribution to the housing land supply there is, however, a heavy reliance on their delivery. There is a need for more certainty and confidence on the phasing of their delivery so that the Council/public bodies have confidence that delivery of these sites will provide homes at a pace to meet housing land requirements, and to claw back infrastructure/education funding which is being phased in advance of development. The risks to the pace of delivery of the Strategic Development sites, and need to plan for a longer term beyond 2028, means that providing more certainty on the Strategic Development sites is advisable, which means clarifying and defining the suitable longer term extent of Perth West.

4.2.39 Balanced with creating new neighbourhoods on the outskirts of the city there is an equally strong desire to help repopulate the city centre, and develop brownfield sites/buildings in the urban area. One of the Draft Perth City Plan's key aims is to increase the city centre population, to create a balanced community, with a mix of homes by type and tenure. An aspiration is to continue to animate the city centre to encourage more people to live in the centre and the Draft Perth City Plan will help deliver this. To support this vision the LDP will continue to support mixed use developments and high quality town houses and apartments and student housing within the city centre and the transitional zone.

#### **West/North West Perth Strategic Development Area Preferred Option:**

4.2.40 Perth and Kinross Council worked together with landowners for the Perth West area to engage local interests and groups. The culmination of this work is the preparation of a masterplan framework which helps:

- inform this review of the Local Development Plan by identifying/ refining options for Perth West’s development, and analysing their suitability and deliverability;
- develop a framework which can guide developers preparing detailed masterplans to support planning application/s proposing development here

4.2.41 The current H70 allocation at Perth West does not have the critical mass to create a sustainable community. The work to prepare a masterplan framework supports consideration of a larger more sustainable site which would require an amendment to the Green Belt boundary. There is a need to identify this expanded Perth West (which includes the provision of a new A9 access to the site) to help create better long term certainty to support the significant investment in infrastructure both public and private.

4.2.42 You can view the masterplan framework on the Council’s website at [www.pkc.gov.uk](http://www.pkc.gov.uk) but for the purposes of the MIR the key points for the LDP to consider are: the extent of the Perth West site that the Council is considering supporting, the possible strategic access points to/from it (which are shown on the map below); and the specific development requirements (which are drafted in the table below).

4.2.43 To support the wider site’s inclusion and determine how Perth West should be defined in the Proposed Plan:

1. the landowners/developers should provide a delivery strategy and a more detailed access strategy (including a detailed engineering study of the underpass proposal connecting to Lamberkine Drive) in close coordination with all the current transportation and engineering studies being undertaken by the Council and Transport Scotland
2. the Council will carry out traffic modelling work to assess its impact (alongside existing LDP proposals) on the road network

4.2.44 In addition to the wider Perth West area, which is covered by the Masterplan Framework, it is also considered appropriate to expand the allocation to include land within the settlement boundary at the former auction mart. Landowner/developers here will need to work together to ensure appropriate accessibility/connectivity between their respective areas, and to ensure a pedestrian/cycleway connection across the A9 in the vicinity of the Newhouse Farm area to existing Perth communities. Also land currently within the Almond Valley allocation which lies south of the A85 relates more closely to Perth West so is now proposed within Perth West allocation.

**Table 6: Perth West**

Ref	Location	Size	Number
Perth West	West of the A9	129+ ha	3,200+ homes, 25+ hectares employment land, 2 local employment and community focussed centres, land for medical centre, 2 double stream primaries and possibly land for cemetery provision
<b>Site specific developer requirements</b>			
Preparation of a Masterplan and Delivery strategy for the whole site (in accordance with the masterplan framework) showing the phased release of the housing, community and employment land; and incorporating design statements that address topographical strengths, local heritage assets and contribution to public art.			
<b>Accessibility</b>			
<ul style="list-style-type: none"> <li>• Transport Assessment(s) and modelling studies will determine network and local junction capacity, when the strategic junctions will be required, and when the connection from the A9 to the A85 is required</li> <li>• Investigate and coordinate joint access options with Almond Valley H73</li> </ul>			

Landscape/Openspace

Preparation of an urban design framework for the A85 corridor  
Preparation of a Landscape Framework with a Greenspace network management plan to accompany the Masterplan to provide:

- a range of multi-functional formal and informal green spaces including allotment provision
- major and significant public parks complexes in both north and south areas which will include between them: leisure facilities including equipped play areas and concrete skate park within landscaped parkland
- sports facilities to be a shared resource for community and school including full sized grass pitches (numbers of pitches to be confirmed through the masterplanning process), floodlit synthetic turf pitch and multi user games areas (MUGA) with changing facilities. Provision of suitable pedestrian and vehicular access to these facilities and cycle and car parking.
- a framework of woodlands and tree belts and new planting areas to link them and create a new outer western edge with a robust and more useable woodland structure;
- a green corridor along the A9 to control outward views where appropriate; and
- a Blue-Green Network along the watercourse, with riparian features that connect to the Scouring Burn

Cultural Heritage

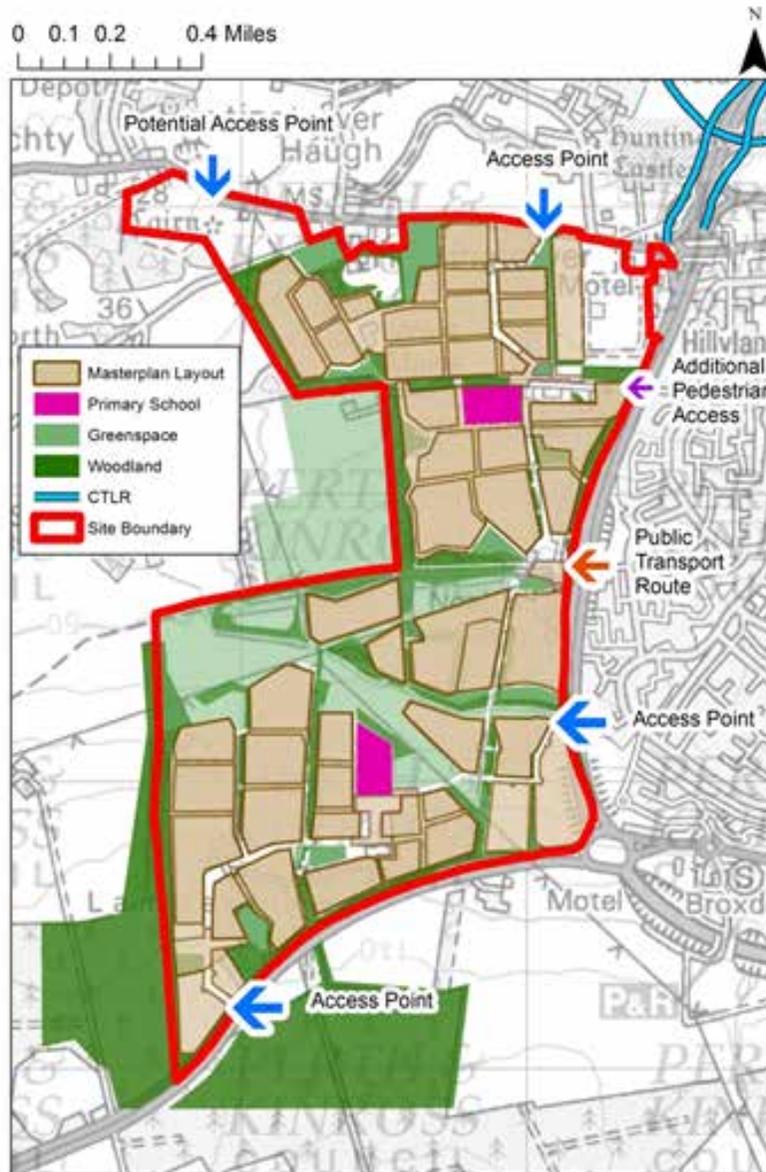
- A Battlefield Conservation Plan to be completed prior to the detailed masterplan stage to inform the future Masterplan and Landscape Framework / Greenspace Network Management Plan

- Preserve Mains of Huntingtower scheduled monument and its setting, and the integrity of the setting of Huntingtower Castle.
- An archaeological programme of works with results feeding into a mitigation strategy for the preservation of heritage assets in situ or by record.

Other

- A geo-environmental audit to determine the level of contamination and remediation requirements for areas of potential contamination: including former quarry sites, the Auction Mart site and in and around the former Glendevon farm steading area
- Good quality soils should be removed for effective reuse
- Requirement for Drainage Impact Assessment and Flood Risk Assessment
- (safeguarding the functional flood plain at medium to high risk of flooding associated with the small tributary of the East Pow burn that runs through the site)
- Investigate provision of a district heating scheme and combined heat and power infrastructure using renewable resources
- Noise impact assessment will be required (and possibly noise attenuation measures adjacent to the A9)
- 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 30m 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
- Assessment of potential amenity impacts from the Agricar and Kings businesses at West Huntingtower identifying appropriate mitigation with form of buffer likely to be required

Map 12: Perth West Charette Masterplan



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**West/North West Perth Strategic Development Area Alternative Option:**

4.2.45 The Council could decide not to offer greater flexibility and choice and instead rely on the existing LDP sites which technically meet the housing land supply required for the Perth HMA by TAYplan. However, it would be advantageous to enable longer term planning of the Strategic Development Areas and infrastructure. If the wider Perth West site can provide reasonable certainty on its viability through its delivery and access strategy then it is considered appropriate to allocate the site.

4.2.46 The Council could continue to identify land south of the A85 within the Almond Valley allocation, however, as it relates more closely with the rest of Perth West this is not preferred.

**Question 20:**

Do you agree with the preferred option for Perth West (Map 12) to allocate a wider area here? Yes/No

Please briefly tell us the reasons why, particularly if you think the alternative option of continuing the existing LDP Perth West allocation, and identifying a separate allocation/or leaving the former auction mart within the settlement envelope as white land should be pursued.

**Additional housing opportunities on underutilised and future brown-field land in Perth Housing Market Area Preferred Option:**

4.2.47 There is wider public benefit in maximising the use of suitable land within the existing built up area and securing the reuse and redevelopment of land which is no longer going to be required for its current purpose. The Council should therefore assess them and consider giving the developers greater certainty by allocation and the public/key agencies greater certainty by identifying the specific developer requirements for them.

4.2.48 The area north of the Burghmuir Reservoir is identified as public open space in the current LDP (see map below) but it does not have wider public access or an amenity value. There is restricted visibility of the site, except for residents of immediately adjacent housing. Its value as a visual resource is limited and adjacent houses have rear gardens providing private amenity space. This site could potentially be a good site for new housing as it is very well located for local schools, and connected to public transport routes nearby, and there would be no significant environmental effects associated to its development.

4.2.49 However, it is unclear how its development would provide suitable access connections to the surrounding facilities or a design and layout that delivers good residential amenity and a positive contribution to the surrounding built environment. Therefore the preferred option is to remove its allocation as public open space but not to identify it as a housing allocation. This would allow a proposal to come forward if it can address these concerns, but would not confirm its development potential. It is considered there is no reasonable alternative to this option.

4.2.50 Lafarge Tarmac who operate the Perth Quarry indicated that it is nearing the end of its life and advocate its redevelopment for leisure and residential uses from 2018-2028. The Perth Quarry is identified in the current LDP for existing employment uses and this would allow other employment uses to be developed after the quarry working is

**Map 13: Land at Burghmuir Reservoir**



finished. The scope of the uses they are proposing are not compatible with the current LDP identification for existing employment uses. Consideration should be given to widening the acceptable uses here as the reuse could potentially deliver wider public benefits by way of recreational facilities with employment gains. The uses proposed by the landowner are mixed uses of leisure (which could include provision of a dry ski slope, climbing walls and mountain biking to the south) with residential use to the north to cross subsidise the recreational facilities.

4.2.51 To support widening the acceptable uses on this site to include the principle of housing there is a need for the landowner to prove that they will be able to provide acceptable amenity for housing on the northern portion of the site when the quarry use is finished. Further detail is needed to confirm the viability of creating this mixed use leisure and residential development to clarify this issue and consider whether this change should be supported in the Proposed Plan.

Map 14: Perth Quarry

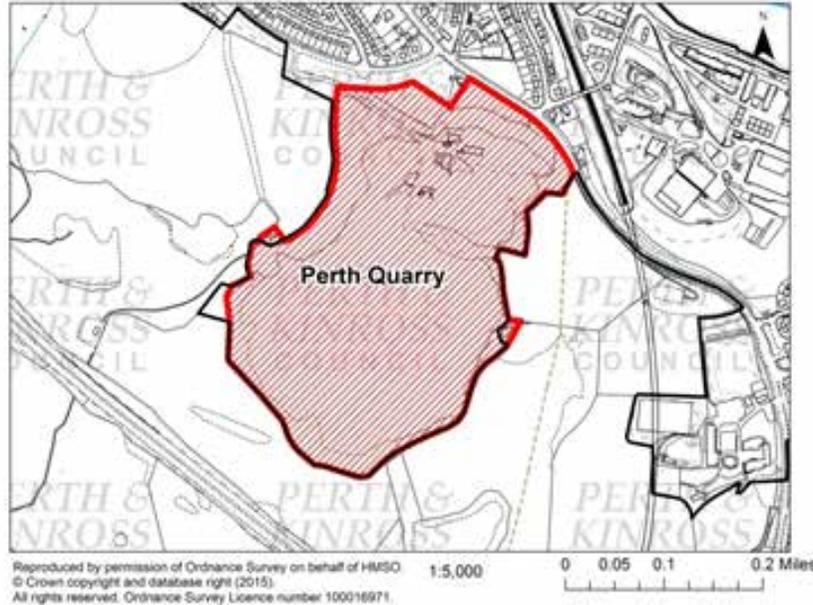


Table 7: Perth Quarry

Ref	Location	Size	Number
Perth	Perth Quarry	21ha	The extent of housing and recreational land would need to be assessed through a ground condition survey and masterplan. Housing should be contained on lower ground and not constitute more than a third of the site.

Site specific developer requirements

- Assessment of mineral resource to prove proposal will safeguard remaining mineral workable resources of economic or conservation value

- Assessment to show ground conditions are suitable for residential development
- Provision of additional leisure facilities (possibly dry ski slope, climbing walls and mountain biking proposals – which will need to be confirmed in the Proposed Plan) phased alongside and cross funded by the housing
- Provision of a Transport Assessment
- Financial contribution to education provision in line with the Supplementary Guidance
- Drainage impact assessment required at the planning application stage to define area at risk and appropriate detailed layout and levels and SUDS
- Assessment of geological interest and preparation of a preservation plan
- Retain and protect the setting of the B listed gunpowder magazine hut to the south west of the site

Provision of a Masterplan including/showing:

- access from Gleneagles Road
- the creation of direct, convenient and safe pedestrian/cycle links to adjoining areas so that the development integrates with adjoining areas (including methods of pedestrian/cycle crossing at Edinburgh and Gleneagles Road)
- facilities that encourage and promote healthy lifestyles including creation of a network of cycle and pedestrian links through the informal open space (to integrate and link with existing facilities/core path at St Magdalene’s Hill and at Buckie Braes)
- a phased restoration programme and landscape management plan
- a robust landscape framework maximising the potential to enhance biodiversity and protection of habitats
- an appropriate design and layout of development ensuring appropriate amenity for residential areas addressing design issues in relation to levels, and enclosure within the quarry floor in terms of sunlight/daylight, microclimate, and views

**Additional housing opportunities on underutilised and future brownfield land in Perth Housing Market Area Alternative Option:**

4.2.52 The Council could keep Perth Quarry as an employment allocation. It would be preferable to ensure the most effective future reuse with the provision of some recreational facilities here. If it can be proved that they will be able to achieve acceptable amenity for residential to the north of the site then widening the uses to include residential to cross fund the recreational facilities is of benefit.

**Question 21:**

**Do you agree with the preferred option for land north of Burghmuir Reservoir (Map 13) ? Yes/No**

**Please briefly tell us the reasons why**

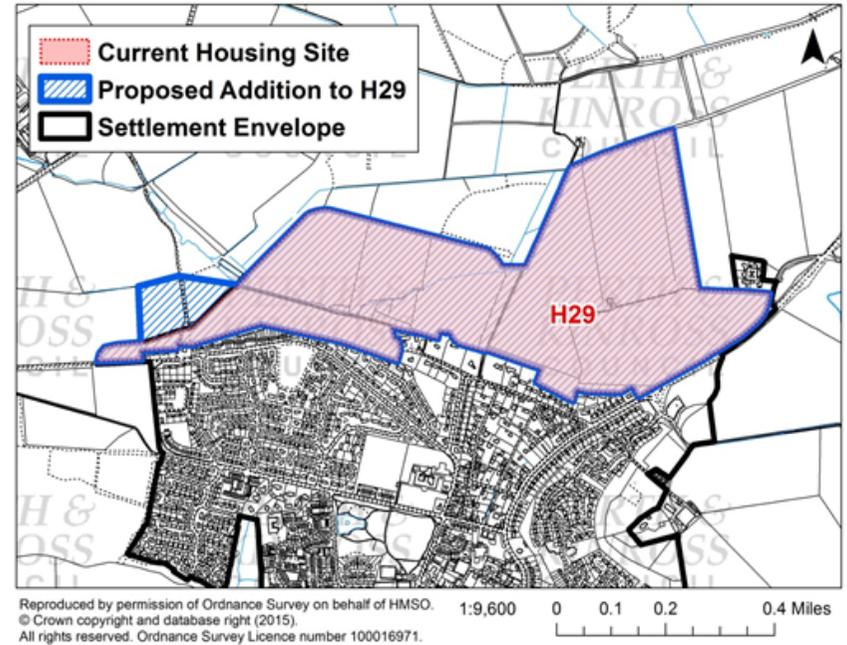
**Question 22:**

**Do you agree with the preferred option for Perth Quarry (Map 14) ? Yes/No**

**Please briefly tell us the reasons why**

4.2.53 The current Green Belt boundary to the north of Scone is defined by the boundary of the major expansion area (H29). Work on the design and access strategy suggests that it would be beneficial to allocate more land in the North West portion of the site to achieve a more sustainable design solution. The preferred option is to redefine the boundary as shown on the plan below and require the provision of a robust tree boundary to the north. This will result in associated boundary changes to housing site H29. However, as this area contains some woodland the developer requirements will ensure no net reduction in woodland cover.

**Map 15: Scone North Preferred Option**



**Question 23:**

**Do you agree with the preferred option for Scone H29 (Map 15)? Yes/No**

**Please briefly tell us the reasons why**

**Question 24:**

**If you think the alternative option to keep the existing H29 allocation should be pursued please briefly indicate your reason.**

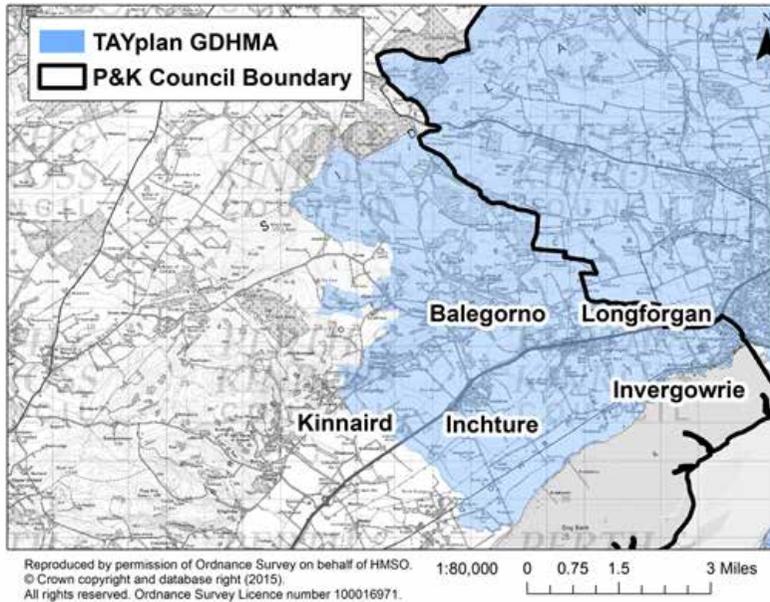
**Housing options in the wider Perth area**

4.2.54 With sufficient opportunities in the existing LDP there is little or no need for additional sites. Alternative housing options put forward in the wider Perth area are not considered to be reasonable alternatives to the Council’s and TAYplan’s preferred strategy of accommodating the majority of development within the tiered settlements.

**Housing (Greater Dundee HMA)**

4.2.55 The Proposed TAYplan 2015 identifies the amount of housing land required in each HMA and as aforementioned a separate housing land requirement is identified for that part of the Perth HMA which falls within the Greater Dundee HMA.

**Map 16: GDHMA and Dundee Core Area boundaries**



4.2.56 As set out in Table 2 in the Greater Dundee HMA there is a need to identify land to accommodate an additional 15 houses in the years to 2028 over and above that which is already identified in the effective housing land supply. As discussed in chapter 3 this housing land requirement does not include an additional flexibility allowance. Should the Reporter of any subsequent Development Plan Examination direct the Strategic Development Plan Authority to include an additional 10% to the housing land requirement the Council will need to identify land for a total of 20 additional houses in the Greater Dundee HMA to 2028, see extract from Table 4 below.

**Extract from Table 2: Additional Housing Land Required**

Housing Market Area	Housing Land Requirement	Housing Land Supply	Additional Housing Land Supply to 2028
Greater Dundee	65	50	15

**Extract from Table 4: Additional Housing Land Required (Including additional flexibility allowance)**

Housing Market Area	Alternative Housing Land Requirement	Housing Land supply	Additional Supply Required to 2028
Greater Dundee	70	50	20

(Figures rounded to the nearest 5)

4.2.57 The Council has considered whether anything has happened since the adoption of the current LDP that would result in any of the current allocated housing areas no longer being suitable or effective. There is only one site currently allocated for housing in the Perth & Kinross part of the Greater Dundee HMA: H24 in Inchtute. A planning application is anticipated for this site in 2016 and no new issues have arisen which would mean that it should be removed from LDP2.

**Options for meeting the additional housing land supply required**

4.2.58 As noted above both the approved and proposed TAYplan directs that the majority of development be focused in the principle settlements. In the Greater Dundee HMA only Invergowrie is considered a principal settlement as it is the only one to fall within the Dundee Core Area (a TAYplan Tier 1 area). However, the potential for new housing sites in Invergowrie is very limited as the settlement is constrained by the existing employment land designation at the James Hutton Institute, the River Tay and the A90. A number of new sites have been assessed in Longforgan and Inchtute and whilst these settlements are not principal settlements in that they do not fall within the Tier 1 Dundee Core Area, they nevertheless offer the best location for additional housing development given the constraints at Invergowrie.

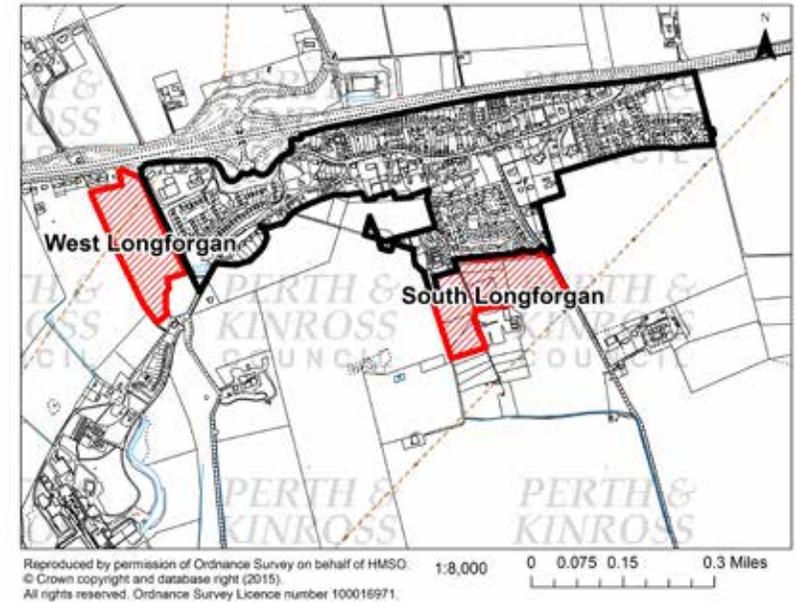
4.2.59 There is provision within TAYplan for Dundee City to accommodate additional housing land where sites in other parts of the Greater Dundee HMA become non-effective and appropriate alternative sites cannot be found. This is not an option for meeting the identified shortfall in the housing land supply; rather it is a means of ensuring that other Council areas are not in the position of having to identify land in less suitable locations, such as small villages, contrary to the sustainable growth strategy of the Plan should any of the allocated sites fail to come forward

**LONGFORGAN**

4.2.60 The preferred option to meeting the housing land shortfall is the allocation of an additional site in Longforgan. Two options have been identified: land to the south at Westbank Road, or land to the west of the village adjacent to Janet Forbes Avenue. Only one site would be required to meet the shortfall in housing land. Both sites are adjacent to but outwith the current settlement boundary. The preferred option is the site to the west of the village. The alternative option to the south was included in the last Proposed LDP and was only deleted

by the Reporter due to concerns at that time that it could prejudice the delivery of the strategic sites at Dundee Western Gateway expansion. The allocation of either of these sites for around 20 units would meet in full the housing land shortfall even if the additional 10% flexibility allowance is required.

**Map 17: Longforgan Site Options**



**Table 8: West Longforgan**

Ref	Location	Size	Number
Longforgan	West Longforgan	4.5ha	20
<p>The site may be able to accommodate more than 20 houses but the maximum permitted to 2028 will be 20 houses.</p> <p>Site specific developer requirements</p> <ul style="list-style-type: none"> <li>• Transport Assessment</li> </ul>			

- Provision of linkages to the core path network in the surrounding area
- Enhancement of biodiversity
- Developer contributions in line with the Supplementary Guidance
- Archaeological survey
- Creation of a new natural settlement edge to the west
- Ensure built form and layout respond appropriately to the listed building to the south

**Table 9: South Longforgan**

Ref	Location	Size	Number
Longforgan	South Longforgan	5.3ha	20

Site specific developer requirements

- Transport Assessment
- Retention and improvement of the core paths bounding the site and provision of additional linkages to the core path network in the surrounding area
- Enhancement of biodiversity
- Developer contributions in line with the Supplementary Guidance
- Creation of a new natural settlement edge to the south
- Flood risk assessment and drainage impact assessment

**INCHTURE**

4.2.61 Land to the east of the village has been proposed as an expansion to the existing housing development which is nearing completion. This would be a further significant expansion of a village which has seen considerable development in recent years. On this basis it is proposed that only the westernmost part of the site, immediately adjacent to the existing housing, be considered as an alternative option. Considerable contributions have been made from the current development towards the upgrading of the school and community facilities and any additional housing would help further support these services.

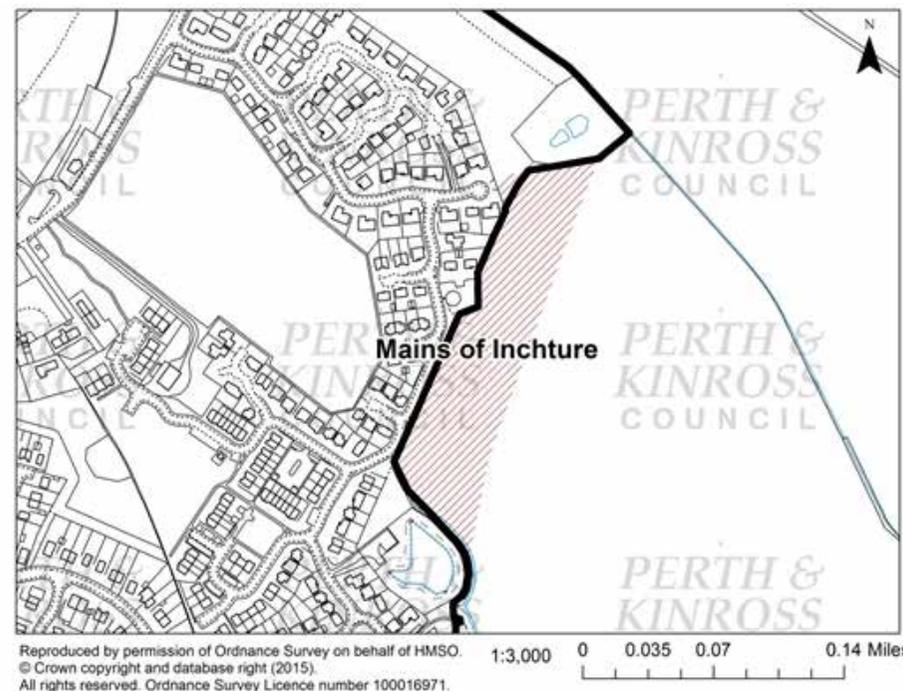
**Table 10: Mains of Inchture**

Ref	Location	Size	Number
Inchture	Mains of Inchture	2.17ha	20

Site specific developer requirements

- Flood risk assessment and drainage impact assessment
- Creation of significant woodland belt to form a new natural settlement edge to the east
- Enhancement of biodiversity
- Retention of core paths along boundaries and provision of linkages to the core path network in the surrounding area
- Transport Assessment

**Map 18: Mains of Inchture East**



**Question 25:**

Do you agree that the preferred option for meeting the housing land shortfall in the Greater Dundee HMA is the identification of an additional site in Longforan (Map 17)? Yes/No

Please briefly tell us the reasons why, particularly if you prefer the alternative option of allocating additional land at Inchtute (Map 18)

**4.3 Highland Area**

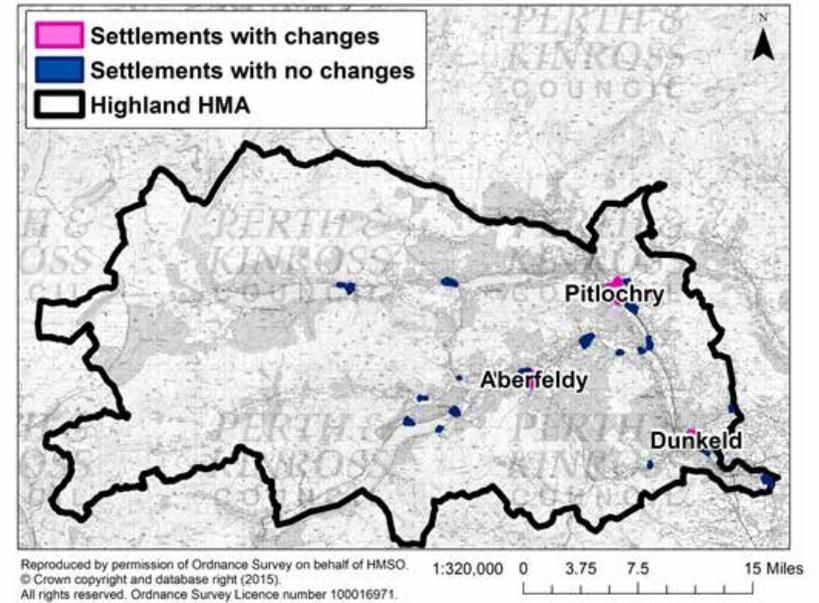
**Spatial Strategy**

4.3.1 The spatial strategy of the Highland area was guided by the approved TAYplan 2012. This directs the majority of growth to the identified tiered settlements of Aberfeldy, Dunkeld & Birnam and Pitlochry (Tier 3). TAYplan is in the process of being reviewed and the Proposed Plan retains the strategy from the approved plan. As a result there are no changes proposed to the spatial strategy. The housing land requirement contained in the Proposed TAYplan is higher than the approved Plan and options to meet this increased requirement are discussed below.

4.3.2 The settlements within the Highland Area where changes are proposed in this Main Issues Report are as follows: Aberfeldy, Dunkeld & Birnam and Pitlochry

4.3.3 The settlements where no changes are proposed are identified in Map 19 below and detailed in Appendix 3:

**Map 19: Highland HMA**



**Question 26:**

If you wish to see changes made to the boundary of any of the towns or villages within the Highland Area, please indicate which settlement and provide details of the change you think should be made.

### Employment

4.3.4 The potential need for additional employment land in the Highland area amounts to approximately 5ha and the existing adopted LDP designations are sufficient to meet this identified employment land requirement. The scope for further employment sites to be designated in the Highland area is limited. This emphasises the need to protect existing employment land from competing uses and LDP2 will continue to identify and protect such sites. The more dispersed nature of employment in the Highland area means that many small new businesses are located in rural areas and not on established employment sites. LDP2 will therefore continue the existing flexible policy framework to support such developments in appropriate locations. No changes are proposed to the adopted Plan.

### Retail

4.3.5 There was an identified need for an appropriately sized foodstore within Highland Perthshire as the majority of the area’s population have to travel to Perth to carry out their weekly food shopping needs. The adopted LDP identifies a retail site to the west of Bridge Road in Pitlochry. This has consent for a supermarket and work has commenced on site. However, due to market conditions, the intended operator has opted not to proceed with the development. The site nonetheless remains the best opportunity for an appropriately sized foodstore. Accordingly no changes are proposed to the adopted Plan.

### Infrastructure

4.3.6 The Scottish Government plans to upgrade the A9 trunk road and is currently developing proposals. The full land use implication of this project is unknown at present but it is unlikely that the proposal contained in the Adopted Plan or this MIR will impact on this project.

### Housing

4.3.7 The Proposed TAYplan 2015 identifies the amount of housing land required in each Housing Market Area as set out in Table 2. In the Highland HMA there is a need to identify land to accommodate an additional 90 houses in the years to 2028 over and above that which is already allocated in the current LDP. As discussed in chapter 3 this housing land requirement includes adjustments to take into account the contribution from small sites (increased to 20%) and an assumption that 10% of the housing land requirement will be met from windfall sites, but does not include an additional flexibility allowance. Should the Reporter of any subsequent Development Plan Examination direct the Strategic Development Plan Authority to include an additional 10% to the housing land requirement the Council will need to identify land for a total of 170 additional houses in the Highland Housing Market Area to 2028. See extract from Table 4 below for a breakdown of the additional housing land required in the event of a further flexibility allowance being required.

**Extract from Table 2: Additional Housing Land Required**

Housing Market Area	Housing Land Requirement	Housing Land Supply	Additional Housing Land Supply to 2028
Highland	820	730	90

**Extract from Table 4: Additional Housing Land Required (Including additional flexibility allowance)**

Housing Market Area	Alternative Housing Land Requirement	Housing Land supply	Additional Supply Required to 2028
Highland	900	730	170

(Figures rounded to the nearest 5)

4.3.8 The Council has considered whether anything has happened since the adoption of the current LDP that would result in any of the current allocated housing areas no longer being suitable or effective. After assessing changes to possible constraints on development, and the progress made since the current Local Development Plan was prepared, it is evident that it is probably general market considerations rather than site specific or ownership constraints that have restricted progress on the majority of allocated sites. Progress on each of the housing sites has been monitored and it is concluded that, with the exception of Site H37 South of Kenmore Road, Aberfeldy, there are no new issues which would mean that any of the current sites should be removed from LDP2. In the case of H37, there is little evidence of this site progressing and it is for the site owners to demonstrate that this site is likely to be brought forward to contribute to the effective land supply during the early years of LDP2. The Proposed Plan, due in late 2016, will need to take a view on the effectiveness of this site and it is considered in paragraph 4.3.12 below whether a new site at Amulree Road, Aberfeldy would be a more effective option than H37.

4.3.9 Appendix 2 shows the progress of the existing LDP sites and indicates where they are to be carried forward with no changes.

#### **Options for meeting the additional housing land supply required:**

##### **Identify additional housing sites in tiered settlements**

4.3.10 As noted above both the Adopted and Proposed TAYplan directs that the majority of development be focused in the principle settlements which in the Highland HMA are: Pitlochry, Aberfeldy and Dunkeld & Birnam. These are all identified as Tier 3 settlements which are recognised as having the potential to make an important, yet modest, contribution to the TAYplan economy. However, within the Highland HMA there is a concentration of constraints ranging from large scale landscape and habitat designations, to the physical constraints imposed by the area's topography. These constraints affect to a greater or lesser extent all of the tiered settlements and

significantly impact on the ability of these settlements to accommodate additional development.

4.3.11 A number of new sites have been assessed in each of the tiered settlements in the Highland HMA following the pre-Main Issues Report Call for Sites consultation. Whilst some of the new sites proposed in Pitlochry and Dunkeld & Birnam may have some development potential these are likely to be small scale and would most appropriately be considered through a review of the settlement boundary or the existing land use allocation. Alternatively, it is considered that development proposals coming forward on these sites could also be assessed against the existing policy framework and could contribute to the housing land supply as windfall sites.

4.3.12 In Aberfeldy, one new site has been proposed at Amulree Road which could potentially accommodate up to 100 units. However, there are already two significant allocated sites in the town and as a result it is unlikely that the allocation of a further site would increase the housing land supply within the Plan period. It is therefore concluded that there is very limited scope for the identification of additional housing sites in the tiered settlements.

##### **Identify additional housing sites in non-tiered settlements**

4.3.13 Whilst TAYplan concentrates development in the tiered settlements, LDPs may also provide for some development in settlements that are not defined as principle settlements providing that it can be accommodated and supported by the settlement. Development must also genuinely contribute to the objectives of TAYplan and meet specific local needs or support regeneration of the local economy (Proposed TAYplan policy 1C).

4.3.14 The MIR for the current LDP suggested that it was appropriate to allocate a higher proportion of the housing land requirement to sites in the landward area in the Highland HMA than in other HMAs due to the dispersed nature of the settlements in this area which

results in different characteristics and needs from much of the lowland part of the Plan area. It was argued that meeting needs locally is a priority and in some areas promoting development can be a mechanism to retain local services and promote sustainability. Housing sites were therefore identified in a number of the smaller settlements. In some cases, however, the Reporter at the Development Plan Examination did not agree with the allocations made on the grounds that development in some of these smaller settlements would not be consistent with the Proposed Plan's vision for sustainable economic growth. As a result, housing sites were only identified in the larger settlements of Ballinluig, Kenmore and Murthly.

4.3.15 In light of the Reporters findings in the previous Examination and the physical constraints surrounding some settlements, it is suggested that for LDP2 there is limited scope for allocating additional sites in non-tiered settlements.

#### **Increase housing densities**

4.3.16 Given the rural nature of the settlements in the Highland HMA and the need to preserve the character of this area, it is considered that there is limited scope for a significant increase in density on housing sites. This has therefore been discounted as a reasonable option.

#### **Adjust the Housing Land Requirement – reallocation to another HMA**

4.3.17 In the current LDP, the only reallocation on the grounds of environmental or infrastructural capacity constraint is that from the Kinross HMA to Perth HMA. The Proposed TAYplan allows for 10% of the housing land requirement to be reallocated with the exception of Highland Perthshire where the allowance is up to 15%.

4.3.18 Work carried out during the preparation of the Proposed TAYplan (TAYplan Housing Analysis Paper 2015 pages 58-61) highlighted the unique combination of constraints in the Highland HMA which limit either the effectiveness or the ability to deliver some

housing sites. These constraints comprise: a significant number of landscape and habitat designations which are geographically large; the impact of topography and terrain on site capabilities; and the risk of flooding on flatter areas. Of the sites put forward for the adopted LDP, a large number of these were constrained. At the TAYplan level, it was concluded there are considerable environmental and infrastructural constraints in the Highland HMA which are driven by the need to protect a series of valuable assets, the avoidance of flood risk and the sparsely distributed population and infrastructure.

4.3.19 A further consideration is the nature of the housing market itself in Highland Perthshire. In a self-contained HMA, most house moves start and finish within that HMA. The aim should therefore be to meet the housing need and demand in the area in which it arises. In the Highland HMA, however, research found that over half of moves were from people moving into the area from outwith making it one of the least self-contained HMAs in the TAYplan area (TAYplan-wide Housing Market Area Refresh Exercise 2012). There is also a significant second homes market in Highland Perthshire – 15% of total household spaces are second or holiday homes (PKC summary of 2011 census data for Highland Perthshire). Reallocating a proportion of the housing land requirement to another HMA would therefore have less of an impact than would be the case in an area with higher levels of self-containment.

4.3.20 In light of this, TAYplan concluded that the scale and impact of the constraints in the Highland HMA, together with the nature of the housing market, justified increasing the amount of housing land which could be reallocated from 10% to 15%.

4.3.21 The neighbouring HMAs are Strathearn, Strathmore & the Glens and Perth. Additional land needs to be identified in the Strathmore & the Glens HMA and potentially in the Strathearn HMA to meet the housing land requirement. The scope for reallocating a portion of the housing land requirement from Highland to either of

these HMAs may therefore be limited. The Perth HMA on the other hand has considerable potential to accommodate this small increase which, even at the maximum 15%, amounts to around 15 additional houses per year.

4.3.22 There may be some scope for identifying additional housing land in Aberfeldy to accommodate additional growth in the longer term. Due to the environmental and physical constraints which affect much of the area, however, it is not considered that the whole housing land requirement can be met within the Highland HMA in a sustainable way. The preferred option is therefore the reallocation of a proportion of the housing land requirement from the Highland HMA to the Perth HMA. Whilst TAYplan allows for 15% of the housing land requirement to be reallocated, a reallocation of 10% would be more than sufficient to meet the shortfall in full. Directing this development towards the settlements within the Perth Core Area is considered more sustainable than identifying sites in small settlements within the Highland HMA. The number of additional houses required is small in comparison to the housing land requirement in the Perth HMA and

a reallocation of 10% (117 units) can easily be accommodated within the Perth HMA where there is a surplus of housing land supply. Accommodating the same number of houses within the Highland HMA, however, is likely to have much greater impact. There is not considered to be a reasonable alternative.

4.3.23 However, as mentioned above, there is the possibility that the Reporter of any Examination into the Proposed TAYplan may conclude that an additional 10% should be added to the housing land requirement in Perth & Kinross which would increase the additional land requirement from 90 units to 170 units in the period to 2028. Should this occur then the preferred option will be to increase the reallocation to the Perth HMA from 10% to 15%. As mentioned above, TAYplan sets the context for increasing the reallocation to 15% in Highland HMA. There is not considered to be a reasonable alternative.

**Extract from Table 2: TAYplan Housing Land Requirement**

TAYplan Housing Land Requirement	Windfall Adjustment	Small Sites Adjustment of 20%	Reallocation of 10% to Perth HMA	Housing Land Requirement minus Adjustments	Housing Land Supply	Additional Supply Required to 2028
1,170	-117	-234	-117	702	730	0

**Extract from Table 4: TAYplan Housing Land Requirement with additional 10%**

TAYplan Housing Land Requirement with additional 10%	Windfall Adjustment	Small Sites Adjustment of 20%	Reallocation of 15% to Perth HMA	Housing Land Requirement minus Adjustments	Housing Land Supply	Additional Supply Required to 2028
1,287	-129	-258	-193	707	730	0

**Question 27:**

Do you agree that the preferred option to meet the housing land requirement in the Highland HMA is a reallocation of 10% to the Perth HMA? Yes/No

Please briefly tell us the reasons why and if not, how do you suggest the shortfall in housing land supply should be accommodated?

**Question 28:**

In the event of the new Approved TAYplan including a requirement for an additional 10% flexibility, do you agree that the preferred option to meet the housing land requirement in the Highland HMA is a reallocation of 15% to the Perth HMA? Yes/No

Please briefly tell us the reasons why and if not, how do you suggest the shortfall in housing land supply should be accommodated?

**ABERFELDY**

4.3.24 As discussed in paragraph 4.3.8, the only settlement where there is considered to be scope for additional land to be allocated is Aberfeldy.

4.3.25 The proposed site is at Amulree Road and could potentially accommodate up to 100 units. This is a visually prominent site but it was considered a reasonable option in the MIR for the Adopted Plan and is still considered to potentially offer the best option for the longer term expansion of the town.

However, there are already two large allocated sites in the town and as a result there is concern as to whether the market in this area would be able to deliver more houses within the Plan period, or whether it would simply result in the same number of houses being built just distributed over more sites.

4.3.26 Should this site be allocated in the LDP, the following site specific developer requirements would be identified:

**Table 11: Amulree Road, Aberfeldy**

Ref	Location	Size	Number
Amulree Road	Aberfeldy	6.8ha	100

Site specific developer requirements

- Vehicular access to the site would need to be taken from the A826 road to the south and Old Crieff Road to the north.
- Flood risk assessment and Drainage impact assessment required to identify the extent of the area adjacent to the burn on the western edge of the site where development will not be permitted.
- Provision of landscaping to provide a framework for development and integrate it with the countryside setting of the town, particularly the steeper southern part. This should include the creation of a tree belt along the southern side to create a new natural settlement edge.
- Retention of the core path at the north east of the site and the
- incorporation of a path link between the core path and the A- road to the south. Path links to be incorporated within the landscape framework.
- Conservation of existing trees and walls on and adjacent to the site, the burn and its banks and wider biodiversity. Provide open space adjacent to the burn to enhance its landscape and biodiversity interest.

- Assessment and mitigation of any potential impact on the River Tay SAC and water quality due to the burn to the west
- Archaeological survey prior to taking access from the north east.
- Financial contribution to education provision in line with the Supplementary Guidance.
- Survey and prepare a management plan for the mature woodland areas on the western side of the site.

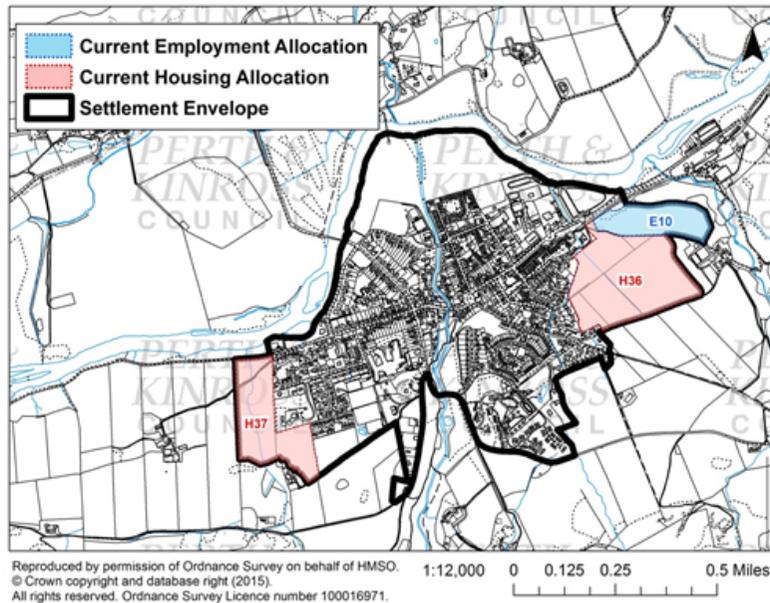
4.3.27 The preferred option is to continue with the existing allocations in the adopted Plan to deliver the required houses with no additional allocation in the town.

**Alternative Options for Aberfeldy:**

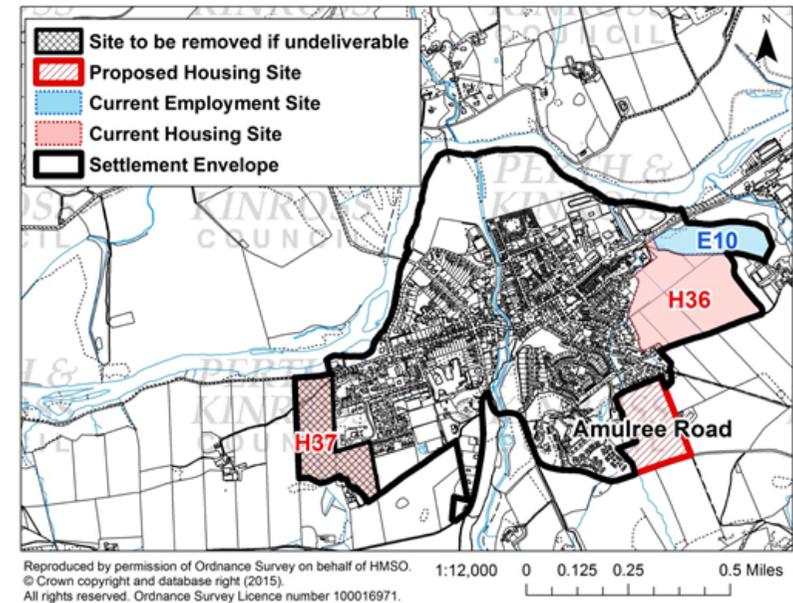
4.3.28 There is an alternative option of addition of a third site (Amulree Road) to supplement the long term housing land supply in Aberfeldy.

4.3.29 Or should the owners of Site H37 not be able to demonstrate that the site will be delivered during the early years of LDP2 the Amulree Road site is brought forward in place of site H37.

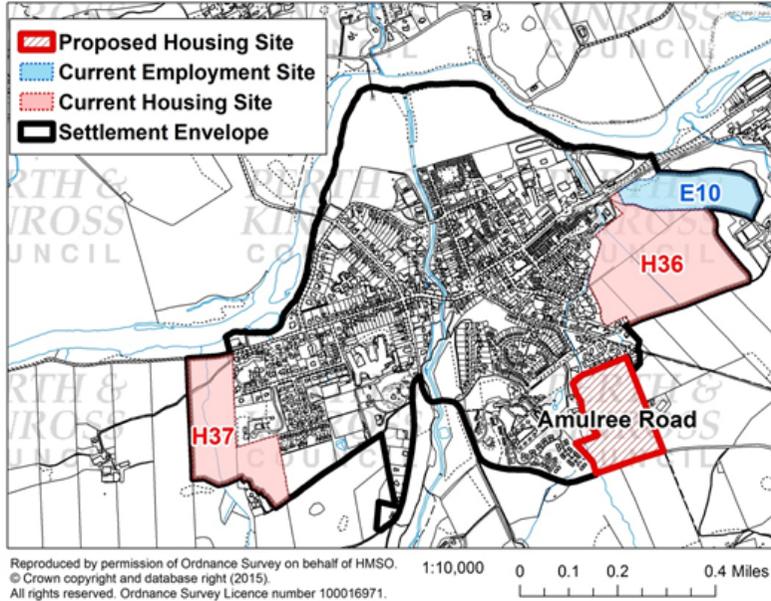
**Map 20: Preferred option for Aberfeldy**



**Map 21: Alternative option for Aberfeldy (A)**



Map 22: Alternative option for Aberfeldy (B)



**Question 29:**

Do you agree that the preferred option for Aberfeldy should be to continue with the existing allocations (Map 20) ? Yes/No

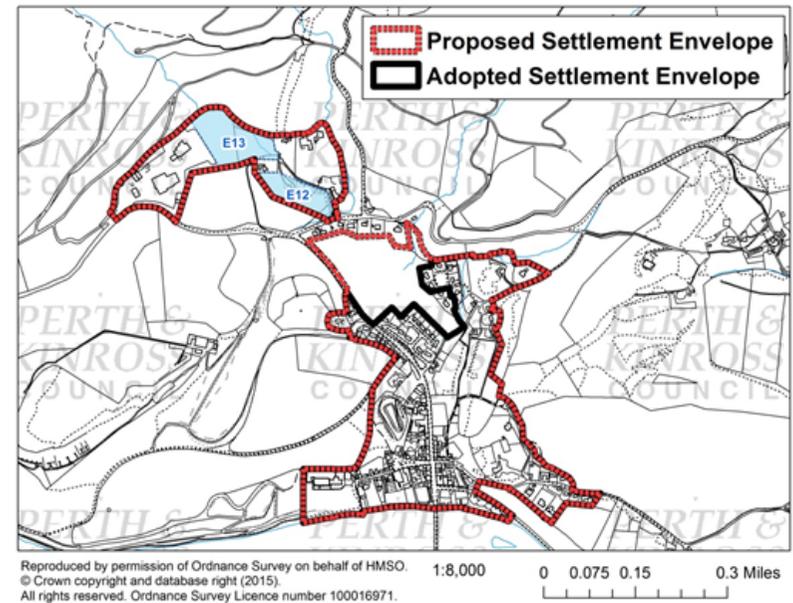
Please briefly tell us the reasons why

If you think either of the alternative options for Aberfeldy (Maps 21 or Map 22) should be pursued please indicate which option and briefly indicate your reason.

**DUNKELD & BIRNAM**

4.3.30 Two new sites were put forward for housing development in Dunkeld neither of which are considered appropriate as housing land allocations (reasons for this are explained in the Site Assessments which can be found in Appendix E of the Draft Environmental Report. The preferred option, however, is to amend the settlement boundary at the north of Dunkeld to allow scope for a limited amount of additional windfall development. Any proposals would have to be small scale and avoid the higher slopes to reduce the risk of adverse impact on the Conservation Area. There is not considered to be a reasonable alternative.

Map 23: Dunkeld



**Question 30:**

Do you agree that the preferred option for Dunkeld & Birnam should be an amendment to the northern boundary of Dunkeld (Map 23) to allow scope for a limited amount of small scale windfall residential development? Yes/No

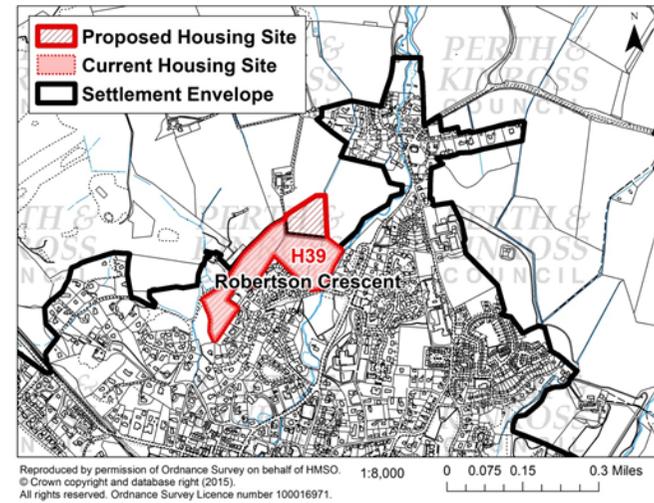
Please briefly tell us the reasons why

**PITLOCHRY**

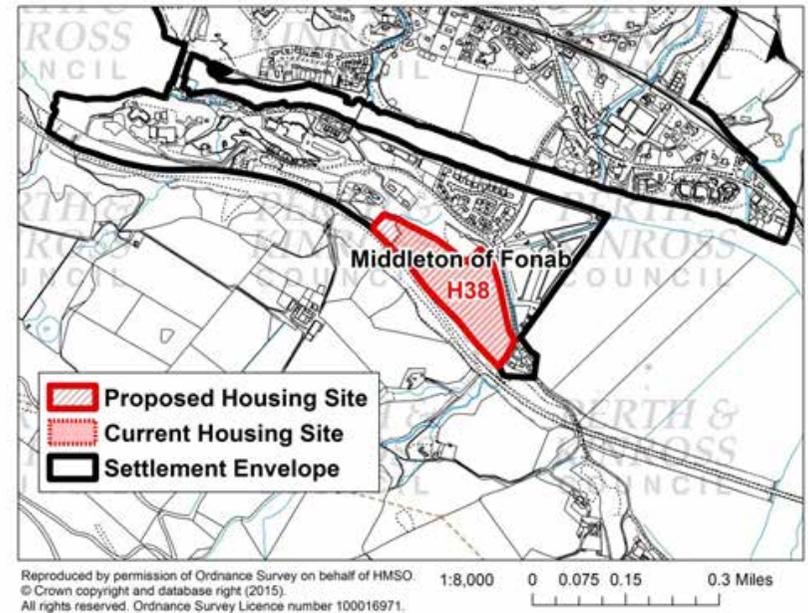
4.3.31 The preferred option is an extension to the existing allocation at H39, Robertson Crescent, into an area currently outwith the settlement boundary. This is to facilitate an appropriate access into the site which would otherwise be difficult due to topography. No increase is proposed to housing numbers and a site specific developer requirement could ensure that this extension area could only be used for access and open space. The proposed extension is considered appropriate. There is not considered to be a reasonable alternative.

4.3.32 The preferred option is to provide a small extension to H38 Middleton of Fonab. This area is currently within the settlement boundary although it is an area of woodland. Compensatory planting would therefore be required if it were to be felled. There may be scope through the development of H38 for a small extension to the cemetery which would help provide for longer term needs. This issue could be considered, together with any replanting proposals, in the overall development of the site. There is not considered to be a reasonable alternative.

**Map 24: Extended site at Robertson Crescent**

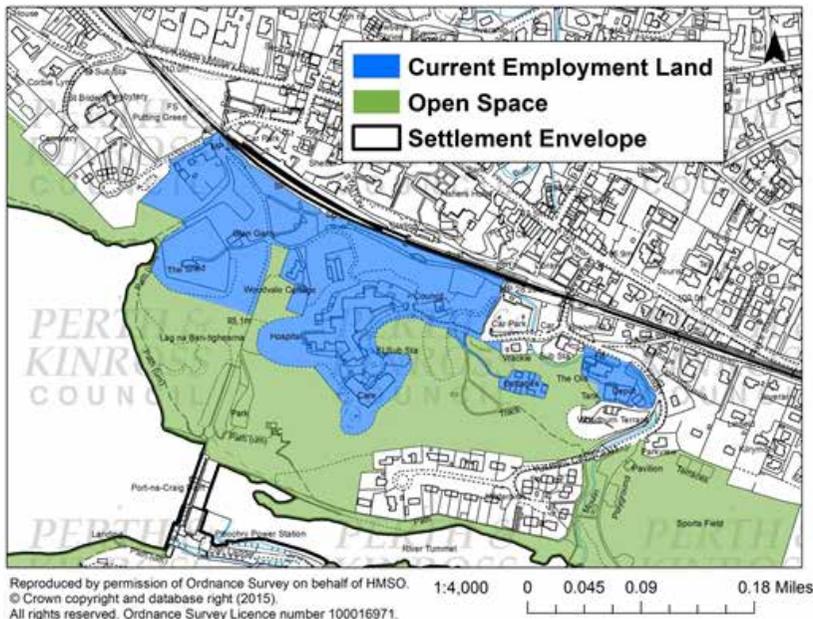


**Map 25: Extended site at Middleton of Fonab**



4.3.33 A number of small sites were proposed within the settlement boundary for residential development. Some of these already have land use designations, either as open space or existing employment land. The preferred option is to review the existing land use allocations (as shown on the map below) with a view to potentially re-designating some parts to more fully reflect their current use and potential. This may allow some scope for windfall housing development. Due to the scale and nature of these sites any potential for housing development is likely to be small scale. There is not considered to be a reasonable alternative.

Map 26: Review of existing land in Pitlochry



**Question 31:**

**Do you agree that the preferred option for Pitlochry should be minor extensions to the existing sites at H38 and H39 (Maps 24 and 25) together with a review of the existing land use allocations shown in Map 26 to allow scope for some small scale windfall residential development within the settlement boundary? Yes/No**

**Please briefly tell us the reasons why**

## 4.4 Kinross-shire area

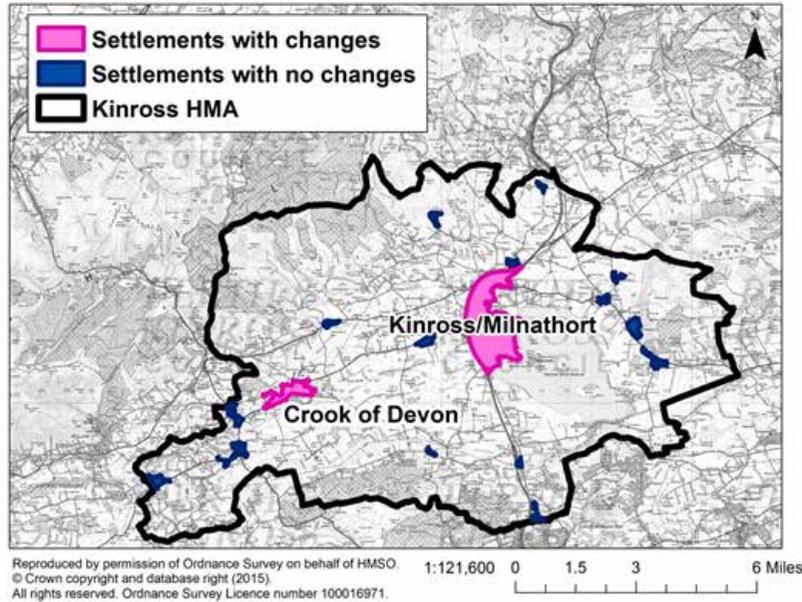
### Spatial strategy

4.4.1 The spatial strategy of the Kinross-shire area was guided by the approved TAYplan 2012 which directs the majority of growth to the identified tiered settlements of Kinross and Milnathort (Tier 2). TAYplan is in the process of being reviewed and the Proposed Plan retains the strategy from the approved plan. As a result there are no changes proposed to the spatial strategy.

4.4.2 The settlements within the Kinross-shire Area where changes are proposed in this Main Issues Report are as follows: Milnathort, Kinross and Crook of Devon.

4.4.3 The settlements where no changes are proposed are identified in Map 27 below and detailed in Appendix 3:

Map 27: Kinross HMA



**Question 32:**

**If you wish to see changes made to the boundary of any of the towns or villages within the Kinross Area, please indicate which settlement and provide details of the change you think should be made.**

Long Distance Route

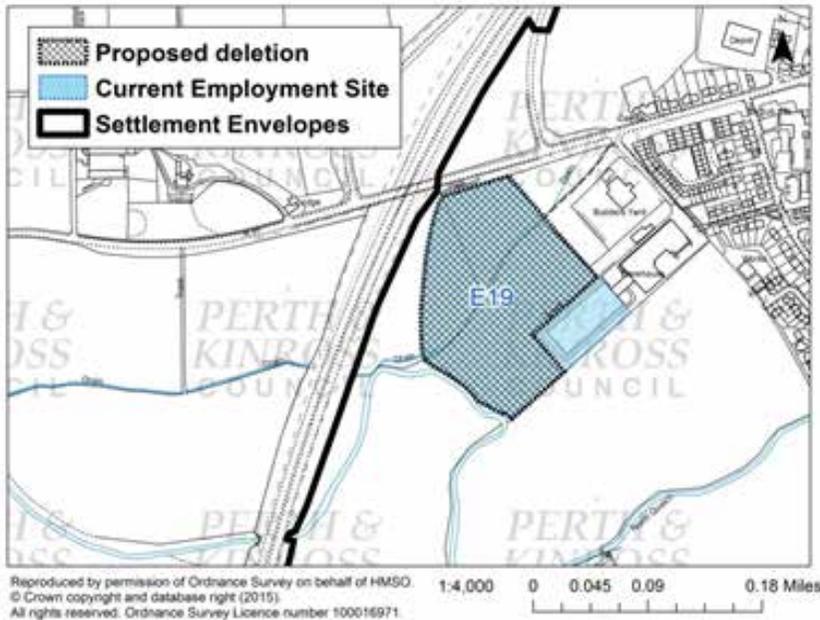
4.4.5 NPF3 contains a proposal for 10km of path creation and improvements from Crook of Devon to Kinross as part of a proposal to create a continuous route between Stirling, Kinross and beyond to Fife, primarily for recreational purposes. This will be identified as a proposal in the Proposed Plan and the route safeguarded.

**Employment**

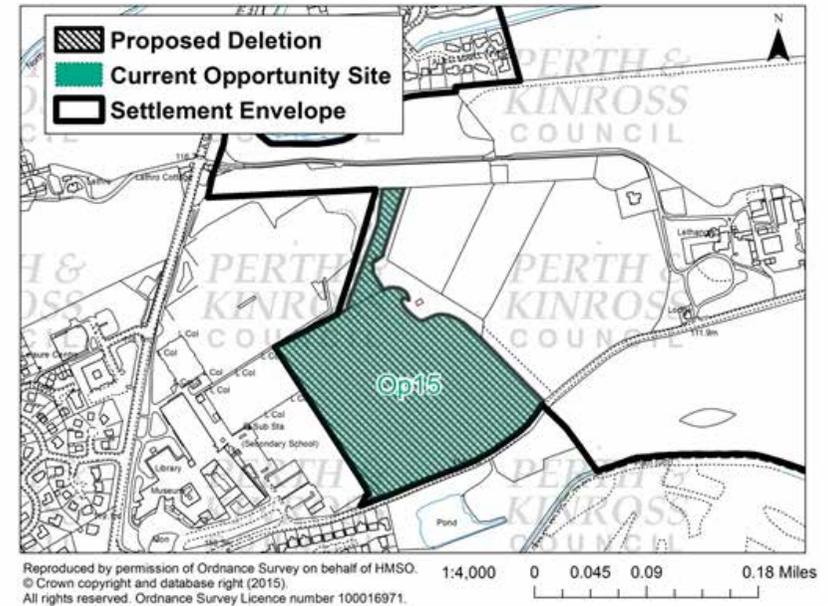
4.4.6 In the case of site E19 (Milnathort), there is little evidence of this site progressing and therefore the intention is to remove this site from the Proposed Plan.

4.4.7 The adopted LDP contained a highly aspirational aim to have approximately 20 hectares of employment land available in the Kinross Area. Unlike housing land where robust housing projections and completions data informs future targets, employment land is more complex and needs to cover a range of uses with vastly different site requirements. Whilst the LDP needs to continue to identify a generous supply to ensure opportunities are not lost and it can cope with any increase in demand, estimating this requirement is difficult. However, historic evidence suggests that the 20 hectare requirement in the Adopted Plan is a highly aspirational. It is proposed to amend the target to 1ha per year i.e. 13ha from 2015-28 which would still represent generous supply. However, the potential need for additional employment land in the Kinross-shire area is considered to amount to approximately 13ha and the existing adopted LDP designations (which would reduce to 12.5 hectares without E19) are sufficient to meet this identified employment land requirement. There is no need for additional employment land during this LDP period if site E19 is removed. The scope for further employment sites to be designated in the Kinross area is limited. This emphasises the need to protect existing employment land from competing uses and LDP2 will continue to identify and protect such sites. No further changes are proposed to the adopted Plan.

Map 28: Site E19 to be deleted



Map 29: OP15 site proposed to be removed in this LDP review



**Question 33:**

**Do you agree that the preferred option for Kinross and Milnathort should be to remove E19 allocation (Map 28) ? Yes/No**

**Please briefly tell us the reasons why**

**Infrastructure Considerations**

4.4.8 To provide additional capacity, the adopted plan identifies a site (Op15) at Lethangie to the east of Loch Leven Community Campus for the construction of a new primary school. However, this site is no longer required as the preference is to replace the existing Kinross primary school at its existing site. It is therefore proposed to remove Op15 as part of this review.

**Housing**

4.4.9 The Proposed TAYplan 2015 identifies the amount of housing land required in each Housing Market Area as set out in Table 2. In the Kinross HMA there is no shortfall of housing land identified and there is actually a healthy surplus of land in the years to 2028. As discussed in chapter 3 this housing land requirement includes adjustments with the reallocation of 10% of the housing land requirement in the Kinross HMA reallocated to the Perth HMA, and an assumption that 10% of the housing land requirement will be met from windfall sites, but does not include an additional flexibility allowance. Should the Reporter of any subsequent Development Plan Examination direct the Strategic Development Plan Authority to include an additional 10% to the housing land requirement there will still be a small surplus and no additional housing land required in Kinross Housing Market Area, see extract from Table 4.

**Extract from Table 2 (amended): Additional Housing Land Required**

Housing Market Area	Housing Land Requirement	Housing Land Supply	Surplus Supply to 2028	Amount of current supply considered ineffective	Remaining Surplus Supply
Kinross	730	840	110	20	90

**Extract from Table 4: TAYplan Housing Land Requirement with additional 10%**

Housing Market Area	Alternative Housing Land Requirement	Housing Land Supply	Surplus Supply to 2028	Amount of current supply considered ineffective	Remaining Surplus Supply
Kinross	800	840	40	20	20

(Figures rounded to the nearest 5)

4.4.10 The Council has considered whether anything has happened since the adoption of the current LDP that would result in any of these allocated housing areas no longer being suitable or effective. After assessing changes to possible constraints on development, and the progress made since the current Local Development Plan was prepared, it is evident that general market considerations rather than site specific or ownership constraints are the reason for restricted progress on the LDP sites. Progress on each of the housing sites has been monitored and it is concluded that, with the exception of OP16 Stirling Road, Milnathort (see map 30 below) there are no new issues which would cause any of the current sites to be removed from LDP2. Appendix 2 shows the progress of the existing LDP sites and indicates where they are to be carried forward with no changes.

**MILNATHORT AND KINROSS**

4.4.11 In the case of OP16 Stirling Road, Milnathort the eastern portion of the site is not suitable for development as the detailed Flood Risk Assessment carried out by the prospective developer indicated that this area is within the functional flood plain. This reduces the housing land supply identified in Kinross Housing Market Area by

roughly 1 hectare and 20 homes. Land west of Op16 benefits from a planning permission in principle for residential development and so it is proposed this area should be incorporated within a revised OP16.

4.4.12 Map 23 shows the amended boundary of OP16 to reflect the proposed removal of the eastern portion of the site, and inclusion of land benefiting from the planning permission.

**Map 30: OP16 proposed boundary amendment**



**Preferred option:**

4.4.13 In the Kinross HMA there is no shortfall of housing land identified and there is a healthy surplus of land in the years until 2028. The loss of approximately 20 homes has a negligible impact on the maintenance of a housing land supply during the lifetime of the LDP. The preferred option for Kinross and Milnathort is to delete both the portion of OP16 which lies within the functional flood plain, and OP15 which is no longer required for a new primary school.

**Alternative option:**

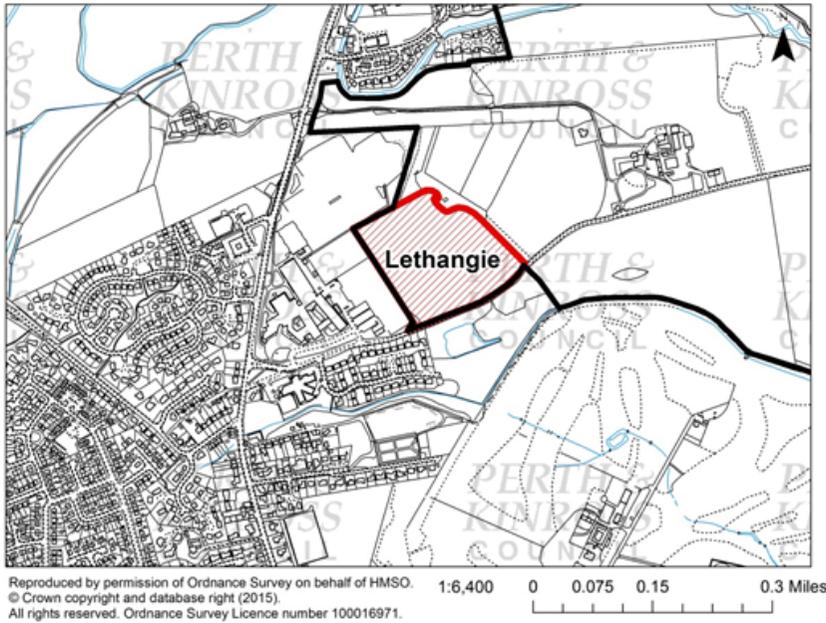
4.4.14 With a large proportion of the housing land in Kinross-shire under the control of one developer there may be benefits in providing extra flexibility and choice. This should be focused in the TAYplan tiered settlements of Kinross and Milnathort. These are considered the most sustainable locations close to a good range of services, facilities, and employment opportunities and have good public transport connections to bigger centres of Perth and Edinburgh.

4.4.15 The Lethangie site east of the Community Campus in Kinross has been suggested for housing and it could provide this extra flexibility and choice. It is suggested as a reasonable alternative option because of its proximity to facilities in Kinross; and because the woodland to the east provides a logical edge to the settlement.

**Table 12: Kinross Lethangie**

Ref	Location	Size	Number
Kinross Lethangie	East of Loch Lomond Campus	3.5ha	100
Site specific developer requirements			
<ul style="list-style-type: none"> <li>• Vehicular access to the site would need to be taken from the road to the south</li> <li>• Drainage impact assessment required at planning application stage to define area at risk and appropriate detailed design layout and levels and SUDS</li> <li>• Survey mature woodland areas on the eastern edge of the site and provide a woodland management plan</li> <li>• Provision of landscaping to: provide a framework for development, retain important trees, provide appropriate planting and set development sufficiently back from existing and proposed woodland.</li> <li>• 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 SPA.</li> <li>• The SUDS for development proposals should include sufficient attenuation to protect those watercourses which flow into Loch Leven from erosion during periods of heavy rainfall.</li> <li>• Conservation of existing walls on and adjacent to the site</li> <li>• Ensure appropriate footpath connections are made with the High school campus</li> <li>• Archaeological survey will be undertaken and impacts on the historic environment will be avoided wherever possible through sensitive layout and design</li> <li>• Good quality soils should be removed for effective reuse.</li> <li>• Financial contribution to education provision in line with the Supplementary Guidance.</li> </ul>			

Map 31: Lethangie as housing site



**Question 34:**

Do you agree that the preferred option for Kinross and Milnathort should be to continue with the existing allocations but remove OP15 (Map 29) and the part of OP16 (Map 30) which lies within the functional flood plain? Yes/No

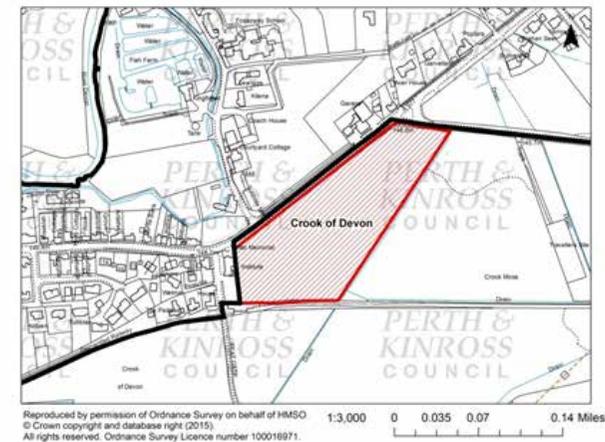
Please briefly tell us the reasons why if you think the alternative option to support housing development on OP15 (Map 31) Lethangie next to the Loch Leven Community Campus should be pursued please briefly indicate your reason.

**Wider Kinross-shire area**

4.4.16 Alternative additional housing options were put forward in the wider Kinross-shire area as part of the pre-MIR Call for Sites consultation, however, these are not required to meet the housing land requirement. With sufficient opportunities in Kinross and Milnathort there is little or no need for additional sites in the wider area as this would not fit with the TAYplan strategy. However, it is considered that significant benefits would be derived from proposing a site in Crook of Devon to support road improvements to the A977 and the provision of increased capacity at the Drum sewerage treatment works allowing for the connection of existing consented developments removing the threat to Loch Leven from increased phosphates

4.4.17 The preferred option for the Wider Kinross-shire area is to identify a site at the junction of the A977 and the B9074. Should this site be allocated in the LDP, the following site specific developer requirements would be identified (and the landowner will need to prove through submission of a Transport Statement and viability information that the junction improvements and pedestrian improvements mentioned are necessary and deliverable).

Map 32: Crook of Devon



**Table 13: Crook of Devon**

Ref	Location	Size	Number
Crook of Devon	Junction of A977 & B9097	3.1ha	50 maximum

Site specific developer requirements

- High quality design and layout which reflects its gateway position and a landscape framework which retains some visual separation between Crook of Devon and Drum
- Requirement for a Transport Statement
- Roundabout required at existing junction of A977 & B9097
- To review and potentially improve pedestrian crossing facilities on the A977
- Drainage impact assessment required at the planning application stage to define area at risk and appropriate detailed layout and levels and SUDS. The SUDS for development proposals should include sufficient attenuation to protect those watercourses which flow into Loch Leven from erosion during periods of heavy rainfall
- 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 SPA.
- Ensure appropriate footpath connections are made with the village and existing core path network
- Financial contribution to education provision in line with the Supplementary Guidance.

**Question 35:**

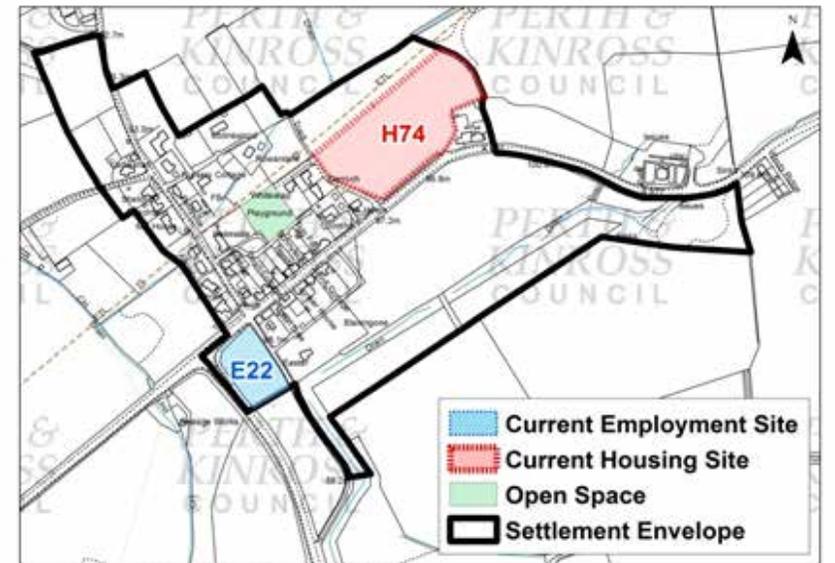
**Do you agree that the preferred option for the wider Kinross-shire area (Map 32) is to identify a site in Crook of Devon at the junction of the A977 and the B9074? Yes/No**

**Please briefly tell us the reasons why**

**Blairingone**

4.4.18 The adopted Plan identified a potential housing site for 30 houses in the village of Blairingone. The site was identified to support local aspirations to boost the school roll which has fallen to as low as 5 pupils in 2009/10, significantly affecting it’s viability. Although the housing site was identified, due to concerns over ground stability as a result of past mine operation, the site was not considered to be effective. Further evidence suggests this position was correct and the site is unlikely to be viable. Furthermore, market conditions suggest mainstream developers are unlikely to consider development in Blairingone marketable.

**Map 33: Existing Local Development Plan map for Blairingone**



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4.4.19 Nevertheless, the legitimate aims of local people, to see local services and infrastructure maintained and improved supported by modest growth, remain valid. The traditional developer approach may not yield the desired results and more novel approaches should be explored. These may include the provision of self-build serviced plots, small holdings and perhaps the application of the new Community Empowerment legislation for a community led project. A more flexible approach to delivery should be explored, however, to ensure compatibility with the TAYplan strategy the level of development allowed for will need to be broadly in line with current aspirations.

4.4.20 It is beyond the scope of this MIR to explore these options and the preferred option the MIR proposes is for the Council to work with the community and landowners to develop a community plan which, subject to evidence of compatibility with Scottish Planning Policy and TAYplan, viability, and the results of the Strategic Environmental Assessment would be adopted as Statutory Supplementary Guidance to replace the current Blairingone settlement section of the adopted Plan. This is a novel approach that has recently been on trial on the Isle of Rum with the resultant community plan being adopted by Highland Council.

**Alternative option:**

4.4.20 The alternative option is for the adopted plan to remain unaltered.

**Question 36:**

**Do you agree that the preferred option for Blairingone should be to work with the community and landowners to develop a community plan to be adopted as Statutory Supplementary Guidance to replace the current Blairingone settlement section of the adopted Plan? Yes/No**

**Question 37:**

**Please briefly tell us the reasons why, particularly if you think the alternative option of retaining the existing LDP position for Blairingone should be pursued.**

## 4.5 Strathearn area

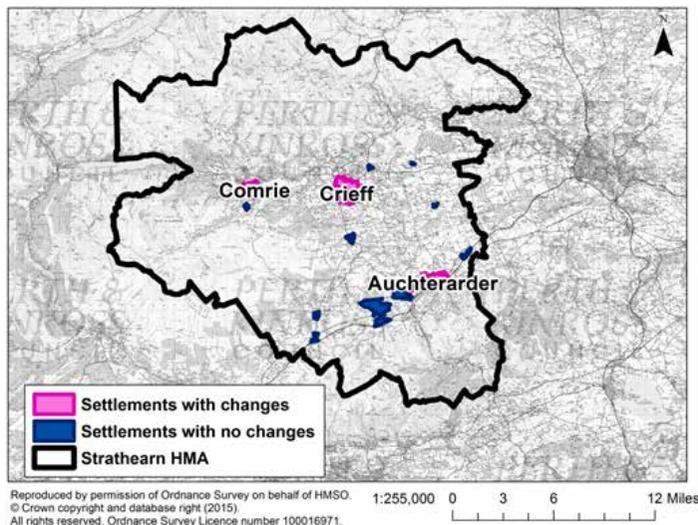
### Spatial Strategy

4.5.1 The spatial strategy of the Strathearn area was guided by the approved TAYplan 2012. This directs the majority of growth to the identified tiered settlements of Crieff (Tier 2) and Auchterarder (Tier 3). TAYplan is in the process of being reviewed and the Proposed Plan retains the strategy from the approved Plan. As a result there are no changes proposed to the spatial strategy. The housing land requirement in the Proposed Plan is higher than the approved Plan and options to meet this increased requirement are discussed below.

4.5.2 The settlements within the Strathearn Area where changes are proposed in this Main Issues Report are as follows: Crieff, Auchterarder and Cultybraggan.

4.5.3 The settlements where no changes are proposed are identified in Map 33 below and detailed in Appendix 3:

**Map 34: Strathearn HMA**



### Question 38:

If you wish to see changes made to the boundary of any of the towns or villages within the Strathearn Area, please indicate which settlement and provide details of the change you think should be made.

### Long Distance Route

4.5.4 NPF3 contains a proposal for 40km of path creation and improvements as part of the Cross-Scotland Pilgrim Way. The Tyndrum to Crieff section will be identified as a proposal in the Proposed Plan and the route safeguarded. Whilst not identified within the NPF3 as a proposal the whole Cross – Pilgrim Way route (Iona to St Andrews) is being considered in terms of establishing the routes and any improvements to them. The section of the Cross – Pilgrim Way within Perth and Kinross is known as the Three Saints’ Way and this extends from St Fillans to Newburgh. The Proposed Plan will seek to safeguard this route and, where the route is established, map it.

### Employment

4.5.5 The potential need for additional employment land in the Strathearn area amounts to approximately 20 ha. The Adopted LDP identifies allocations that are sufficient to meet the identified employment land requirement; some of these allocations are in conjunction with new housing development in Crieff and Auchterarder, and others are in the landward area at Aberuthven, and Cultybraggan Camp near Comrie. Many of these sites still remain to be developed as highlighted in the monitoring statement; therefore no sites are required beyond those already identified. This is supported by a flexible framework of policies to support smaller settlements and rural areas. No changes are proposed to the adopted Plan.

### Cultybraggan Camp

4.5.6 Near Comrie, the former Cultybraggan Camp is identified in the adopted LDP as existing employment land. In its pre-MIR submission, the Comrie Development Trust asked for additional flexibility to allow community and employment uses at the former Camp. A change to Mixed Uses was sought.

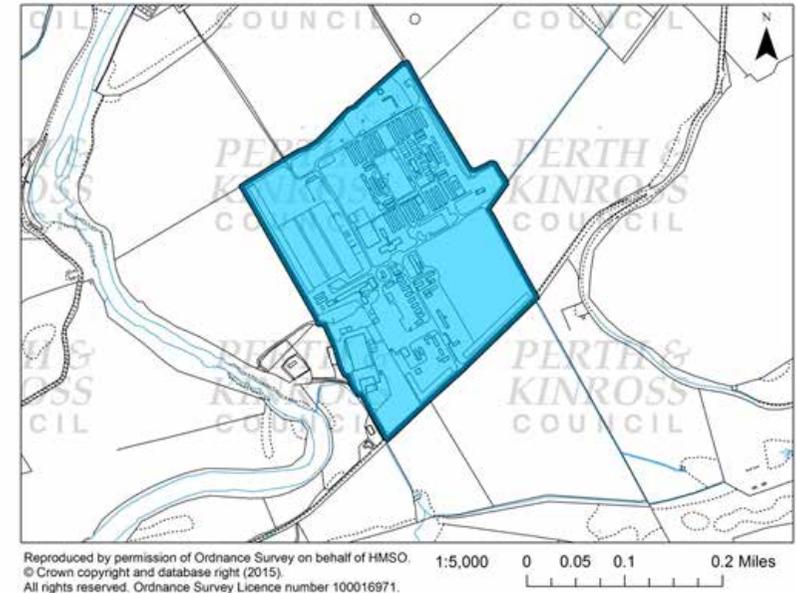
4.5.7 To meet this need, the Council's preferred option would be to create a Simplified Planning Zone (SPZ) offering more flexibility to help existing businesses to grow and adapt in a sustainable way as well as encouraging new businesses to locate at the former Camp. It would also help further develop the character of the site, which is unique in the area.

4.5.8 A SPZ is a statutory tool requiring the preparation of a Simplified Planning Zone Scheme. This removes the need to apply for planning permission for certain types of development, so long as the development complies with the details and guidance set out in the Scheme. The SPZ Scheme deals with the planning issues 'up front' and confirms what types of development, and how much, is allowed. It offers savings in time, money and effort by removing the need for repetitive planning applications, covering the same range of planning issues. It can also be a promotional tool offering certainty on the types of developments that would be permitted, encouraging more investment to strengthen the offering within the former Camp. Once adopted, it lasts for 10 years.

4.5.9 Because it is a statutory tool, the Local Authority would prepare the SPZ Scheme with input from Key Agencies, the Comrie Development Trust and the local community. There would be preparatory work and two rounds of consultation, which will require time and financial commitment.

4.5.10 The former camp has several listed buildings, some of which are Category A. Also, some of the buildings on the site are on the Buildings at Risk register. The need to preserve and enhance the former Camp's historic environment will need to be considered. The SPZ would not remove the need for applications for listed building consent, building warrant etc.

Map 35: Cultybraggan



#### Question 39:

**Do you agree with the preferred option to promote a Simplified Planning Zone Scheme to widen the types of uses allowed at the Cultybraggan Camp (see Map 35) to include community and employment uses? Yes/No**

**Please briefly tell us the reasons why**

**Retail**

4.5.11 The Local Development Plan identifies a retail site at Broich Road, Crieff, which has planning permission for a food store. While the intended operator has opted not to proceed with development, the site remains the best option for an appropriately sized food store development near to the town centre. No changes are proposed to the adopted Plan.

4.5.12 In Auchterarder, the Local Development Plan acknowledges that the significant level of growth planned for the town is likely to increase demand for improved retail provision in the town. The Auchterarder Retail Study (2013) noted that while the town centre’s main weakness is its lack of a food store large enough to provide for main food shopping, the town’s population is not yet at a level to support this but it could be by 2018-23. Options for sites may be needed in the near future but no changes are proposed to the adopted Plan.

**Infrastructure**

4.5.13 To upgrade trunk road junctions along the A9, the Council adopted Supplementary Guidance that sought a proportionate financial contribution from developments that would benefit from the improvements. In the Auchterarder area, work is complete at the Loaninghead Junction and the creation of a new junction at Shinafoot is planned. Transport Scotland is currently reviewing all the junctions between Dunblane and Perth and should alternative proposals to the Shinafoot option be brought forward this will be incorporated in the Proposed Plan. LDP2 will continue the existing policy framework in this respect and the Supplementary Guidance.

4.5.14 At Blackford, the Local Development Plan protects an area of land to the south of the railway line near the level crossing for transport infrastructure use (Policy TA1 and paragraph 8.5.2), pending investigation of its long-term potential for development of rail passenger and/or freight facilities. The site’s potential for use as a

is under investigation and LDP2 will therefore continue to protect this freight siding site.

**Housing**

4.5.15 The Proposed TAYplan 2015 identifies the amount of housing land required in each Housing Market Area as set out in Table 2. In the Strathearn HMA the sites already allocated in the Adopted LDP can be expected to meet the housing land requirement. As discussed in chapter 3 this housing land requirement includes an assumption that 10% of the housing land requirement will be met from windfall sites, but does not include an additional flexibility allowance. Should the Reporter of any subsequent Development Plan Examination direct the Strategic Development Plan Authority to include an additional 10% to the housing land requirement, the Proposed LDP will need to identify land for approximately 160 additional houses in the Strathearn HMA to 2028.

**Extract from Table 2: Additional Housing Land Required**

Housing Market Area	Housing Land Requirement	Housing Land Supply	Additional Supply Required to 2028
Strathearn	1,580	1,580	0

**Extract from Table 4: Additional Housing Land Required (Including additional flexibility allowance)**

Housing Market Area	Alternative Housing Land Requirement	Housing Land Supply	Additional Supply Required to 2028
Strathearn	1,740	1,580	160

(Figures rounded to the nearest 5)

4.5.16 Allocations within the Adopted LDP have been reassessed to understand whether they continue to count towards the effective housing land supply within Strathearn. It has been found that progress is being made in respect of the majority of LDP sites, which will continue to provide suitable opportunities for future housing development in the area.

4.5.17 However, there is limited evidence of progress with H58 at Cowden Road, Comrie. It is for the site owner to demonstrate whether this site is likely to be brought forward to contribute to the effective land supply during the early years of LDP2. The Proposed Plan will determine the effectiveness of this site.

Appendix 2 shows the progress of the existing LDP sites and indicates where they are to be carried forward with no changes.

**Options for meeting the additional housing supply**

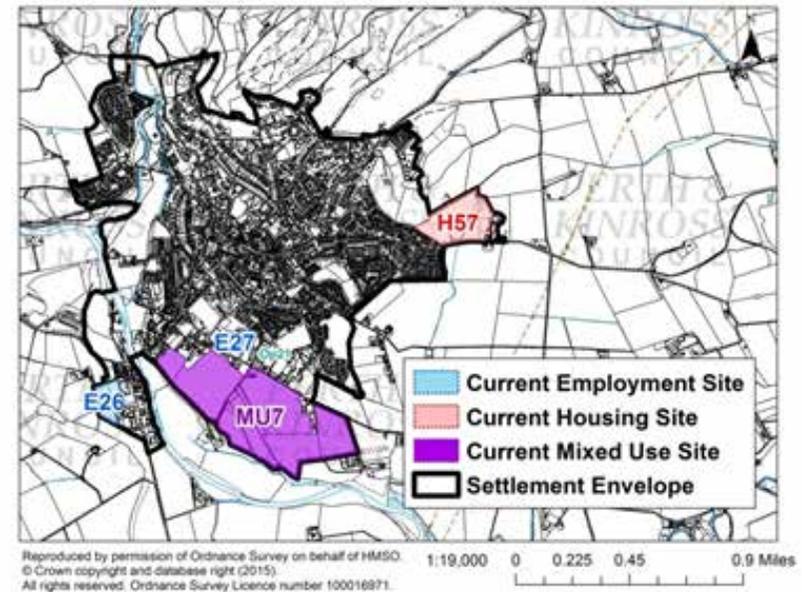
4.5.18 TAYplan encourages the majority of development to be within tiered settlements; Crieff (Tier 2) and Auchterarder (Tier 3). These settlements are capable of accommodating larger housing allocations as they contribute to sustainable development given their service provision and transport links.

4.5.19 In the Strathearn housing market area, there is a potential shortfall of housing land identified if the Strategic Development Plan Authority is directed to include an additional 10% to the housing land requirement and identify land for 160 new homes.

4.5.20 The Council’s preferred option (regardless of whether the Council is required to include an additional 10% housing land) would be to offer additional flexibility, which could be gained through increasing densities on the strategic site in Crieff (MU7) and / or on the Auchterarder Development Framework sites.

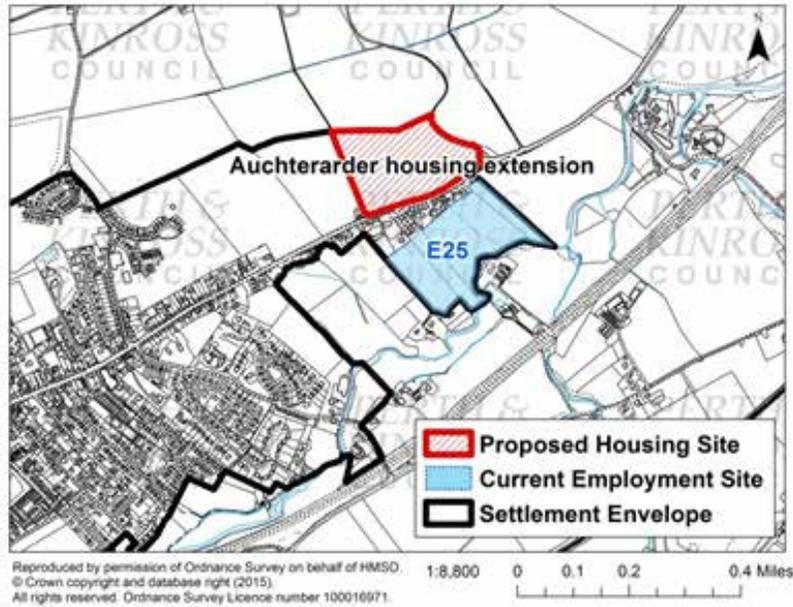
4.5.21 Site MU7 at Broich Road, Crieff was increased in size following the recommendations of the Proposed LDP examination to incorporate two additional sites to the east and west, but the overall number of houses remained the same at around 300. By increasing the density of housing at the site, or by making better use of the additional green-field land, it is estimated the capacity of this site could be increased by around 50 houses to around 350.

**Map 36: Crieff**



4.5.22 The Auchterarder Development Framework site at Kirkton, 22 could also accommodate more houses. Originally this site incorporated a 4 ha allocation for employment use. The adopted Plan, however, allows for an alternative employment site in the Auchterarder area to be brought forward instead. If this is brought forward a higher number of houses could be accommodated on the Development Framework site. It is estimated that this would be 100+ houses over the plan period. This would also deal with any shortfall arising should TAYplan’s examination recommend an increase to the housing land requirement

Map 37: Auchterarder



**Question 40:**

As a result of there being no shortfall of housing land identified, do you agree with the preferred option for more housing on the existing sites in Crieff (MU7 – Map 36) and / or on the Auchterarder Development Framework sites (on Map 37) ? Yes/ No

If not do you think the alternative option which is not to identify any additional allocations is best? Yes/No

Please briefly tell us the reasons why

## 4.6 Strathmore and the Glens

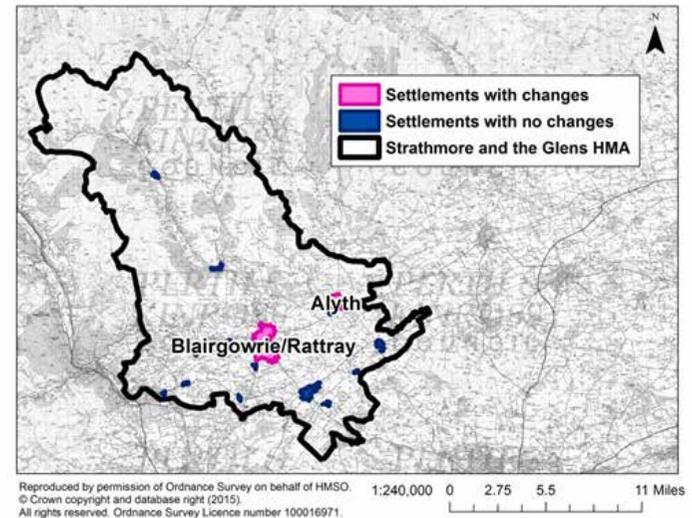
### Spatial Strategy

4.6.1 The spatial strategy of the Strathmore and the Glens area was guided by the approved TAYplan 2012. This directs the majority of growth to the identified tiered settlements of Blairgowrie and Rattray (Tier 2), Alyth and Coupar Angus (Tier 3). TAYplan is in the process of being reviewed and the Proposed Plan retains the strategy from the approved Plan. As a result, there are no changes proposed to the spatial strategy. The housing land requirement in the Proposed Plan is higher than the approved Plan and options to meet this increased requirement are discussed below.

4.6.2 The settlements within the Strathmore Area where changes are proposed in this Main Issues Report are as follows: Blairgowrie and Alyth

4.6.3 The settlements where no changes are proposed are identified in Map 37 below and detailed in Appendix 3:

Map 38: Strathmore and the Glens HMA



**Question 41:**

If you wish to see changes made to the boundary of any of the towns or villages within the Strathmore & the Glens Area, please indicate which settlement and provide details of the change you think should be made.

**Employment**

4.6.4 Strathmore and the Glens Area has generous employment and mixed use allocations to encourage business activity. However, given the size of Blairgowrie in particular, a high proportion of the working population embark upon a daily commute to either Perth or Dundee for employment purposes. Forty three percent of the Strathmore working population commute out of the area for work. Eighty one percent of that commuting population are travelling to Perth or Dundee for employment (2011 Census).

4.6.5 In accordance with TAYplan, most of the employment land will remain in the tiered settlements of Blairgowrie and Rattray, Alyth and Coupar Angus. The maintenance of a 5 year supply of employment land throughout the life of the Plan requires approximately 20ha of employment land. The Adopted LDP identifies a range of sites capable of accommodating the employment land requirement, therefore no additional sites are sought at this stage. The more dispersed nature of employment in the rural area means that many small new businesses are located in rural areas and not on established employment sites. LDP2 will therefore continue the existing flexible policy framework to support such developments in appropriate locations. No changes are proposed to the Adopted Plan.

**Retail**

4.6.6 The development of a new supermarket at Welton Road in Blairgowrie has helped to retain retail spending in the area. With the exception of a discount food operator in Blairgowrie, it is unlikely that during the Plan period there will be retail capacity or market demand for any significant additional retail floorspace in any of the main settlements in Strathmore. The current policy framework and the Scottish Government's "Town Centres First" policy highlight the need for a town centre location for retail developments. Achieving a town centre location for a discount operator is likely to be challenging and no site is proposed.

4.6.7 Blairgowrie town centre remains relatively vibrant, although there are a number of redundant buildings which could benefit from redevelopment. Through the Vacant Property Development Team, the Council continue to support the reuse of buildings. To support this work and to help generate new initiatives, a charrette has been suggested by the community to look at town centre uses and a strategic way forward for Blairgowrie. The Council welcomes this initiative.

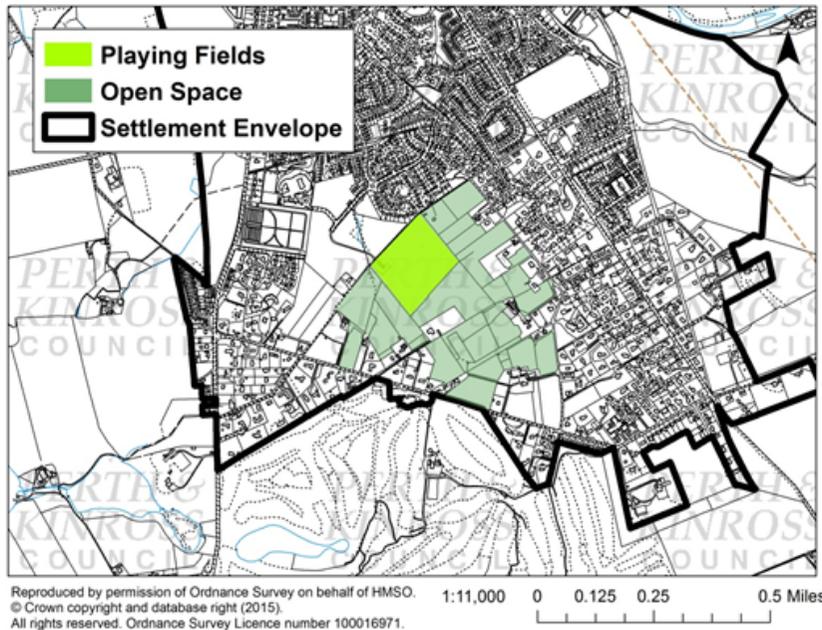
**Community Facilities**

4.6.8 There is an identified lack of community facilities within Blairgowrie and Rattray in particular. A number of issues have been identified in relation to the level and quality of provision for sport and recreation to meet the needs of Blairgowrie High School and the surrounding community. These include the provision of outdoor changing facilities, the age and capacity of the existing Recreation Centre and access to a synthetic turf pitch. The Council is engaging with local clubs and undertaking a review to investigate potential options to address the current deficit in provision.

4.6.9 Land is allocated within the current MU5 site (Western Blairgowrie) for education/ play provision (4ha) which could be suitable for community facilities, increasing the provision within Blairgowrie. In

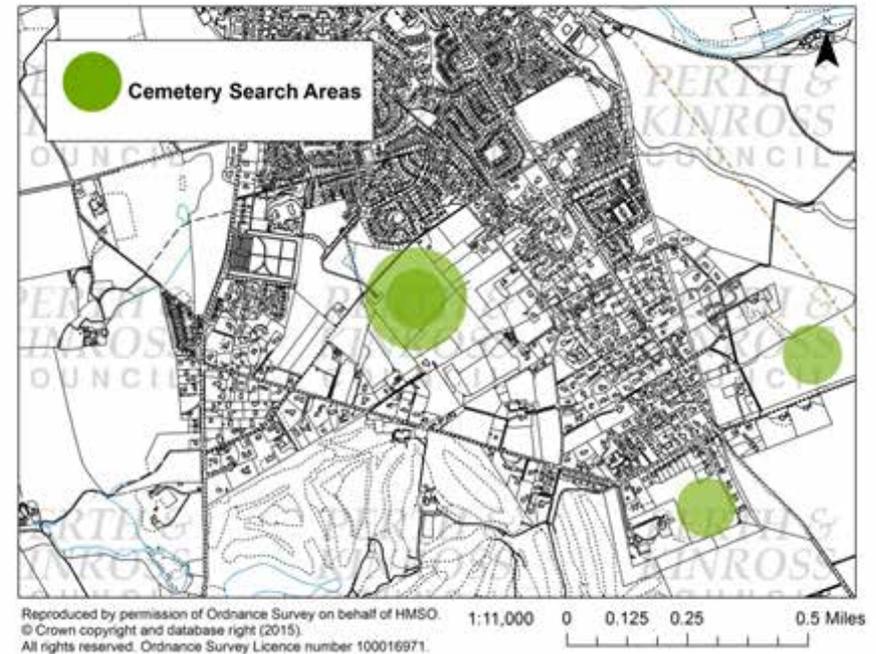
In addition to this, there is scope for improving and enhancing the community facilities already located in the designated open space within Rosemount. Expanding the current playing fields in this open space area is the preference to ensure facilities are grouped together in a central location.

**Map 39: Open space within Rosemount**



4.6.10 Cemetery provision is reaching capacity in Blairgowrie. The preferred option for new cemetery provision is within the designated open space in Rosemount. Alongside the enhanced playing fields, a cemetery in this location would ensure that the valued area of open space would be protected from future development. Two alternative sites have been identified and discussed in table 12 below. All options would require further discussions with landowners and the investigation of ground conditions.

**Map 40: Cemetery options in Blairgowrie**



**Question 42:**

**Do you agree with the idea of expanding the current playing fields (Map 39) in the open space area at Rosemount ? Yes/No**

**Please briefly tell us the reasons why**

**Table 14: Options for cemetery provision in Blairgowrie**

Location	Comment
Rosemount	The preferred option is within Rosemount, as given the character of the area, a cemetery could be accommodated within the designated open space in the centre of Rosemount. This would protect the open space from any future development although securing a site with the current fragmented ownership may be problematic. Part of this area is currently playing fields which are likely to be extended – both uses are compatible with one another due to differing peak usage times for both facilities and allowing shared parking facilities. Vehicular access would require improvement.
Blairgowrie Eastern Expansion	Part of the strategic development site could be retained for a cemetery expansion as an alternative option. This could be incorporated in the overall masterplan and provision of land for a cemetery is likely to be required by any prospective developer.
Heather Drive	The second alternative option would be the site to the south east of Blairgowrie which is currently woodland. Access would need to be improved should this site be the preferred option.

**Question 43:**

**Which of the options would you consider to be appropriate for additional cemetery provision (Map 40)?**

**Please briefly tell us your reasons why.**

**Infrastructure**

4.6.11 There are capacity issues with the main bridge connecting Blairgowrie and Rattray which limits the scope for identifying large development sites in Rattray. Any large development in Rattray would require a new crossing over the River Ericht requiring significant investment, testing the viability of any development.

4.6.12 Current development allocations at Welton Road already require the provision of a new link road from Coupar Angus Road to Welton Road. This link road could be extended to incorporate access through Eastern Blairgowrie to make a connection to the southern section of Parkhead Road/ Rosemount.

4.6.13 Site H64 in the Adopted Plan requires the developer to provide a link road from Hazelwood Road to Berrydale Road, improving the connectivity between the school and the local road network. The addition of the site to the South will allow for additional connectivity from the enlarged site to Golf Course Road and further improve the permeability of the site and the overall area. The form of these links would be determined as part of a full Transport Assessment that would be required for a site of this scale. This would be expected to test the impact of these links and the trips generated by the site on the existing road network and suggest measures to mitigate any negative impacts.

4.6.14 In Coupar Angus the adopted Plan indicates that the Council will not permit any development which would prejudice the construction of a bypass between Burnside Road and Dundee Road. Whilst there is no change proposed to this position it should be noted that there are no plans to construct a bypass during the Plan period.

## Housing

4.6.15 The Proposed TAYplan 2015 identifies the amount of housing land required in each Housing Market Area as set out in Table 2. In the Strathmore and the Glens HMA, there is a need to identify land to accommodate an additional 160 houses in the years to 2028 over and above that which is already allocated in the current LDP. As discussed in chapter 3, this housing land requirement includes an assumption that 10% of the housing land requirement will be met from windfall sites, but does not include an additional flexibility allowance. Should the Reporter of any subsequent Development Plan Examination direct the Strategic Development Plan Authority to include an additional 10% to the housing land requirement, the Council will need to identify land for a total of 330 additional houses in the Strathmore and the Glens Housing Market Area to 2028, see extract from Table 4.

**Extract from Table 2: Additional Housing Land Required**

Housing Market Area	Housing Land Requirement	Housing Land Supply	Additional Supply Required to 2028
Strathmore	1,695	1,535	160

**Extract from Table 4: Additional Housing Land Required (Including additional flexibility allowance)**

Housing Market Area	Alternative Housing Land Requirement	Housing Land Supply	Additional Supply Required to 2028
Strathmore	1,865	1,535	330

(Figures rounded to the nearest 5)

4.6.16 Allocations within the current LDP have also been re-assessed to understand whether they continue to count towards the effective housing land supply within Strathmore and the Glens. Understandably, there have been limited allocated sites that have come forward for development since the adoption of the current LDP this is down to various reasons; the LDP was only adopted in February 2014 and market conditions have restricted development progress. Therefore, the majority of existing LDP sites can continue to provide suitable opportunities for future housing development within the area.

4.6.17 There has also been minimal progress with the housing allocation at Welton Road, Blairgowrie (H62). However, given the interest in developing the employment land associated with this site, it may be appropriate for the Council to take the lead on developing this land in conjunction with a wider eastern expansion. A joint venture or other mechanism should be investigated to assist taking the larger site forward as a whole. Appendix 2 shows the progress of the existing LDP sites and indicates where they are to be carried forward with no changes.

### Options for meeting the additional housing land supply required

4.6.18 TAYplan encourages large scale development to be contained within tiered settlements; Blairgowrie and Rattray (Tier 2) and Alyth and Coupar Angus (Tier 3). Tier 2 settlements are capable of accommodating larger housing allocations as they contribute to sustainable development given their service provision and transport links. Tier 3 settlements are capable of accommodating modest development. Due to constraints in and around Coupar Angus, it is likely that its contribution will be limited to small windfall sites. The preferred option is that Blairgowrie and Rattray will accommodate a large proportion of the additional housing land supply required with more modest numbers allocated in Alyth.

**BLAIRGOWRIE AND RATTRAY**

**Blairgowrie Eastern Expansion**

4.6.19 Land to the east of the Coupar Angus Road on the southern approach to Rosemount was put forward during the pre-MIR consultation. The Council believes there is merit in linking this site to the current allocations at Welton Road (sites E31 and H62) to create a strategic site in the east of Blairgowrie. A masterplan would be required for the phased development of the wider site ensuring the eventual connection of Welton Road to the Coupar Angus Road south of Rosemount. This strategic site would provide a long term housing supply with provision well beyond the life of LDP2.

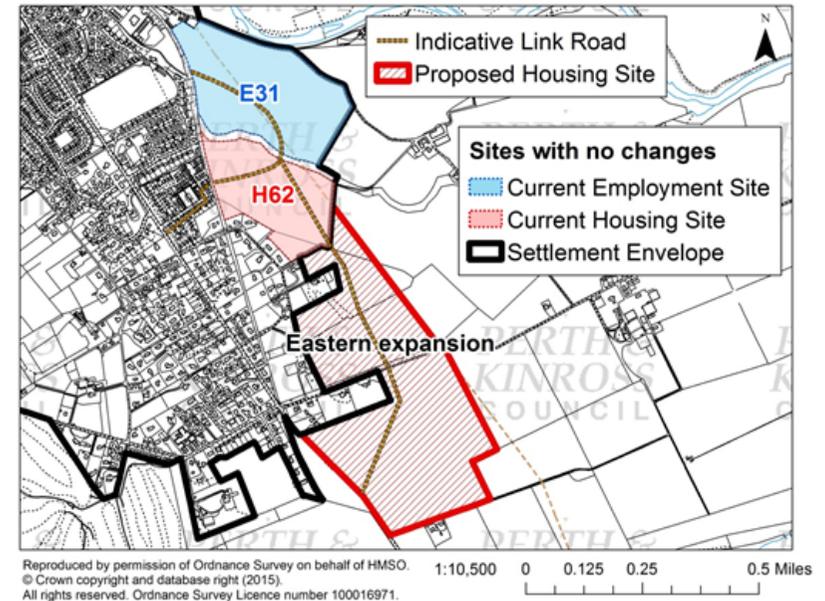
4.6.20 Given the current interest in a community-led charrette from Blairgowrie and Rattray Community Council, there may be scope to integrate the eastern expansion theme within the forthcoming charrette, should the Community Council be willing. A strategic expansion area to the east of Blairgowrie should be progressed with valued input from the surrounding community. It would offer the chance for all stakeholders to come together and develop a vision for how the expansion area should look, and the advantages it could bring to Blairgowrie and Rattray in the longer term.

**Table 15: Blairgowrie Eastern Expansion**

Ref	Location	Size	Number
Bairgowrie Eastern Expansion	Coupar Angus Road/ Parkhead Road	30ha	600 (150 in phase 1 to 2028)
Site specific developer requirements			
<ul style="list-style-type: none"> <li>Suitable vehicular access would need to be agreed with the roads authority and informed by a Transport Assessment</li> <li>Flood Risk Assessment and Drainage Impact Assessment required to assess risk of flooding from burns within and adjacent to site</li> </ul>			

- Provision of landscaping to: provide a framework for development and integrate it with the countryside setting of the area, particularly on southern approach to site. This should include the creation of a tree belt along the western side to create natural screening from the A923.
- Retention of the core path along western and southern boundaries and consider additional linkages to the core path network in surrounding area
- Surveys to be undertaken prior to the implementation of schemes to determine whether they will affect sites of archaeological importance and the setting of archaeological features
- Financial contribution to education provision in line with Supplementary Guidance
- Implement measures to increase biodiversity
- Retention of part of the site for cemetery expansion (option)
- Contribution to the expansion of the strategic playing fields and facilities at Rosemount

**Map 41: Blairgowrie Eastern Expansion**



**Golf Course Road**

4.6.21 A total of seven sites were proposed within the currently designated open space area in the centre of Rosemount. This is identified as a long standing valued area of open space and the fragmented ownership would mean the area would be difficult to achieve a comprehensive development of the site. A number of the proposed areas are small scale sites and proposals to vary the open space boundary around properties, these should be assessed through a review of the existing land use allocation. The boundaries around each property should be reviewed to ensure the open space designation is correctly applied, and to ensure the setting of Rosemount continues to be protected in line with the Reporters recommendations. Minor alterations are likely to be applied in the Proposed Plan.

4.6.22 A site identified in the pre-MIR consultation connects directly to the existing H64 allocation which can be considered as an extension to the currently allocated site. This would facilitate an improved access to the development from Golf Course Road to increase connectivity to the Primary School and other community facilities.

**Table 16: Golf Course Road, Blairgowrie**

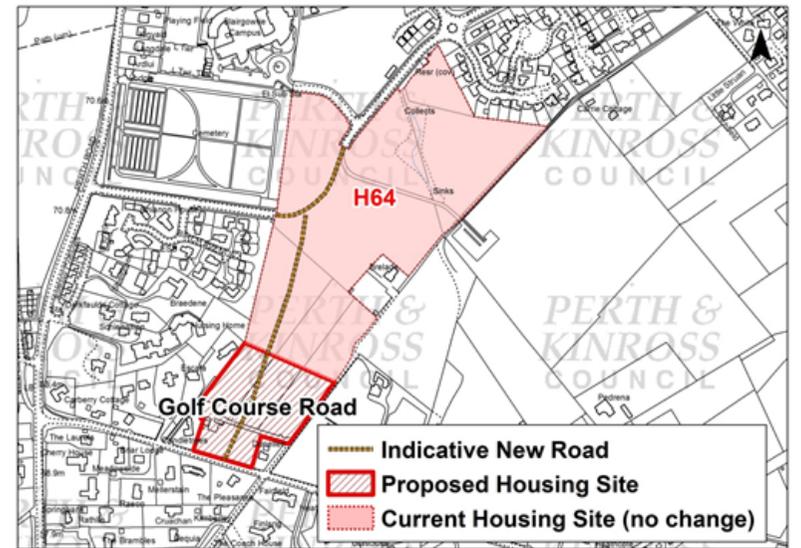
Ref	Location	Size	Number
Blairgowrie 8	Golf Course Road	1.5ha	30

Site specific developer requirements

- Vehicular access would need to be taken from Golf Course Road and connect into development at H64.
- A Transport Assessment would be required
- Flood Risk Assessment may be required due to minor parts of site identified for surface water flooding (low probability)
- Provision of landscaping to provide a framework for development and integrate it with the countryside setting of Rosemount, particularly on eastern edge on site at Piggy Lane.

- Retention of the core path along eastern and southern boundaries and consider additional linkages to the core path network in surrounding area
- Financial contribution to education provision in line with Supplementary Guidance
- Implement measures to enhance biodiversity

**Map 42: Golf Course Road, Blairgowrie**



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**Westfields of Rattray**

4.6.23 This brownfield site (formerly a pig farm) is located on the northern approach to Rattray and is now used for agricultural storage/parking area for agricultural vehicles. The site sits up on a banking and is visible from the road although surrounding tree planting helps to screen the site's current poor appearance. Although identifying this site would create a considerable extension to the settlement boundary, the reuse of brownfield land is to be encouraged. To improve the

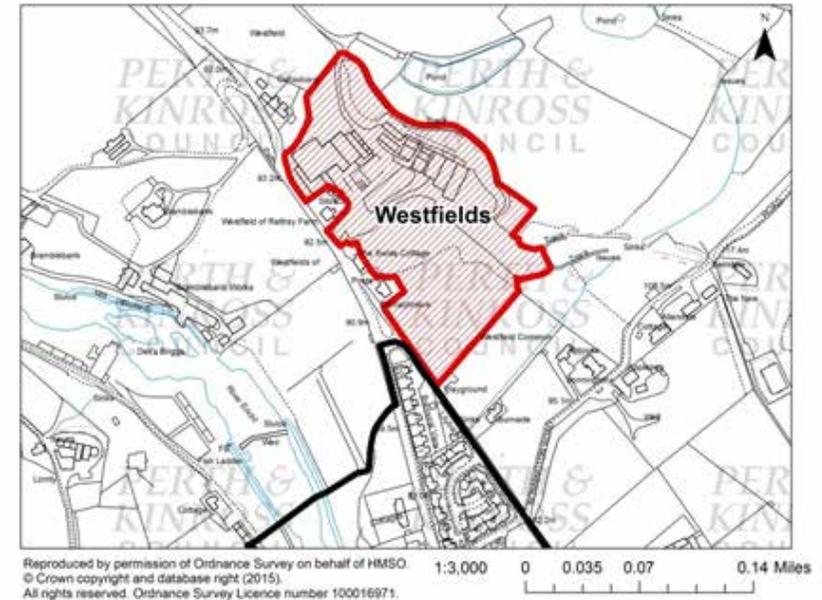
viability of this site, the adjacent paddock has been incorporated within the proposed site.

4.6.24 Applying the calculation for a high density development (35 house per hectare) would result in this site being allocated for 150 new houses. However, given that the significant woodland planting would be required to be retained the housing density will be reduced for the overall site. An indicative number of 90 houses (medium density) may be more appropriate.

**Table 17: Westfields of Rattray**

Ref	Location	Size	Number
Rattray 1	Westfields of Rattray	4.3ha	90
<p>Site specific developer requirements</p> <ul style="list-style-type: none"> <li>• Phasing programme for development should be agreed to ensure paddock development does not occur in isolation. Emphasis should be to develop brownfield site at an early stage</li> <li>• Provision of landscaping to provide a framework for development and integrate it with surrounding setting. Retention of important trees and additional planting</li> <li>• Flood Risk Assessment may be required due to minor part of site identified with a potential for surface water flooding</li> <li>• Retention of the core path links and consider additional linkages to the core path network in surrounding area</li> <li>• Financial contribution to education provision in line with Supplementary Guidance</li> <li>• Implement measures to increase biodiversity</li> </ul>			

**Map 43: Westfields of Rattray**



**ALYTH**

**Annfield Place**

4.6.25 Annfield Place is currently within the settlement boundary in the Adopted LDP and is included in the preferred and alternative option for Strathmore and the Glens, providing long term opportunity for Alyth. SEPA identified a northern part of the site at high risk from surface water flooding and due to recent flooding events, a Flood Risk Assessment would be required before this site could be allocated. Although there are issues with flooding, the majority of this site could still be developed.

4.6.26 Access to the site would require to be taken from Airlie Street and may require the acquisition of additional land. The underutilised frontage along Airlie Street would benefit from rationalisation and improvement.

4.6.27 There are two allocated sites in Alyth (H59 and H60 - providing capacity for 120 houses) and a further allocated site in New Alyth (H61 - 20 houses). It would be unlikely for all of these sites to be completed within the Plan period due to market conditions; the allocation of a further site in Alyth will merely extend the life of currently allocated sites, as opposed to providing more effective housing supply.

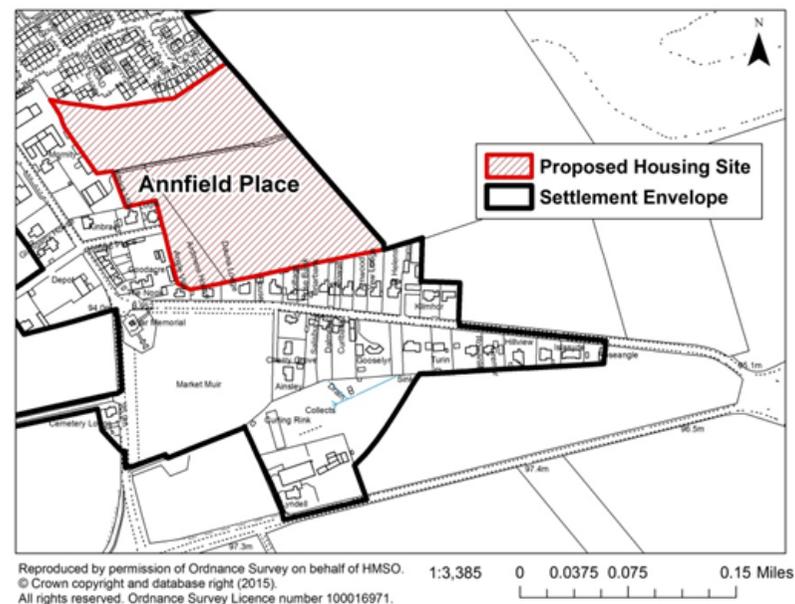
**Table 18: Annfield Place, Alyth**

Ref	Location	Size	Number
Alyth 3	Annfield Place	4.6ha	90 (part of site may not be developable due to flooding)
Site specific developer requirements			
<ul style="list-style-type: none"> <li>• Topographical Study, Flood Risk Assessment and Drainage Impact Assessment would be required</li> <li>• Vehicular access likely to be taken from Airlie Street and agreed with the Roads Authority</li> <li>• Archaeological survey is required and impacts on the historic environment will be avoided wherever possible through sensitive design and siting</li> <li>• Provision of Landscape Plan and measures to enhance biodiversity</li> </ul>			

**Preferred Option:**

4.6.28 The preferred option for Strathmore and the Glens is to identify a combination of 4 sites, including the Blairgowrie Eastern Expansion which would be a long term strategic development site providing housing land well beyond the life of LDP2. The preferred option, which includes the strategic site in Blairgowrie, provides a flexible housing supply for potentially 800 additional houses, providing a range of long term development opportunities.

**Map 44: Annfield Place, Alyth**



**Table 19: Strathmore and the Glens Preferred Option**

Blairgowrie Eastern Expansion	The preferred option for the area equates to a longer term strategic option by including a large mixed-use eastern expansion of Blairgowrie, incorporating the currently allocated E31 and H62 at Welton Road. This option would require a phased masterplan for the eastern expansion, with up to an additional 150 houses being built within the next plan period (in addition to the phased building of 150 at H62). This would contribute to a generous housing land supply to ensure new houses are delivered within Strathmore and the Glens.
Golf Course Road, Blairgowrie	This preferred option would be deliverable in the immediate plan period and contribute to effective housing land supply. This would be considered as an extension to H64, ensuring the wider development is viable and facilitating access from Golf Course Road

	whilst providing options to improve the existing community facilities.
Westfields of Rattray	The preferred option would contribute to the effective housing land supply and resulting in the redevelopment of a key brownfield development site. This site would comprise low density housing as it is on the edge of the settlement and a well designed development would be an improvement on the existing landscape. National policy supports the re-development of brownfield land to contribute to effective housing land supply. A section of greenfield land is also proposed to be included to ensure the development is a viable option.
Annfield Place, Alyth	This site is currently white land within the settlement boundary so has already been identified as having development potential. Access would have to be agreed but could help to improve the Airlie Street frontage. Development on this site is included in a preferred option and should be easily incorporated into the existing built development in the surrounding area. Minor part of the site has been identified as being at risk to surface water flooding.

**Alternative Option:**

4.6.29 A reasonable alternative would be to continue identifying the 3 smaller scale sites above, with the omission of the Blairgowrie Eastern expansion strategic site. Identifying a selection of smaller sites could provide 210 houses and could all be delivered within the plan period. This option would provide the additional housing land required, although would not be able to provide the flexibility allowance should TAYplan change

**Table 20: Strathmore and the Glens Alternative Option**

Golf Course Road, Blairgowrie	As per Table 17.
Westfields of Rattray	As per Table 17.
Annfield Place, Alyth	As per Table 17.

**Question 44:**

Do you agree with the preferred option for a wider eastern expansion for Blairgowrie (Map 41); an extension of H64 (Map 42); redevelopment of Brownfield Land at Westfields in Rattray (Map 43); and inclusion of Annfield Place in Alyth (Map 44) to a generous and strategic housing land supply for Strathmore and the Glens?

Please briefly tell us the reasons why

**Question 45:**

Or do you think that the best alternative option for Strathmore and the Glens is to identify 3 of the smaller sites proposed in Blairgowrie (Map 42), Rattray (Map 43) and Alyth (Map 44)?

Please briefly tell us the reasons why

## Chapter 5: MIR Questions

<http://www.pkc.gov.uk/mainissuesldp2>

### Question 1:

Do you agree that the vision and objectives set out in the adopted Plan remain valid? Yes/No

Please briefly tell us the reasons why

### Question 2:

Do you agree settlement based 'statements of aspiration' should be developed in conjunction with the communities and key stakeholders? Yes/No

Please briefly tell us the reasons why

### Question 3:

Do you agree with the preferred option of increasing the contribution of small sites in the Highland HMA from 15% to 20%? Yes/No

Please briefly tell us the reasons why

### Question 4:

Do you agree that the Council should introduce new policy RD7 to ensure stalled and non-effective sites are brought forward? Yes/No

Please briefly tell us the reasons why

### Question 5:

What enforceable mechanism could be used to ensure development commences within a specified period of planning permissions being granted and to ensure that phasing is tied to the Delivery Strategy? Please briefly tell us the reasons why you are suggesting this mechanism.

### Question 6:

Do you agree that this policy should require the Delivery Strategy for larger sites (over 300 houses) to demonstrate how delivery can be maximised, including by involving a range of developers and provision for self build? Yes/No

Please briefly tell us the reasons why

### Question 7:

Do you agree that policy PM4 should be renamed 'Settlement Envelopes' and reworded to allow development on the edge of settlements in specific limited circumstances? Yes/No

Please briefly tell us the reasons why

**Question 8:**

Do you agree that the LDP provides the sites, guidance and opportunities to assist the Tay Eco-Valley initiative? Yes/No

If you do not agree what changes would you propose and why?

**Question 9:**

Do you agree with the proposed Green Belt boundary changes (Maps 2 + 3) ? Yes/No

Please briefly tell us the reasons why

**Question 10:**

Do you agree that the Green Belt policy should be changed as proposed to allow more scope for development within the Green Belt? Yes/No

Please briefly tell us the reasons why

**Question 11:**

Do you agree that Policy ER1 should be amended as proposed in the preferred option to provide support for district heating proposals and to better enable these proposals to be assessed under LDP2, including the use of heat mapping? Yes/No

Please briefly tell us the reasons why

**Question 12:**

If not, which alternative approach to addressing the issue of district heating would you suggest the LDP could take and why?

**Question 13:**

If you wish to see changes made to the boundary of any of the towns or villages within the Perth Area, please indicate which settlement and provide details of the change you think should be made.

**Question 14:**

Do you agree with the idea of enhancing the city centre streetscape? Yes/No

Please briefly tell us the reasons why

**Question 15:**

Do you support enhancements to the Railway Station combined with an integrated bus and coach station (Map 6) ? Yes/No

Please briefly tell us the reasons why.

**Question 16:**

Do you support expansion at Binn Eco Park (Map 7) within an agreed masterplan? Yes/No

**Question 17:**

If not, how and where should the Proposed Plan promote investment in the technologies and industries that will maximise the value of waste?

**Question 18:**

Do you support the protection of land to facilitate opportunities to enhance train journey times to Edinburgh? Yes/No

Please briefly tell us the reasons why

**Question 19:**

Do you agree that the best location for a new cemetery is at Isla Road, Perth? Give reasons.

**Question 20:**

Do you agree with the preferred option for Perth West (Map 12) to allocate a wider area here? Yes/No

Please briefly tell us the reasons why, particularly if you think the alternative option of continuing the existing LDP Perth West allocation, and identifying a separate allocation/or leaving the former auction mart within the settlement envelope as white land should be pursued.

**Question 21:**

Do you agree with the preferred option for land north of Burghmuir Reservoir (Map 13) ? Yes/No

Please briefly tell us the reasons why

**Question 22:**

Do you agree with the preferred option for Perth Quarry (Map 14) ? Yes/No

Please briefly tell us the reasons why

**Question 23:**

**Do you agree with the preferred option for Scone H29 (Map 15)?  
Yes/No**

**Please briefly tell us the reasons why**

**Question 24:**

**If you think the alternative option to keep the existing H29 allocation should be pursued please briefly indicate your reason.**

**Question 25:**

**Do you agree that the preferred option for meeting the housing land shortfall in the Greater Dundee HMA is the identification of an additional site in Longforan (Map 17)? Yes/No Please briefly tell us the reasons why, particularly if you prefer the alternative option of allocating additional land at Inchtute (Map 18)**

**Question 26:**

**If you wish to see changes made to the boundary of any of the towns or villages within the Highland Area, please indicate which settlement and provide details of the change you think should be made.**

**Question 27:**

**Do you agree that the preferred option to meet the housing land requirement in the Highland HMA is a reallocation of 10% to the Perth HMA? Yes/No**

**Please briefly tell us the reasons why and if not, how do you suggest the shortfall in housing land supply should be accommodated.**

**Question 28:**

**In the event of the new Approved TAYplan including a requirement for an additional 10% flexibility, do you agree that the preferred option to meet the housing land requirement in the Highland HMA is a reallocation of 15% to the Perth HMA? Yes/No**

**Please briefly tell us the reasons why and if not, how do you suggest the shortfall in housing land supply should be accommodated?**

**Question 29:**

**Do you agree that the preferred option for Aberfeldy should be to continue with the existing allocations (Map 20) ? Yes/No**

**Please briefly tell us the reasons why**

**If you think either of the alternative options for Aberfeldy (Maps 21 or Map 22) should be pursued please indicate which option and briefly indicate your reason.**

**Question 30:**

Do you agree that the preferred option for Dunkeld & Birnam should be an amendment to the northern boundary of Dunkeld (Map 23) to allow scope for a limited amount of small scale windfall residential development? Yes/No

Please briefly tell us the reasons why

**Question 33:**

Do you agree that the preferred option (Map x) for Kinross and Milnathort should be to remove E19 allocation (Map 28) ? Yes/ No

Please briefly tell us the reasons why

**Question 31:**

Do you agree that the preferred option for Pitlochry should be minor extensions to the existing sites at H38 and H39 (Maps 24 and 25) together with a review of the existing land use allocations shown in Map 26 to allow scope for some small scale windfall residential development within the settlement boundary? Yes/No

Please briefly tell us the reasons why

**Question 34:**

Do you agree that the preferred option for Kinross and Milnathort should be to continue with the existing allocations but remove OP15 (Map 29) and the part of OP16 (Map 30) which lies within the functional flood plain? Yes/No

Please briefly tell us the reasons why if you think the alternative option to support housing development on OP15 (Map 31) Lethangie next to the Loch Leven Community Campus should be pursued please briefly indicate your reason?

**Question 32:**

If you wish to see changes made to the boundary of any of the towns or villages within the Kinross Area, please indicate which settlement and provide details of the change you think should be made.

**Question 35:**

Do you agree that the preferred option for the wider Kinross-shire area (Map 32) is to identify a site in Crook of Devon at the junction of the A977 and the B9074? Yes/No

Please briefly tell us the reasons why

**Question 36:**

Do you agree that the preferred option for Blairingone should be to work with the community and landowners to develop a community plan to be adopted as Statutory Supplementary Guidance to replace the current Blairingone settlement section of the adopted Plan? Yes/No

**Question 39:**

Do you agree with the preferred option to promote a Simplified Planning Zone Scheme to widen the types of uses allowed at the Cultybraggan Camp to include community and employment uses? Yes/No

Please briefly tell us the reasons why.

**Question 37:**

Please briefly tell us the reasons why, particularly if you think the alternative option of retaining the existing LDP position for Blairingone should be pursued?

**Question 40:**

As a result of there being no shortfall of housing land identified, do you agree with the preferred option for more housing on the existing sites in Crieff (MU7 – Map 36) and / or on the Auchterarder (Development Framework sites on Map 37) ? Yes/ No

If not do you think the alternative option which is not to identify any additional allocations is best? Yes/No

Please briefly tell us the reasons why

**Question 38:**

If you wish to see changes made to the boundary of any of the towns or villages within the Strathearn Area, please indicate which settlement and provide details of the change you think should be made.

**Question 41:**

If you wish to see changes made to the boundary of any of the towns or villages within the Strathmore & the Glens Area, please indicate which settlement and provide details of the change you think should be made.

**Question 42:**

**Do you agree with the idea of expanding the current playing fields (Map 38) in the open space area at Rosemount ? Yes/No**

**Please briefly tell us the reasons why**

**Question 45:**

**Or do you think that the best alternative option for Strathmore and the Glens is to identify 3 of the smaller sites proposed in Blairgowrie (Map 42), Rattray (Map 43) and Alyth (Map 44)?**

**Please briefly tell us the reasons why**

**Question 43:**

**Which of the options would you consider to be appropriate for additional cemetery provision (Map 40)?**

**Please briefly tell us your reasons why.**

**Question 44:**

**Do you agree with the preferred option for a wider eastern expansion for Blairgowrie (Map 41); an extension of H64 (Map 42); redevelopment of Brownfield Land at Westfields in Rattray (Map 43); and inclusion of Annfield Place in Alyth (Map 44) to a generous and strategic housing land supply for Strathmore and the Glens?**

**Please briefly tell us the reasons why**