



# Main Issues Report

## Local Development Plan

September 2010

Development Plan Scheme   ►   **Main Issues Report**   ►   Proposed Plan   ►  
Modifications   ►   Adoption



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# Main Issues Report

This document is the Main Issues Report for the Perth and Kinross Local Development Plan. Published on 8 October 2010 together with its supporting documents, it is available in print and to view or download from the Council's website:

**[www.pkc.gov.uk/MainIssuesReport](http://www.pkc.gov.uk/MainIssuesReport)**

The documents will also be available for inspection at the address below as well as at all local libraries and area offices.

For further information and details of consultation events being held in October and November 2010 you can get in touch by calling 01738 475300, using the email address below or visiting the Council's website.

You are encouraged to make representations on the Main Issues Report and these should be in writing and received by Friday 14 January 2011. You can make representations online or using the addresses listed below.

**Local Development Plan Team  
Perth and Kinross Council  
35 Kinnoull Street  
Perth  
PH1 5GD**

**[DevelopmentPlan@pkc.gov.uk](mailto:DevelopmentPlan@pkc.gov.uk)**

**IMPORTANT** - Due to adverse weather conditions which have caused disruption for communities in the Perth & Kinross area the **consultation period has been extended until the 11th February 2011** as approved by Council on 15th December 2010.







## Foreword

I am pleased to introduce our Main Issues Report which is the beginning of the new development planning process for Perth and Kinross. It will eventually result in a Local Development Plan which will set out the Council's policies and proposals and guide development across the area up to 2024 and beyond.

The Main Issues Report identifies a proposed Vision for the future development of Perth and Kinross which seeks to build upon the special qualities of our area that make it an attractive place to live and do business, whilst at the same time protecting our most valuable assets. The challenge of achieving our Vision is not underestimated; its realisation will require the ongoing commitment of all parts of the public, private and voluntary sectors with an interest in the people and the environment of Perth and Kinross.

Welcome to the Main Issues Report for the Perth and Kinross Local Development Plan (LDP). The publication of this Report is a most important stage in the LDP process as it is the main opportunity for everyone to become involved in shaping the final content of the Plan. The document reflects the hard work and extensive dialogue that has taken place to date between the Council, key stakeholders, communities and developers, and I am positive that this preliminary work will only be further strengthened by a wider consultation with members of the public and other interested parties.

I would therefore like to take this opportunity to urge everyone with an interest in Perth and Kinross to make your views known in order to help shape the content of the Plan and ultimately the future development of our area.

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



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





## Contents

<b>Chapter 1: Introduction</b>	<b>9</b>
The Development Plan	9
The Local Development Plan	9
What is a Main Issues Report?	12
Consultation Process	12
Strategic Environmental Assessment (SEA)	13
What Happens Next?	13
<b>Chapter 2: The Vision</b>	<b>15</b>
Introduction	15
The Local Development Plan Vision Statement	15
Local Development Plan Key Objectives	16
<b>Chapter 3: Drivers for Change</b>	<b>19</b>
Sustainable Development	19
Demographic Change	19
Climate Change	24
Sustainable Economic Growth	26
Creating Quality Places	28
Infrastructure Needs and Constraints	29
<b>Chapter 4: Main Land Use and Delivery Issues</b>	<b>33</b>
Introduction	33
Housing Supply and Distribution	33
Economic Development	43
Employment Land	43
Tourism	46
Rural Businesses	48
Retail	49
Green Infrastructure	50
Climate Change	53
Infrastructure Delivery	59
<b>Chapter 5: Spatial Strategy</b>	<b>65</b>
Introduction	65
Perth Area	68
Highland Perthshire Area	98
Kinross–shire Area	113
Strathearn Area	125
Strathmore and the Glens Area	136
<b>Chapter 6: Policy Framework</b>	<b>149</b>
<b>Glossary</b>	<b>165</b>







# 1. Introduction

## 1.1. The Development Plan

1.1.1. The Scottish Government believes that the planning system is essential to achieving its central purpose of sustainable economic growth. This involves promoting and facilitating development while protecting and enhancing the natural and built environment.

1.1.2. A main delivery tool is the Development Plan which provides guidance to developers and investors and allows stakeholders, including the general public, to be involved in shaping the future of their area. The Development Plan provides the framework against which planning applications are assessed.

1.1.3. For the majority of Perth & Kinross, the Development Plan consists of two linked documents, the Strategic Development Plan (SDP) and the Local Development Plan (LDP). Both of these documents can be supported by statutory Supplementary Guidance. The Development Plan is not developed in isolation from other Council, public agencies or Government plans and strategies but gives the land use planning context to the issues which arise from these other documents.

1.1.4. The Strategic Development Plan (TAYplan) is jointly prepared by Angus, City of Dundee, Fife and Perth & Kinross Councils and considers strategic issues of cross boundary significance. The Local Development Plan must be consistent with the Strategic Development Plan. As encouraged by Circular 1/2009 Development Planning, the Local Development Plan will twin-track the Strategic Development Plan. However, to ensure that there are no difficulties with conformity, the LDP stages will always follow TAYplan. It must be recognised that any change to the TAYplan strategy either at the Proposed Plan stage or later through Modification may require to be reflected in the Local Development Plan. Further details of TAYplan can be found at the following link: <http://www.tayplan-sdpa.gov.uk/>

## 1.2. The Local Development Plan

1.2.1. The Local Development Plan will be the Council's statutory corporate document that guides all future development and use of land. It will act as a catalyst for changes and improvements in the area and shape the environment and economy of Perth and Kinross. The LDP will be reviewed at a maximum of five year intervals to ensure that an up to date Plan is in place to guide future development in the area. The LDP will replace the following Local Plans:

- Perth Area Local Plan (1995) Including Alteration 2000
- Perth Central Area Local Plan (1997)
- Eastern Area Local Plan (1998)
- Highland Area Local Plan (2000)
- Strathearn Area Local Plan (2001)
- Kinross Area Local Plan (2004)



1.2.2. Note: An area around and including St Fillans is contained within the Loch Lomond and the Trossachs National Park and as from October 2010 the Cairngorms National Park boundary is extended into northern Perthshire to include the Blair Atholl area and Upper Glenshee. The National Park Authorities are responsible for preparing the Local Development Plan within the Park boundary. The areas within the National Parks have therefore been excluded from the Perth & Kinross LDP.

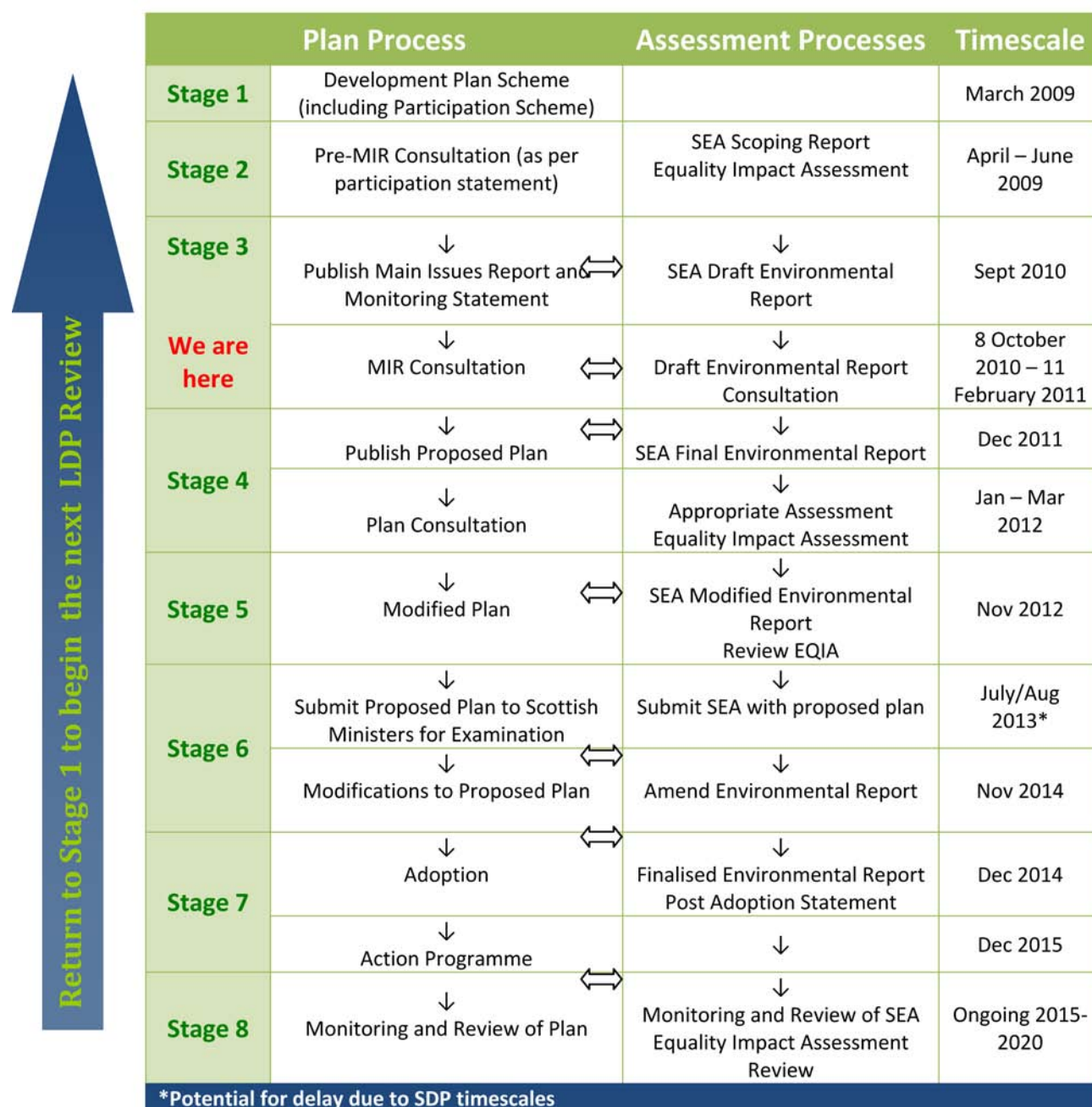
1.2.3. The Local Development Plan will also have an Action Plan which will be reviewed and updated every two years.

1.2.4. The process for the development of a LDP is a multi-stage one involving significant stakeholder involvement. The emphasis is to front load the consultation process getting input at the early stages of the plan development. The focus of this early involvement is this document, known as a Main Issues Report (MIR). Its purpose is to stimulate debate on the key issues to be addressed in the LDP.

1.2.5. The timetable for the LDP production is shown in the diagram opposite:



Figure 1 – Local Development Plan timetable.



Source: PKC Development Plan Scheme 2010.



### 1.3. What is a Main Issues Report?

1.3.1. The third stage of preparing the Local Development Plan is to publish and consult on a Main Issues Report (MIR). The MIR has been produced to stimulate discussion and encourage response. The MIR is not a Draft Plan but seeks views on which policy and development options should be included in the Proposed Plan (due to be published in December 2011). It also highlights the key changes (to land use zonings and other policies) that have occurred since the Structure Plan and Local Plans were prepared. The MIR is set out in the following sections:

- The Local Development Plan Vision gives a local context to the Vision set out in the Strategic Development Plan (TAYplan). In addition it develops the land use planning implications of the Council's Corporate Plan and its Single Outcome Agreement
- The Drivers are the main areas of change which the Plan must take account of
- The Main Issues Section sets out the main areas of change in land use and other policies from the last Development Plan
- The Spatial Strategy pulls together issues from the previous sections and sets out housing and other land use options for specific parts of Perth & Kinross. The strategy will be for the period until 2024 i.e. ten years from the intended date of adoption. Where appropriate, it identifies both preferred and alternative proposals except where there are no obvious alternatives to the preferred strategy
- The Policy Framework section sets out the new or changed issues from previous Local Plans which require a policy response. Those policies/policy areas which are being rolled forward without change are also identified together with topics which are suitable for Supplementary Guidance

1.3.2. The MIR is supported by the following documents:

- Adopted Local Plan Monitoring Statements April 2009
- Development Plan Scheme September 2010
- Accompanying Document containing Assessment of Sites and other Proposals submitted for inclusion in the MIR
- MIR SEA Draft Environmental Report
- MIR SEA Non-Technical Summary
- Shaping Perth's Transport Future SEA
- Shaping Perth's Transport Future SEA Non-Technical Summary
- MIR Habitats Regulations Appraisal
- Equalities Impact Assessment

### 1.4. Consultation Process

1.4.1. In preparing the MIR, the Council has engaged with and considered the views expressed by public agencies (SNH, SEPA, Scottish Water, Scottish Enterprise, TACTRAN, NHS, Historic Scotland, Transport Scotland and the Forestry Commission). In addition, the Council has consulted and received representations from landowners, developers, community councils, other bodies and the public, outlining





what should or should not be included in the Local Development Plan. In total some 600 representations were received and the majority are available for inspection on the Council's website. The MIR is the vehicle for everyone now to voice their opinion and become effectively involved in the content of the LDP. It is not expected that significant new issues will be raised at the Proposed Plan stage and therefore it is vital that communities and individuals make their views known at this stage.

1.4.2. The formal consultation period for the MIR will run for 14 weeks from 8th October 2010 to 14th January 2011. Representations should be submitted preferably by using the Online Local Development Plan (interactive web-based facility allowing representations to be made through the Council website), by e-mail or alternatively by written submission to the Local Development Plan Team at the address indicated below. All submissions must be received by the deadline of the 14th January 2011.

1.4.3. The Council has published a Participation Statement which forms part of the Development Plan Scheme and sets out the Council's commitment to engaging with residents, businesses and stakeholders in the Perth & Kinross Council area. Community engagement events have been organised throughout Perth & Kinross, further details of which are available through the Council's website [www.pkc.gov.uk/MainIssuesReport](http://www.pkc.gov.uk/MainIssuesReport)

1.4.4. To make your submission please use one of the following:

- Through the Online Local Development Plan [www.pkc.gov.uk/MainIssuesReport](http://www.pkc.gov.uk/MainIssuesReport)
- By email to: [DevelopmentPlan@pkc.gov.uk](mailto:DevelopmentPlan@pkc.gov.uk)
- Or in writing to: Local Development Plan Team, Perth & Kinross Council, Pullar House, 35 Kinnoull Street, Perth, PH1 5GD

## 1.5. Strategic Environmental Assessment (SEA)

1.5.1. The development of the MIR has been informed by the 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 identical. The Council must consult with the three Consultation Authorities – Historic Scotland, SEPA and SNH – as well as the wider public. In terms of consultation with the wider public, further details will be available on the Council website and various other communication methods accompanying the consultation for the MIR. Comments on the draft SEA should be submitted in the same format and 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 and this is likely to take about a year to bring together. If you have made a submission, you will receive an acknowledgement as soon as possible, however we can not advise how these comments will be addressed in the Proposed Plan until the Council has considered them at the end of 2011.

1.6.2. In order to keep you informed we will provide updates on progress through the Council's website, the LDP bi-annual newsletter and any other appropriate methods such as Perth and Kinross News.

1.6.3. Once the proposed LDP has been prepared it will be formally advertised and made available on the Council's website, at Council Offices and at public libraries. Those parties who commented on the MIR will be contacted directly. There will be a 12-week period to make representations on the Proposed Plan.



## 2. The Vision

### 2.1. Introduction

2.1.1. The Local Development Plan should give a local context to the Vision set out in the Strategic Development Plan (TAYplan) MIR:

“Our vision is of TAYplan as a sustainable region which is beautiful, vibrant, clean and green where the regeneration and growth of Dundee city region has made it a great place for people to live, work, invest and visit that does not create an unacceptable burden on the planet.”

2.1.2. In addition the Local Development Plan must take account of the Council's Corporate Plan Vision:

“Our vision is of a confident and ambitious Perth and Kinross with a strong identity and clear outcomes that everyone works together to achieve. Our area will be vibrant and successful; a safe, secure and healthy environment; and a place where people and communities are nurtured and supported.”

### 2.2. The Local Development Plan Vision Statement

2.2.1. The Local Development Plan Vision recognises the considerable strengths of Perth and Kinross and also the many challenges it faces. In particular it recognises that Perth and Kinross has experienced significant population growth in recent years and all indications show that this trend is likely to continue. There is a need to embrace this opportunity and ensure that the area's prosperity continues and improves; that the benefits are more widely and equitably shared; and that the environment is protected and improved. The Vision is of a Perth & Kinross which is seen as a dynamic, attractive and effective area whilst protecting its best assets and welcoming population and economic growth.

2.2.2. The majority of that growth focuses on Perth City and its Core area building upon its key role as the hub of the Council area. The growth in employment opportunities keeps pace with the population growth creating the critical mass to promote an improved retail, leisure and cultural offer serving the City and its hinterland. Growth of the Perth Core is matched by sustainable economic growth focused on the burghs of Kinross, Aberfeldy, Pitlochry, Crieff, Auchterarder and Blairgowrie with increased prosperity in the smaller towns, villages and rural communities.

2.2.3. Perth & Kinross has a good mix of rural and urban environments and we wish to protect and enhance this variety. We want to improve the distinctiveness of our towns, villages and neighbourhoods. We want growth to be undertaken sensitively and in keeping with our environment whilst providing enough dynamism to keep communities viable and prosperous.

2.2.4. Perth and Kinross' rural spaces are not just the source of food and



other raw materials; they supply and support the tourism industry, various economic enterprises and a wide range of environmental assets. Consequently, a well cared-for rural environment is a social and economic asset vital to the well-being of the area's citizens and to its future prosperity.

2.2.5. We attach significance to environmental concerns and wish to reduce our impact on our local and global environment. In particular we want to put a Plan in place that will allow us to adapt and prepare for future changes to our climate.

2.2.6. Our area – highly valued for the beauty of its natural and built environment – is a great place to live, work and visit, and should be developed in a way that does not detract from its attractiveness nor places an unsustainable burden on future generations.

2.2.7. We do not underestimate the challenge of achieving our vision which transcends the period of this Plan, and which will require the ongoing commitment of all parts of the public, private and voluntary sectors with an interest in the people and the environment of Perth and Kinross.

## 2.3. Local Development Plan Key Objectives

2.3.1. In order to deliver the Vision, the Plan must address a range of overarching issues. To assist the delivery, a set of objectives has been developed. These objectives will help shape the spatial strategy together with the specific policies and proposals of the Plan with the aim of contributing to sustainable development. These objectives set out below are not in any order of priority

### 2.3.2. **Creating quality places**

- Produce a more efficient settlement pattern by ensuring that the location of new development contributes to reducing the need to travel
- Protect and enhance the cultural and historic environment
- Ensure that new development enhances the environment and embraces the principles of sustainable design and construction
- Protect and enhance the character, diversity and special qualities of the area's landscapes to ensure that new development does not exceed the capacity of the landscape in which it lies

### 2.3.3. **Climate change**

- Improve the long term resilience and robustness of the natural and built environment to climate change
- Ensure that development and land uses make a positive contribution to helping to minimise the causes of climate change and adapting to its impacts

### 2.3.4. **Green networks and biodiversity**

- Conserve and enhance habitats and species of international, national and local





importance

- Identify and promote green networks where these will add value to the provision, protection, enhancement and connectivity of habitats, recreational land and landscape in and around settlements

#### 2.3.5. **Housing**

- Accommodate population and household growth and direct that growth to appropriate locations
- Ensure a continuous seven year supply of developable housing land
- Seek to ensure that the housing land supply accommodates the needs of the various sectors of the market

#### 2.3.6. **Economy**

- Provide the framework to increase the economic sustainability of Perth & Kinross by maintaining and providing locally accessible employment opportunities
- Ensure a continuous seven year supply of developable economic development land
- Provide a flexible policy framework to respond to changing economic circumstances and developing technology
- Promote the vitality and viability of shopping centres and reduce the potential loss of shoppers to retail centres outwith Perth and Kinross

#### 2.3.7. **Infrastructure**

- Identify and provide for new and improved social and physical infrastructure to support an expanding and changing population
- Establish clear priorities to ensure stakeholders and agencies work in partnership so that investment is co-ordinated and best use is made of limited resources to enable the delivery of the strategy
- Ensure investment in the renewal and enhancement of existing infrastructure is consistent with the strategy of the Plan in order to make best use of the investment embedded in our existing settlements





## 3. Drivers for Change

### 3.1. Sustainable Development

3.1.1. Whilst much of what is considered as sustainable development has long been a feature of good planning practice, it is now a requirement that the preparation of the Development Plan must be exercised with the objective of contributing to sustainable development. Planning authorities must have regard to guidance issued by Scottish Ministers and the principles of sustainable development which are embedded in National planning policy.

3.1.2. Consequently, the overarching aim of the Local Development Plan is to contribute to the sustainable development of Perth and Kinross by creating a positive planning framework to protect current assets and where appropriate identify sufficient land of a suitable quality in the right locations to meet expected needs for industrial, commercial and housing development. This must be done whilst reducing greenhouse gas emissions and adapting to climate change thus allowing growth in an environmentally sustainable way.

3.1.3. In order to do that it will be necessary to ensure that new allocations and the renewal of existing sites will provide for a full range of land and buildings for housing and businesses of all sizes and types. Dependence on car usage should be reduced through aligning jobs and services with homes; in summary the aim is to achieve the right development in the right place.

3.1.4. Sustainable development is a theme in itself and it permeates all aspects of the Plan as does the current economic situation. In addition, this chapter considers other significant drivers for change that are or are likely to affect the area. The five themes discussed below are:

- Demographic Change
- Climate Change
- Sustainable Economic Growth
- Creating Quality Places
- Infrastructure Needs and Constraints

### 3.2. Demographic Change

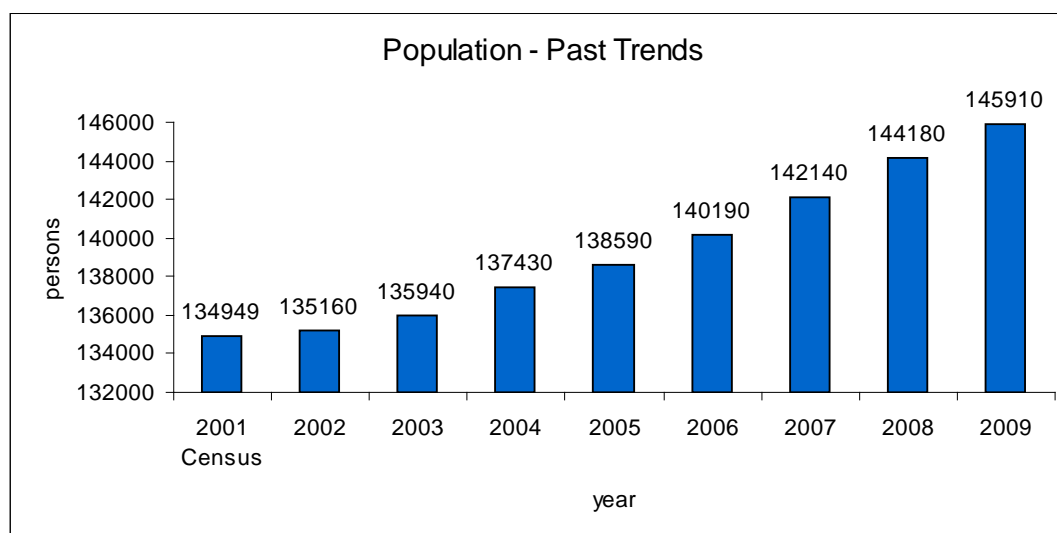
3.2.1. Meeting the challenges of a growing and changing population is one of the main functions of planning. From a housing perspective, one of the key challenges is predicting the future needs of an ever changing and mobile population.



## The changing demographics of Perth & Kinross

3.2.2. Perth & Kinross has been experiencing growth for a sustained period since 1971. The level of growth between 1971-81 was 1.7% increasing to 6.8% from 1991-2001. This rate of growth further escalated from 2001 onwards with an increase of 8.12% in the 8 years to 2009.

**Figure 2 – Estimated Population Increase 2001-09.**



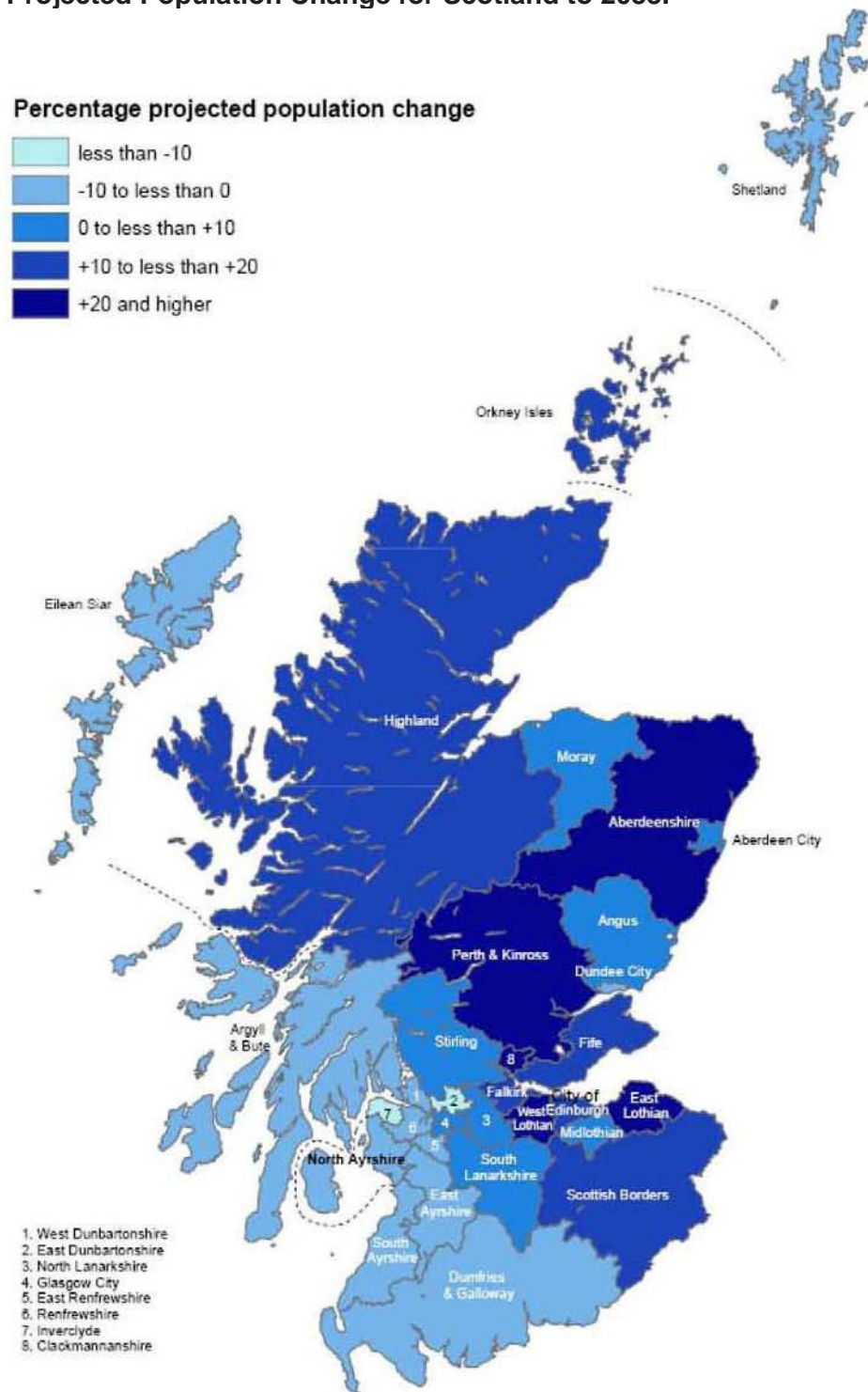
Source: Census 2001 & Mid Year Population Estimates 2002-2009.

3.2.3. Perth & Kinross continues to be one of the fastest growing areas of Scotland and reflects part of the general trend for the population from the former industrial areas of west central Scotland to move to more rural locations in east central Scotland.





Figure 3 – Projected Population Change for Scotland to 2033.



Source GROS 2010.

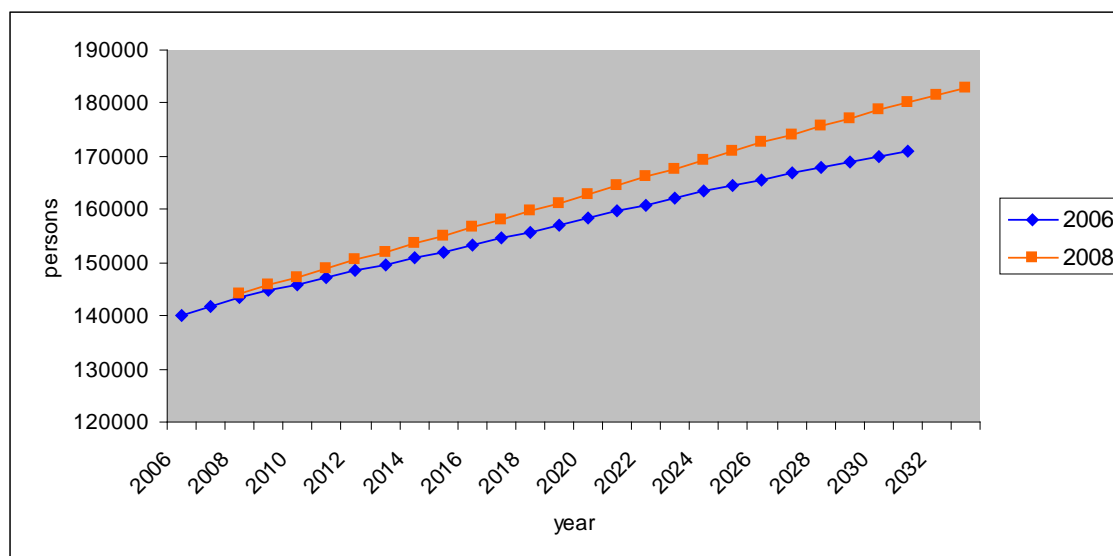


3.2.4. In recent years, natural change in the population has predominantly been decline with a greater number of deaths compared to births. This has been more than offset by in-migration from other parts of Scotland and the remainder of the UK with an increasing trend recently for migrant workers from Eastern Europe to locate in the area on a more permanent basis. (Short term migrant workers i.e. in the area for less than a year, are not included in the GROS estimates).

## Population Projections

3.2.5. The General Register Office for Scotland (GROS) provides bi-annual population projections for a 25 year period for Council areas in Scotland. These are projections based on past trends and do not take account of external influences e.g. the current economic climate. The 2008 based projection for Perth & Kinross suggests a population increase of 27% to 2033. This is significantly higher than the 2006 based projection of 22% to 2031. Both projections indicate that Perth & Kinross is set to remain one of the fastest growing areas of Scotland. The most recent projections were made before the onset of the current economic climate.

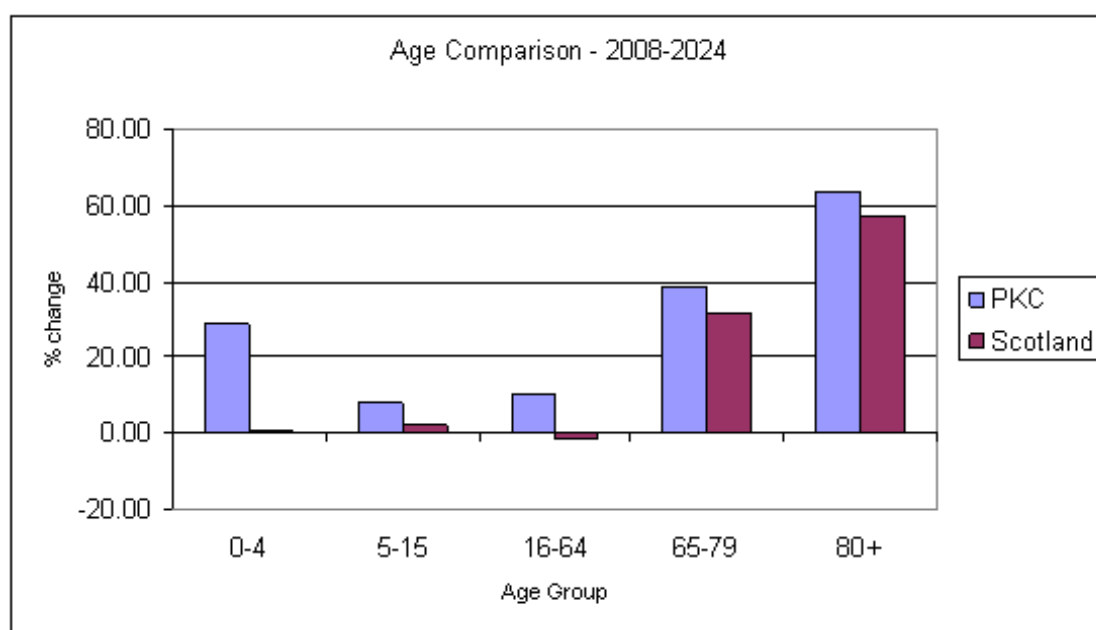
**Figure 4 – Comparison of the GROS 2006 and 2008 based principal population projections.**



Source: GROS 2006 and 2008 based population projections.

3.2.6. The GROS also provides projections of the age structure of the Council area. This shows that the trend for a significantly higher proportion of the population to be in the older age groups is set to continue and indeed accelerate over the Plan period. It is also evident that, whilst this is a national trend, the percentage increase in the older age groups present in Perth & Kinross is currently and will remain higher than the Scottish average.



**Figure 5 – Age structure comparison with Scotland 1991- 2001 -2024.**

Source GROS 2008 based population projections.

3.2.7. The increasing numbers of older residents in Perth & Kinross presents challenges in delivering Council services. For the land use planning system these include ensuring a flexible housing supply in sufficient quantities in order to meet the needs of the ageing population.

3.2.8. Although the percentage of the population in the school age bracket will fall, the overall trend in both the 2006 and 2008 based projections shows increasing numbers of school age children over the Plan period. This has a significant impact for the school estate and for the provision of education.

### **What is the impact of the current economic downturn?**

3.2.9. The population projections discussed above are based on past trends. The most recent 2008 based projections coincided with a period of significant economic growth in the UK coupled with recent high levels of in-migration which are reflected in the projections.

3.2.10. The level of in-migration to Perth & Kinross experienced in recent years has been dependent upon a mobile population. The level of affluence and the availability of mortgage finance previously facilitated mobility amongst the population whether it was younger families seeking employment and lifestyle changes or older age groups moving to the area to retire. The current economic downturn has had a major effect on the availability of mortgages, and in turn significantly reduced the mobility of the population. Therefore the biggest driver of population growth in Perth & Kinross, in-migration, is likely to be severely curtailed in the short and possibly medium term. It is not known when and if the mortgage market and the house building industry will return



to pre-2008 levels.

3.2.11. However, it is important to note that the inherent demand for housing both in terms of need and aspirations remains largely intact. It is the inability of individuals and the house building industries to access finance which is fundamentally inhibiting the delivery of housing. If economic recovery is faster than anticipated then population growth in Perth & Kinross is likely to resume with an associated upturn in house building.

3.2.12. The land use planning system has to be prepared to respond to any economic upturn and ensure that the lack of effective housing land does not become a constraint on general economic recovery. Should the planning system be unable to respond to economic recovery through a lack of identified effective housing land supply, there would be pressure to release housing land through ad-hoc decisions. This presents the possibility that the decision making process would respond primarily to the housing land shortage at the expense of longer term sustainability issues. This would also defeat one of the primary aims of the new planning system to be plan-led.

### 3.3. Climate Change

3.3.1. Coping with a changing climate is likely to be one of the greatest challenges of the 21st century as global warming makes its impact. It is recognised that the climate of Scotland is already changing and this will affect many aspects of our society, environment and economy and therefore our day to day lives. Over the last century it has got warmer and precipitation (rain, sleet and snow) patterns have changed with an increased frequency of heavy rain events. However, the weather from year to year is determined both by the long-term trend of climate change and the short-term natural variability. This means that not all future summers will be hot and dry, nor all winters warm and wet even though this is the general trend expected in future.

3.3.2. Climate change is already presenting challenges for Perth and Kinross' distinctive biodiversity and habitats, our built environment and infrastructure and remoter communities. Therefore it is crucial that we adapt to our changing climate and how we balance competing and conflicting demands to ensure that land is used in the best way for the long-term. It is essential that planning decisions are informed by the latest evidence on future climate impacts. The UK Climate Projections (UKCP09) provide a comprehensive package of climate modelling that can inform us about how Scotland's climate is likely to change over the current century and for the first time attach probabilities to the range of possible climate outcomes. They will help us make informed choices about how Perth and Kinross should develop over the next 50 years or so. Figures 6 and 7 below show the key findings from the projections.

**Figure 6 – Summary Climate Projections for lowland (Perth) in the 2030s (medium global emissions scenario).**

Air temperature	Average annual air temperature is likely to be 1.2°C higher. The average for the summer months is likely to be higher (1.4°C).
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Hottest day temperature	The central estimate for the change in temperature for the warmest day of summer is a 1.7°C increase
Coldest night temperature	The temperature of the coldest winter night is likely to increase by 1.3°C.
Precipitation	The central estimate for winter rainfall is an increase of 5.6%. The central estimate for the summer months is a decrease of 0.6%.

Source: UKCP09, DEFRA

**Figure 7 – Summary Climate Projections for upland (Ben Lawers) in the 2030s (medium global emissions scenario).**

Air temperature	Average annual air temperature is likely to be 1.3°C higher. The average for the summer months is likely to be higher (1.4 to 3.5°C).
Hottest day temperature	The central estimate for the change in temperature for the warmest day of summer is a 1.7°C increase
Coldest night temperature	The temperature of the coldest winter night is likely to increase by between 4 and 7°C.
Precipitation	The central estimate for winter rainfall is an increase of 2.1%. The central estimate for the summer month is a decrease of 7%.

Source: UKCP09, DEFRA.

Note: the data in figures 6 and 7 is based upon two representative grid squares, one upland and one lowland, for the medium global emissions scenario for the 2030s (2020-2049) in Perth & Kinross to show the variability of climate across the area.

3.3.3. Although uncertainty regarding the magnitude, timing, and location of impacts is inevitable, decisions still need to be made now. Many of the decisions being taken now will last for many decades. New houses, for example, have a design life of 60 years, and will most likely last longer. We already know that some 3,000 houses and 59 square kilometres of land are at risk from flooding or sea level rise in Perth and Kinross and already Perth and other major towns and villages have flood prevention schemes in place. Consequently, we need to factor the changing climate into the Plan now.

3.3.4. In introducing the Climate Change (Scotland) Act 2009, the Scottish Government set a world-leading level of ambition to reduce greenhouse gas emissions. The Act also established the legislative framework to pursue the Scottish Government's aim to promote climate change adaptation. We are required to produce a Local Development Plan in a way which will help deliver the Scottish Government's programme for adaptation to climate change. Sustainable land use will be important to the success of any climate change adaptation programme.





3.3.5. Consequently, the challenges of achieving sustainable development and dealing with the causes and impacts of climate change are some of the most serious and challenging we will face over the period of this Plan and beyond. Decisions therefore need to be robust under uncertainty, allow flexibility and scope for adjustments as the climate impacts become more certain. Poorly-designed developments in unsuitable places could damage the quality of life in a community and increase greenhouse gas emissions and equally importantly prevent or constrain the ability of others to manage, reduce or otherwise adapt to the effects of climate change.

3.3.6. There are two broad responses the Plan can make to climate change. Firstly, it can contribute to mitigation – which is action that can be taken to reduce greenhouse gas emissions, for example by ensuring people need to travel less to get to work or shop or supporting the development of renewable energy. While the Plan has a role to play in reducing the area's greenhouse gas emissions, because of the inertia of the climate system, some climate change is inevitable. Consequently, the plan has also to consider adaptation – which is action needed to minimise the adverse impacts of climate change and as importantly to take advantage of opportunities it might present.

## 3.4. Sustainable Economic Growth

3.4.1. Increasing sustainable economic growth is the overarching purpose of the current Scottish Government. Sustainable economic growth has been defined as:

'building a dynamic and growing economy that will provide prosperity and opportunities for all, while ensuring that future generations can enjoy a better quality of life too'

3.4.2. The Council's Economic Development Strategy 2009-2014 indicates that the overall picture over the past 6 years for the area continues to be one of economic growth, even though there are major challenges ahead as a result of the current economic situation. Perth & Kinross has always enjoyed lower unemployment levels than the national average and this remains the case with unemployment levels at June 2010 of 2.3% which was well below the Scottish average.

**Figure 8 – Employment by type of industry 2007.**

Type	Number	%
Financial services	8,100	13.2
Construction	4,300	7
Distribution, hotels and catering	18,000	29.3
Manufacturing	4,100	6.6
Other Services including energy	3,200	5.3
Public administration, education and health	15,100	24.6
Tourism	8,000	13
Transport and communication	2,500	4.1
Total	61,400	100



**Source: Perth & Kinross Council Economic Development Strategy 2009-14.**

3.4.3. The Scottish Government has identified the key industries (Life Sciences, Energy, Financial Services, Tourism, Food and Drink) which are the primary national drivers of sustainable economic growth. Some of Scotland's key industries are well represented in the Perth & Kinross economy, as shown in Figure 8. For example tourism and the financial services industries each account for at least 13% of current employment levels in Perth & Kinross. Figure 9 indicates the main employers within Perth & Kinross.

**Figure 9 – Main employers in Perth & Kinross.**

1	Perth & Kinross Council
2	Perth Royal Infirmary
3	Scottish & Southern Energy
4	Aviva
5	Vion (previously Grampian Foods Ltd.)
6	Perth College

Source: Perth & Kinross Council

3.4.4. The Council's Economic Development Strategy 2009-14 identifies that the key employment sectors for Perth & Kinross are food and drink, crafts and tourism, agriculture and retail. Whilst businesses employing more than 50 people account for 52% of our workforce, over 83% of all businesses within Perth & Kinross, including many within the tourism sector, employ fewer than 10 people and are very important to the local economy. It is important to recognise that the development of further SMEs is important for the future growth in Perth & Kinross. This growth should therefore be promoted and catered for with flexible sites that will allow for start up businesses and for expansion or relocation as and when required.

3.4.5. Planning has a key role to play in terms of economic development, not least in ensuring that an appropriate range and choice of development opportunities are provided. The Local Development Plan will need to recognise and be responsive to the current economic conditions and the resulting changes to the business landscape, but also allow for improved conditions longer term. The challenge is to create the best possible environment for competitive businesses, entrepreneurship and innovation to flourish. Key issues for the LDP are:

- the identification of an adequate supply of employment land
- ensuring the policy framework is flexible to meet the diverse needs of the local economy

## The Rural Economy

3.4.6. Whilst the rural economy has, and will remain, dominated by the agricultural and tourism sectors, its diversification has been aided by growth in the digital economy, making rural and home based business a more practical and realistic



proposition. This has opened up opportunities for new ways of working and doing business across various sectors of the economy although speed and availability of broadband is an issue in parts of Highland Perthshire. Modern communication technology can help to both disperse economic activity and reduce existing commuting levels. Whilst many such businesses can operate from home, some require small, often low cost sites. In recent years many of these sites have been lost to housing as high housing land values have priced out business land acquisitions. The shortage of such opportunities sites for rural business can result in these businesses seeking sites in inappropriate locations in the open countryside.

## Retailing and Town Centres

3.4.7. Perth is the major centre for retailing in the Plan area and serves a catchment which extends beyond the Council boundaries.

3.4.8. Despite the currently economic situation, the retail industry is still predicted to grow in Perth and in particular the comparison goods sector. Whilst leakage (i.e. money spent outwith the authority area) is modest at 20%, it is higher amongst the clothing and furnishing categories. The 2006 Perth & Kinross Retail Review estimated that this leakage will amount to £101 million in 2012 and £118 million in 2016. If particular retail demands, such as young fashion, cannot be provided within Perth then people will travel elsewhere to meet their needs.

3.4.9. The 2006 Retail Review has indicated that there is capacity for further comparison retailing within Perth City Centre. Using low and high scenarios, between £74 - £104 million spare capacity is projected to 2012, and a further £64 - £100 million to 2016. This would support up to 23,000 square metres of additional gross floorspace to 2012 and up to a further 21,000 square metres gross between 2012 and 2016. For bulky goods, the projections are £19 - £29 million and £17 - £28 million respectively (up to 14,000 square metres gross to 2012 and up to 13,000 square metres gross from 2012 to 2016). However, this has to be tempered by the current economic climate and people's ability and willingness to spend on non-essential items.

3.4.10. The area's other town, village and neighbourhood centres will also require some level of safeguarding and improvement to ensure their vitality and viability is maintained and improved in some cases. It is important to recognise the role of the former burghs serving rural hinterlands which can reduce the need for people to travel to Perth for day to day needs.

## 3.5. Creating Quality Places

3.5.1. Improving the environment and the sustainable use and enjoyment of it, is one of the Government's National Outcomes. This supports sustainable economic growth with high environmental quality being an important component in attracting investment into an area. The Local Development Plan needs to ensure that new development safeguards and enhances environmental quality and creates quality places.



3.5.2. Quality places are places which display quality design, are energy efficient, function well and reflect and enhance the local context in relation to the natural and built assets of the area. They may be urban or rural environments, but above all they are places in which we can feel comfortable in whilst fulfilling our daily needs. The driver centres around:

- The creation of mixed functional communities through improved design of individual and groups of buildings, the spaces between them and their relationship to surrounding building and activities
- The protection and improvement of the natural and built environment
- The provision of healthy environments
- Ensuring that new development and existing communities can reduce their carbon footprint through reducing energy consumption and obtaining residual energy needs from renewable sources

3.5.3. The design quality of our buildings and public spaces is fundamentally important. They set the scene for our lives and help to create positive environments that nurture and inspire us, as individuals and as communities. As indicated in its Placemaking Guide, the Council believes that high standards in architecture and design should be promoted. Good design, using local sources of material, supports our economy, maintains local character and meets the challenge of creating a dynamic Perth and Kinross with a strong visual identity and sustainable future. High standards of design are inclusive and should be afforded to all users of buildings and spaces, no matter what their perceived importance. Positive environments are created from distinctive architectural forms and spaces. Sustainable development is achieved through a close relationship between conservation, regeneration and innovation, balancing dynamic change on the one hand with conservation on the other; creating a place recognised for its heritage but also for its vision and vitality.

3.5.4. There are now greater expectations of the natural environment and what it can provide from active and passive recreation, food production, energy generation, waste recycling through to matters which are more difficult to define such as improving health and wellbeing. Greater use is also being made of the planning system to implement strategies dealing with issues which had been thought to be outside its remit such as the protection of designated species, the enhancement of biodiversity and creating green networks.

## 3.6. Infrastructure Needs and Constraints

3.6.1. The increase in the population of Perth and Kinross and a change in the household composition have left much of the existing infrastructure at capacity, constraining and impacting upon the viability of new development across the Council area.

3.6.2. If we are to deliver sustainable development, essential infrastructure requires to be in place or be capable of being delivered to support the development. All development sites tend to require a degree of infrastructure investment. This investment will vary depending on individual circumstances from small development sites which only require services to be brought onto the site from an adjacent public





road, through to large scale projects which require many millions of pounds of investment. Where infrastructure costs are high this could render many developments uneconomic unless the costs are shared amongst a range of developments potentially benefiting from the improvements, or the investment is subsidised by the public purse.

3.6.3. Throughout the 1990s and through to the early part of this century, a lack of capacity at local wastewater treatment plants was perhaps the biggest development constraint facing Perth and Kinross, but generally these constraints have been lifted due to increased investment from Scottish Water in wastewater treatment works. This investment does not however extend to the trunk sewers serving them.

3.6.4. The key infrastructure constraints which have the potential to render sites ineffective, centre round major pieces of capital investment including:

- The school estate
- Major trunk sewers and water mains
- Strategic road network capacity

## Primary Schools

3.6.5. The school estate comprises 71 non denominational and 3 denominational primary schools, many of which are at or near capacity. At September 2010, 82% of primary schools are projected to be at or near effective operational capacity by the time currently consented development is completed. Primary school catchments where no issues are present are mainly located away from the main areas of development pressure and are small schools with a limited capacity.

**Figure 10 – Summary of Primary School operational capacity levels**

3 Denominational schools which provide additional school places where available.	100% at or near effective operational capacity September 2010
71 Non denominational primary schools.	82% at or near effective operational capacity September 2010
13 with no capacity issues	18.3%
14 close to effective operational capacity and may exceed capacity during plan period	19.7%
44 above effective operational capacity	62%

3.6.6. The number of children in the 5-11 age group is set to increase during the Plan period from 11,000 to 13,000 (Source: GROS) in Perth and Kinross.

3.6.7. The effective primary school operating capacity level has been calculated at 80% of full capacity since at this capacity some, but not all, of the primary streams are full or approaching it and the ability to accommodate children of any age to classes will become compromised. 80% capacity allows sufficient space to reorder classes





if the age profile of the school roll changes, allows some placing requests to be accommodated and tries to ensure that children moving into a catchment area during an academic year can be accommodated. There is also a need for time to consider impact, plan, seek approval for any adjustments to the capital plan, design and build the accommodation whilst minimising disruption to the education of existing children at the school – there are specific times of the year when this is more suitable than others.

## Secondary Schools

3.6.8. The secondary school estate in Perth and Kinross does not currently have operational capacity issues. With the increase in the number of children entering primary school set to increase throughout the lifetime of the Plan this issue will however need to be monitored.

## Road Network Capacity

3.6.9. Perth is a key strategic route in the Scottish transport network and this is recognised in National Planning Framework 2. At present, the city centre which consists of a mix of strategic and local roads does experience problems of high levels of traffic. This problem is expected to become more prominent in the coming years due to general background growth in traffic levels, and more importantly, satisfying future development needs.

3.6.10. In the local context, on the basis of a thorough review of the road network in and around Perth, it is expected improvements will be required in infrastructure to offset problems at Charlotte Street / Atholl Street, Bridgend, Feus Road, Riggs Road and the main A93 link through the centre from Glasgow Road to South Street. There are particular problems caused by the limited capacity on City Centre bridges over the Tay.

3.6.11. It is of note that these are areas that currently suffer from issues of air quality. It has been established that rising levels of vehicular traffic is the major cause of deterioration of air quality in Perth City, recently designated as an Air Quality Management Area.

3.6.12. In the strategic context, there are capacity problems at some of the key junctions around Perth, the main problems being Broxden Roundabout, Inveralmond Roundabout and the A9/A85 junction at Crieff Road. These junctions cater both for strategic traffic travelling beyond the immediate Perth area but also act as an important access point for local traffic accessing a range of destinations within Perth.

## Funding Infrastructure

3.6.13. Local Authorities and other service providers have traditionally delivered new infrastructure including roads, schools, water and drainage. With restrictions on public funding, in recent years there has been an increasing tendency for infrastructure to be provided by developers in order to mitigate the impact of new development. The Council has a number of developer contribution policies to address specific infrastructure issues including contribution towards primary education across Perth &



Kinross and new junctions on the A9 at Auchterarder. This approach has not solved many of the large scale existing problems but has allowed developments to progress where a localised infrastructure issue has been identified. With the economic downturn, the ability of developers to provide infrastructure for their development is being questioned.

3.6.14. Achieving sustainable development requires the Local Development Plan to ensure that an appropriate level of infrastructure and services is either available or capable of being delivered to support the needs of the proposed development. In the current economic climate this presents one of the greatest challenges for the Plan. It is clear that in addition to developer contributions, a number of other models are emerging and these will require investigation including joint ventures between public and private sectors and Tax Incremental Funding mechanisms, the last of which may be appropriate only in a limited number cases for non-residential development.



## 4. Main Land Use & Delivery Issues

### 4.1. Introduction

4.1.1. This section deals with the Main Issues which will help shape the Proposed Plan and its spatial strategy. It concentrates on areas of change where a new response is required to meet projected demand or changing circumstance. It does not address those areas where the approach or policies of the current Development Plan are likely to be carried forward into the Local Development Plan. This does not imply that those issues or policies are less important, indeed many environmental policies, for example, are key to ensuring that sustainable development is delivered. Those policies likely to be carried forward into the Local Development Plan with no or minimal change are identified in Chapter 6. This chapter also identifies issues that require a new or revised policy response.

4.1.2. Five Main Issues are identified and discussed below and within each a number of key questions or issues are raised. Where appropriate, reasonable options are discussed and a preferred option identified. As with the discussion of the Drivers in Section 2, two cross-cutting factors impact on all of the main issues i.e. the requirement to deliver sustainable development and the current economic situation. The Main Issues discussed below are:

- Housing Supply and distribution
- Economic Development
- Green Infrastructure
- Climate Change
- Infrastructure Delivery

### 4.2. Housing Supply and Distribution

#### Key Issue 1 – How many houses are required?

4.2.1. The TAYplan Main Issues Report sets out both population and housing projections for Perth & Kinross. These projections are used to inform this Report. It should be noted that it is a requirement of the planning legislation that the Local Development Plan is consistent<sup>1</sup> with TAYplan, which consequently leaves only limited scope for the Local Development Plan to diverge from the TAYplan projections.

<sup>1</sup> Section 16(6) Planning etc. (Scotland) Act 2006

4.2.2. The TAYplan projections are based on the GROS 2006 based population projection. The GROS has now produced a more recent set of projections (2008 based) which forecast a higher rate of growth. These later projections were made at the height of the previous economic boom when migration into Perth & Kinross was at its highest and were based on trends which predated the current economic downturn. This downturn has fundamentally affected the housing market in the short to medium term and is very likely to slow down in-migration to Perth & Kinross. At the present time the



various scenarios for the recovery in the housing market all point to the GROS 2006 based projections being at the higher end of any likely outcomes to 2024 and make the 2008 base projections look very optimistic indeed.

4.2.3. The TAYplan projections are to 2032 and require to be extrapolated back to 2024 to reflect the Local Development Plan timescale. This results in an estimated population of Perth & Kinross at 2024 of 163,327. If this level of growth is to materialise, TAYplan estimates that between 910-990 additional houses will need to be constructed per year. This suggests that a total of up to 13,860 houses may be required for the Plan period 2010-24. These projections should not be viewed as targets for growth, but as aims for the land use planning system to assist in the delivery should such growth materialise. It must be recognised that any change to the TAYplan strategy either at the Proposed Plan stage or later through Modification may require to be reflected in the Local Development Plan.

4.2.4. With the current economic downturn fundamentally impacting on the housing market, targets for the overall number of houses become less important than ensuring an adequate supply of housing land is available to respond to any upturn in the market. Scottish Planning Policy states that an effective supply of land for at least 5 years should be maintained at all times. With the upper end of the TAYplan projections estimating a requirement for 990 houses per year equating to a 5 year supply of land for 4950 houses, this is in effect the minimum requirement. The Council is keen to ensure that housing land supply is more than able to respond to any upturn in the housing market.

4.2.5. Perth & Kinross Housing Land Audit identifies what is referred to as the “5 year effective housing land supply”. This has traditionally been used as the indicator of the effectiveness of a Plan with regard to housing land supply. This indicator is not currently appropriate as one of the main criteria used is marketability of the housing supply. In the current market conditions, this has reduced the effective supply significantly as house builders claim many sites are currently not marketable or have a very low sales potential, in some cases only 10% of pre 2008 levels. It is only in a buoyant market anything approximating a build rate of 990 houses per year would be reached and therefore the indicator requires to be related to assumptions about buoyant market conditions.

4.2.6. In accordance with the Council’s Single outcome Agreement with the Scottish Government, it is considered desirable to seek to build up the effective housing land to a 7 years supply. This can not be done instantly as additional supply may be dependent upon a number of factors including overcoming infrastructure constraints or being subject to objections to the Local Development Plan. Accordingly, whilst the Proposed Plan when published will seek to identify a minimum of a 5 year supply of effective housing land, the preferred option is for the associated Action Plan to seek to increase the effective supply to 7 years by 2015, which equates to land for an additional 7070 houses.

**Q1 – Do you agree that the LDP should seek to provide a 7 year effective housing land supply? Please provide reasons for your answer.**

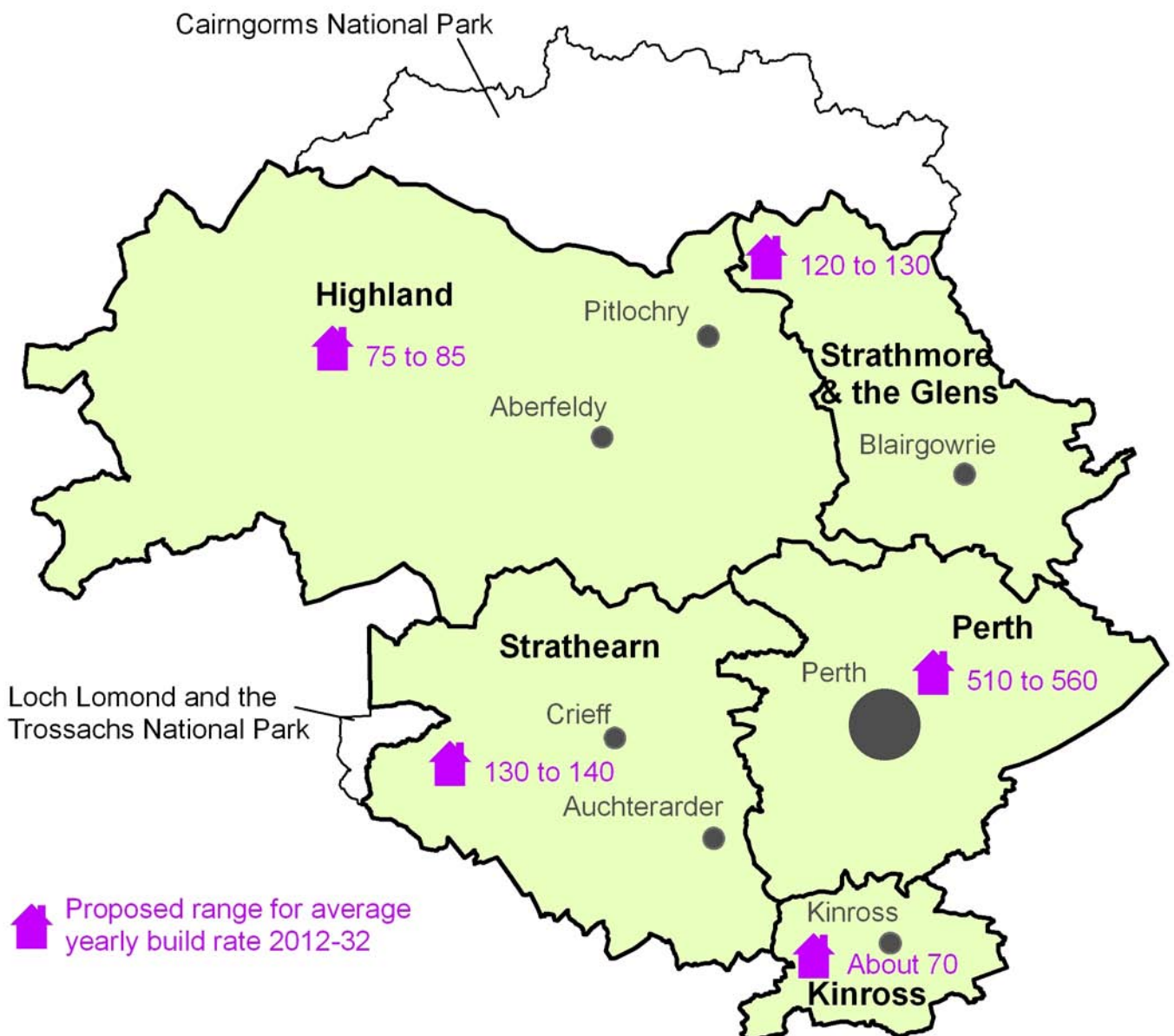




## Key Issue 2 – Distribution at Housing Market Area level

4.2.7. A Housing Market Area (HMA) represents the spatial area where existing households live or work, and within which they would also be willing to search for alternative accommodation; they are geographical areas which are relatively self-contained. The identification of functional HMAs provides the spatial dimension to assessing housing need and demand across the Perth & Kinross area. The HMAs were derived by analysing the movement patterns of house purchasers using transaction data from the Register of Sasines and the methodology published by Communities Scotland (Housing Market Areas in Scotland: Definition and Review, December 2003). TAYplan identifies the housing requirements for each HMA, see Figure 11.

**Figure 11 – TAYplan new housing projected requirements split by Housing Market Area**





Note: As from October 2010 the Cairngorms National Park boundary is extended into Perth & Kinross. The National Park Authority inherits the Development Planning functions for the land within the Park and as a result the area to be included in the National Park has been excluded from the Perth & Kinross Local Development Plan. The TAYplan housing projections are based on the entire Council area including the area within the National Park. The average number of housing completions within this area over the past 5 years was less than 10 per annum. As a consequence the total housing requirement per year for the Highland HMA has been reduced by a conservative 5 per year. For the Loch Lomond and the Trossachs National Park, no reduction has been made to the Strathearn HMA because the numbers involved are so small.

## Amendments to the TAYplan Housing Requirement

4.2.8. It is for the Local Development Plan to consider whether any local circumstances warrant any adjustments to the TAYplan housing land distribution. Four issues warrant some consideration, each of which is discussed below.

4.2.9. The Kinross Housing Market Area (HMA) is an area of very high demand and some additional land allocations will be required in order to maintain an effective supply of land. The SEA has assessed the impact of seeking to accommodate the level of growth resulting from the projected increase in population. Whilst the potential for a significant environmental impact arising from increased levels of demand was identified as an issue across the whole of Perth and Kinross, the level of environmental constraint is particularly high in the Kinross-shire area. This is primarily due to the potential for a significant adverse environmental impact on Loch Leven. As a result, and in accordance with the precautionary principle, the preferred option is for 10% of the requirement arising in this area to be reallocated to the Perth HMA where there are more opportunities to accommodate additional development without having a significant environmental impact.

4.2.10. The increasing number of second homes in Highland Perthshire and the impact on house prices has been a concern for some time. It was previously considered that there was a need to identify further housing land in the Highland HMA to compensate for those houses which are likely to fall into the second homes market. Consideration was given to providing a 10% additional housing land allowance to compensate for the impact of second homes in the Highland HMA. Recent research, however, suggests that the percentage of second homes in Highland Perthshire has been falling since the 2001 census. The preferred option is therefore to make no additional allowance for the impact of second homes in the Highland HMA.

4.2.11. Small Sites, i.e. sites of less than 5 houses, traditionally make a significant contribution to housing land supply but, with the exception of the Highland Housing Market Area, no allowance is made for them in the housing land requirement as they are generally viewed as additional, offering a degree of flexibility. Within the Highland area, 30% of all completions between 2000 and 2009 were on sites of 5 or less. This compares with the Perth & Kinross average of 14%. This reflects the dispersed nature of the Highland area and the predominance of small settlements, communities and smaller development opportunities. As the small sites component is a critical part of the overall housing supply in Highland area, the preferred option is to assume that 15% of the overall requirement will come from this source.



**Q2 – Do you agree with the proposed adjustments to the TAYplan MIR housing requirement, namely a 10% reallocation from the Kinross HMA to the Perth HMA, and an assumption that 15% of the overall housing requirement in the Highland HMA will come from small sites? If not, please provide a justification.**

4.2.12. Windfall sites are those sites that are not specifically identified for development but which become available for development during the life of the Plan. These have in the past made a significant contribution to the housing land supply particularly in the Perth and Highland HMAs. As the Local Development Plan comes forward and new housing sites are identified, it is anticipated that the amount of land coming from this source will decrease. Nonetheless, it is expected that more than 10% of the land supply will come from 'windfall'. As a result the preferred option is to assume 10% of the overall housing land requirement will be met by windfall sites.

**Q3 – Do you agree with the assumption that 10% of the overall housing land requirement will be met by windfall sites? If not please provide a justification.**

### **Key Issue 3 – how much additional housing land needs to be identified?**

4.2.13. The Local Development Plan builds upon the current Local Plans for Perth & Kinross which identify a range of housing sites, many of which have yet to be started or completed. These sites contribute to the effective housing land supply. The new Plan must concentrate on identifying the additional housing land requirement over and above the current effective supply and taking account of the potential land likely to come forward as windfall opportunities.

4.2.14. Figure 12 below identifies the revised housing land requirement to 2024 to provide a seven year effective housing land supply, and Figure 13 indicates the total additional housing requirement to 2024.

**Figure 12 – Revised housing land requirement 2010-2024. Note - All figures rounded to nearest 5.**

Housing Market Area	Revised requirement per annum (Upper limit)	Revised requirement 2010-24	5 Year Effective Housing Land Supply	7 Year Effective Housing Land Supply	Comment
Highland	85	1,190	425	595	Reduced by 5 houses to reflect removal of part of the area to Cairngorms National Park



Kinross	60	840	300	420	Reduced by 10% for environmental constraints
Perth	570	7,980	2,850	3,990	Increased by 10% from Kinross
Strathearn	140	1,960	700	980	
Strathmore & Glens	130	1,820	650	910	
Total P & K	985	13,790	4,925	6,895	

Source: PKC

**Figure 13 – Additional housing land requirement to 2024.**

Housing Market Area	A= Revised requirement 2010-24	B= Effective Supply at March 2010 Audit	C= Allowance from Windfall Sites (10%)	D= Allowance from Small Sites	E = B+C+D	Additional houses required = A-E
Highland	1,190	270	120	180	570	620
Kinross	840	390	80		470	370
Perth	7,980	2820	800		3620	4,360
Strathearn	1,960	1310 <sup>1</sup>	200		1510	450
Strathmore & Glens	1,820	520	180		700	1120
Total P & K	13,790	5,310	1,380	180	6,870	6,920

Source: PKC. Note – All figures rounded to nearest 10.

<sup>1</sup>The effective supply has been reduced by 200 to take account of that proportion of the major development in Auchterarder which is likely to be built beyond 2024

## Key Issue 4 – Greenfield Land and Housing Density

4.2.15. Scottish Government guidance and good planning practice encourage new development to utilise brownfield land where possible. However, the availability of brownfield sites in Perth & Kinross is extremely limited. The 2010 audit of Vacant and Derelict Land contains only 53ha of which about 65% is not considered suitable for housing. As a result, much of the pressure for new development will be accommodated on greenfield land around the towns and villages of the area. Much of this land is prime quality agricultural land which is an important national resource. It is important that this resource is used sparingly and wisely. This can be achieved through higher density



development but this must not be at the expense of good design.

4.2.16. One option open to the Council would be to apply across the board minimum density policies, but this may inhibit the ability to reflect local character. The preferred approach would be to apply minimum density policies to larger greenfield sites of over 2ha to ensure the efficient use of land and an appropriate mix of house size and types.

4.2.17. The proposed Plan will require to identify appropriate densities for each site brought forward. The downturn in economic circumstances has seen developers re-designing some consented sites where development has not been completed to replace larger detached units with an increased number of smaller units. In addition, the application of the Council's affordable housing policy requiring 25% of units to be affordable has also resulted in the average density of larger sites increasing. From research into current housing applications, the density ranges proposed in the draft Eastern and Kinross areas Local Plans are still applicable, although the ranges could be extended to provide greater flexibility. The indicative figures below have been rounded up to the nearest multiple of 5 to emphasise they are indicative and not specific.

**Figure 14 – Proposed Housing Density Ranges.**

Density	Range (per ha)	Indicative no. (per ha)
Low (housing)	<10	5
Medium (housing)	11 – 25	20
High (housing)	26 – 40	35
High (flatted/sheltered)	31 – 65	55

Source: PKC.

**Q4 – Do you agree with the proposal to apply minimum density policies to larger greenfield sites of over 2ha? Please give reasons for your answer. Are the density ranges suggested in figure 14 appropriate? If not, why not?**

## Key Issue 5 – Taking a long term view

4.2.18. Meeting the land requirements in the Perth Core area in particular will be a major challenge with land for over 4000 houses to be identified. The preferred option is to identify a range of major strategic sites capable of accommodating new or expanded sustainable communities providing upward of 500 houses each. These new communities will require to make provision for not just housing but also social, community and employment uses. Most will require major infrastructure investment, and will take many years in the planning process which necessitates taking a long term view beyond the life of this Plan. Many of these strategic allocations may not deliver effective land allocations until the later part of the Plan period although may continue to deliver Perth requirements for a further 10 to 20 years.

4.2.19. The alternative is to rely on small scale incremental expansion of





settlements, but many of these have no more capacity to accommodate growth. In addition, the need to provide expensive infrastructure means that larger scale development is often more cost effective.

## Key Issue 6 – Meeting the need across all market sectors

4.2.20. The growth in population, the changing demographics and the changes in household composition requires a response from both the housing market and the land use planning system to make provision for all sectors of the housing market. Traditionally this has been focused on a simple division between Affordable Housing (typically supported by public sector finance) and private sector housing. The provision of the private sector element has to a large degree been left up to market forces. This has resulted in the private sector, quite understandably, meeting the needs of those sectors in the market which deliver the highest returns. In recent years this has resulted in a concentration on houses at the higher end of the market and this is particularly noticeable in certain areas. Lower cost houses without public subsidy and mid market houses have been under provided. The market has also perhaps been slow to respond to the varying needs of customers and the move towards lifetime homes which are adaptable to residents' needs as their circumstances change.

4.2.21. The Housing Need and Demand Assessment (HNDA) provides the evidence base (considering the housing system as a whole and taking in all tenures) for defining housing supply targets in local housing strategies. The HNDA takes a detailed look at the housing market, going beyond identifying numbers to address the likely future demand for varying sizes and prices of houses. It also looks at the demand for more specialist housing and, perhaps more fundamentally, the affordability of housing. The HNDA research indicates that:

- Across Perth and Kinross there is high housing need with approximately 5,300 households in current housing need over the whole housing market. Within this the HNDA breaks down the figure to 2,650 households in current Affordable Housing need
- The Affordable Housing need is spread widely across all five Perth & Kinross housing market areas
- A proportion of the Affordable Housing need should be met through household adaptations and other interventions in the market place but it estimated there are 574 households annually who will need affordable housing
- Perth and Kinross has a higher proportion of older person households than is the case nationally and this is projected to increase notably over the next 10 years with GROS projections estimating an increase of 20% over the period 2008 to 2018. There will be an increasing and substantial demand for housing across all tenures which is built specifically or can be adapted to suit the needs of older people with particular needs (for example very sheltered housing or housing with care)
- The younger working population (16-34 age group) is set to grow by 19% over the next 10 years (GROS Projections 2006-2031). It is this group which forms the majority of newly forming households and participate in the starter market for housing. This may positively affect demand for smaller properties, low cost home ownership and lower to middle market home ownership options





- The level of second homes in Perth and Kinross is 3%, which is higher than the Scottish national average of 1%
- The average house prices are high in all HMAs but within the Highland, Kinross and Strathearn HMAs they are significantly higher than the Perth & Kinross Average
- Average earnings in Perth and Kinross are lower than the Scottish national average; this coupled with relatively high property prices makes affordability a key issue

**Figure 15 – Average House Prices at 2007.**

Housing Market Area	Average House Price (Weighted)
Greater Perth	£144,827
Highland	£190,624
Kinross	£191,676
Strathearn	£170,216
Strathmore & the Glens	£147,155
Perth & Kinross	£153,335

Source: Sasines 2007.

4.2.22. The HNDA summary report may be found at [www.pkc.gov.uk](http://www.pkc.gov.uk)

4.2.23. The HNDA research was completed as the initial effects of the current economic downturn were being felt. Significant changes have occurred since that research was completed; pressures on public sector finance are more severe, the crisis is likely to last far longer than anticipated and all of this is likely inhibit accessibility to appropriate housing.

4.2.24. The Council's Housing and Planning functions work closely to ensure the preparation of the Local Housing Strategy (LHS) and Local Development Plan (LDP) are closely aligned. The LHS considers the housing system as a whole and includes the housing supply targets providing the strategic direction for addressing housing need and demand and informs future investment in housing. The main land use planning issues arising out of the LHS are:

4.2.25. Affordable Housing – The Council operates an Affordable Housing Policy which seeks to ensure that all housing developments of 5 or more houses contribute to local and national objectives to ensure the development of an appropriate mix of housing tenures. This amounts to an affordable housing contribution of 25% on all sites excluding Perth City Centre where 50% is currently required. The general requirement has worked well over a number of years and has greatly assisted in overcoming the lack of land available for affordable housing which was prevalent prior to the policy being introduced. Within the City Centre a 50% contribution has been difficult to achieve since applicants have been able to prove that such a requirement would render the site uneconomic.



4.2.26. Although the current policy has worked well, it is recognised in the current economic climate that the amount of Scottish Government grant available to Housing Associations is unlikely to keep pace with the availability of sites. In addition, the demand for affordable housing may require greater flexibility in the policy and guidance, particularly to encourage the provision of housing at the lower end of the private market range.

4.2.27. The preferred option is to retain the policy of requiring 25% of sites to contribute towards Affordable Housing across all of Perth & Kinross removing the higher 50% requirement in Perth City Centre. The policy will also require to identify mechanisms for greater flexibility in the policy to assist in the provision of low cost, but unsubsidised, housing. Consideration will also be given to bringing forward guidance on the provision of a reduced number of built units in lieu of the 25% affordable housing site contribution.

**Q5 – Do you agree with the policy of requiring 25% of sites to contribute towards Affordable Housing, including in Perth City Centre?**

4.2.28. Housing with care - The increasing requirement for housing for those requiring some form of support or care requires to be tackled through two key areas. Firstly and in line with creating mixed communities, encouragement must be given to ensure on suitably accessible larger development sites that the housing mix caters for older people. This can be done by providing housing directly catering for this group or in the form of housing which is adaptable to their needs as they develop. Consideration must also be given to emerging patterns of care for older people. There is a move away, where possible, from the most expensive forms of care i.e. care and nursing homes towards more care in the community. This can take the form of supported living either by families or support services. Supported living by families can be facilitated by ensuring an appropriate mix of small units suitable for those with care needs in larger developments. Communities supported by care services require a more flexible approach to be adopted though the development of Supplementary Guidance defining criteria for site selection. The criteria will seek to ensure suitable sites, which are accessible to services, of sufficient scale to offer the economies of scale required and provide a suitable and sustainable residential environment. In some cases the Proposed Plan could identify sites to be reserved for such communities where there is an identified demand and limited alternative sites in the area.

4.2.29. Low cost private sector housing – The private sector appears to be gearing up to respond to a changing market by providing more houses at the lower end of the price range and, in association with the Scottish Government, are examining delivery mechanisms for mid market rent. Whilst these initiatives are welcomed, there are many challenges to be met to achieve the objectives of the Scottish Government and Perth & Kinross Council to seek to ensure that appropriate housing is provided for all in mixed sustainable communities. Clearly the planning system needs to work more closely with the development industry to look at meeting the needs of the public of Perth & Kinross across all market sectors.

4.2.30. The option of leaving it up to the market to respond to the low cost market section has failed in the past particularly in buoyant market conditions. The preferred option is for the Proposed Plan to be more prescriptive particularly in larger



developments to ensure an appropriate mix of housing, including low cost housing to buy. This may necessitate encouraging higher densities associated with terraced housing or flatted development, as a consequence this may affect the financial viability of the development and require some flexibility in the application of the affordable housing policy.

## **Key Issue 7 – Housing in the Countryside Policy**

4.2.31. The Council last reviewed its Housing in the Countryside Policy in 2009. The review tightened the policy of 2005 which had allowed for the erection of significant numbers of new houses in the countryside, particularly associated with steadying redevelopments. Monitoring the effects of this policy and the reaction of the rural communities established that the application of this policy was potentially detrimental to the character of the countryside of Perth & Kinross. The 2009 policy is considered fit for purpose and the preferred option is for it to be included in the Local Development Plan for most of Perth & Kinross except in areas where a tighter policy may be required to deal with specific environmental issues such as controlling development within the Loch Leven and Lunan catchments or within the Perth green belt. These specific issues are discussed further in Chapter 5.

4.2.32. The policy as revised offers more scope for infill, conversions and replacement housing than in the previous Local Plans. It is therefore considered that the smallest tier of settlements are adequately covered by this policy and do not require to be identified within a specific settlement boundary plan. The preferred option is to not identify settlement boundaries for the smallest settlements (generally these settlements have less than 20 houses and no facilities such as schools, shops or community facilities) unless there are specific reasons for doing so such as controlling rural development in the Loch Leven catchment or encouraging small scale developments in more remote parts of the Council's area.

**Q6 – Do you support the inclusion of the 2009 Housing in the Countryside policy in the LDP? If not, what changes would you like to see and why?**

**Q7 – Do you agree with the principle of not identifying settlement boundaries for the smallest settlements? If not, please give reasons.**

## **4.3. Economic Development**

### **Employment Land**

4.3.1. Perth & Kinross's businesses are the primary driver of sustainable economic growth. Its competitiveness depends on the competitiveness of individual businesses. To ensure Perth & Kinross remains competitive, the identification of an adequate supply of immediately available employment land is considered critical

**Key Issue 8 – How much additional economic development land will be required?**



4.3.2. The current supply of economic development land is low with less than 12ha of immediately available employment land across Perth & Kinross. There remains a need to identify new employment land sites to meet a range of requirements over the Plan period. On average there has been an employment land take up of 10ha per annum in recent years within Perth and Kinross with the majority of demand in Perth. Past take up rates may be an underestimate as the lack of availability of land in some areas may have been the primary constraint rather than the level of demand.

4.3.3. Figure 16 provides an estimate of the likely requirement for economic development land. This requirement could be met on a small number of large strategic sites however the preferred approach to meet this requirement is to identify a range of sites capable of accommodating the diverse needs of the business community in terms of size, quality and location.

**Figure 16 – Economic Development Land Requirement to 2024**

	Total Requirement (ha)	Available within Plan period (ha)	Additional land requirement (ha)
Highland	5	1.27	3.73
Kinross	20	11.16	8.84
Perth	70	43.51	26.49
Strathearn	20	5.84	14.16
Strathmore & Glens	20	8.14	11.86
Total	135	60.18	74.82

Source: PKC.

**Q8 – Do you agree with the assessment of additional economic development land required in the Plan period? Please give reasons for your answer.**

4.3.4. Some of the additional land supply will come from bringing forward the constrained supply and addressing infrastructure or financial viability issues. However, the economic viability of the provision of employment land has traditionally been less attractive than housing land. This is a result of the lower uplift values associated with such land despite infrastructure costs often being similar. In addition, predicting the rate of uptake is not easy making it difficult to project the rate of return. In the past, bringing forward employment sites has often required public sector intervention and whilst this may still be a possibility where there is clear evidence of market failure, in the current economic situation this is likely to be curtailed. Consideration will need to be given to exploring the provision of the up front infrastructure costs by the public sector working in partnership with the private sector to secure appropriate contributions following development.

## **Key Issue 9 – Retaining Existing Employment Land**

4.3.5. The current supply of land which supports a diverse range of businesses





across Perth & Kinross is a valuable asset. A significant amount of new and expanding businesses depend upon the turnover of established sites to provide suitable premises. Vacant sites can provide not only immediately available options but also such sites can be more affordable.

4.3.6. Across Perth and Kinross it has been difficult to maintain an adequate supply of employment land. Most areas have seen significant losses of employment land to competing alternative uses such as retail and housing. It is important that an economic base is retained across Perth and Kinross, that there are employment opportunities in all the communities and that 'market forces' alone do not dictate the use of land.

4.3.7. The preferred approach will be to safeguard current economic development land from other higher value uses unless it can be demonstrated that the site in an inappropriate use in its location.

**Q9 – Do you agree with the proposal to retain existing economic development land? If not, what alternative approach would you suggest?**

## Key Issue 10 – Mixed Use Areas

4.3.8. Three of the drivers discussed in Chapter 3 all point towards the creation of mixed use areas, generally combining high quality business use with housing or other high value land uses, to meet a significant part of the economic business land supply in future years. This would have the benefits of:

- Ensuring the policy framework is flexible to meet the diverse needs of the local economy
- Achieving a more sustainable relationship between housing and jobs, allowing opportunities to live and work in the same community thus minimising car travel
- Ensuring the financial viability and deliverability of economic development land

4.3.9. It is important that the proposed growth in population and household numbers in Perth & Kinross is supported by new, easily accessible employment opportunities and that the required housing is located in close proximity to employment areas. Greater emphasis needs to be put on creating opportunities for the provision of mixed use developments integrating business and residential areas in order to capitalise on the advantages it provides for climate change reduction, sustainability and reduced reliance on commuting.

4.3.10. The lower values associated with economic development land make it less viable to fund necessary infrastructure provision. The creation of mixed use developments may also assist in ensuring that the economic viability of employment land is not a constraint which inhibits sustainable economic growth.

4.3.11. Many new businesses tend to be in the office, distribution and light industrial categories and such a mix of uses can often co-exist together without any problems. Whilst past land use plans have often sought to separate out such uses, a more flexible policy framework would be more appropriate for most new





economic development land. Such a policy framework would have to ensure that any development was compatible with neighbouring land uses.

4.3.12. However, it is accepted that there is still significant demand for general industrial uses which should be kept away from residential areas.

4.3.13. The preferred approach for the Proposed Plan is to seek to meet a significant amount of business land requirements in or close to existing or proposed residential areas. This may include a requirement on the developer to take ownership of the creation of sustainable communities including both the housing and the economic development land. It may also be appropriate to link the phased release of housing land to the successful bringing forward of the employment land.

**Q10 – Do you support the principle of providing for mixed use developments by locating business land in or close to residential areas? Do you think that it would assist with the deliverability of employment land?**

## Key Issue 11 – Retailing from Employment Land

4.3.14. Over the past few years concerns have been raised over the number of units within industrial and business areas which appear to be operating wholly or largely as retail outlets. In most cases these complaints have been raised by established shops located in retail areas concerned about perceived unfair competition as the rates and rental of units in industrial areas are often lower than in established retail areas. Similar issues have also been raised regarding car sales operation operating from industrial areas. There is also concern about the lack of alternative locations for these types of uses. Encouraging retail uses within business and industrial areas has several disadvantages including:

- Undermining the viability of the town centre and established retail areas which conform to sequential testing i.e. closest available site to town centre
- Introducing the public and additional car borne traffic and parking into an essentially industrial area where commercial vehicle movements are highest
- Retail values tend to be higher than basic industrial site values thus making it difficult for the genuine industrial user to acquire sites on reasonable terms

4.3.15. It is accepted that a number of businesses occasionally retail directly to the public and where this is considered to be ancillary to the main business activity, this has generally been acceptable. The preferred approach is for the Proposed Plan to ensure that retailing is not permitted from land identified for employment uses unless it is defined as ancillary to the main business activity.

## Key Issue 12 – Tourism

4.3.16. Scottish Planning Policy identifies that the tourism industry is one of Scotland's largest business sectors and planning authorities should support high quality tourism related development, including the provision of appropriate facilities in key locations across urban and rural Scotland. It also notes that tourism can provide new employment opportunities, contribute to farm diversification, and can enhance local



competitiveness.

4.3.17. The landscapes and historic environments of Perth and Kinross provide the resource upon which one of the areas most important industries, tourism, depends. Tourism accounts for 13% of all employment in the area and was worth in 2008 £422M to the local economy in 2007/08 (Source: STEAM report July 2009). In addition to tourists and day visitors from other parts of Scotland, local people also represent a considerable market for the leisure and recreational facilities in Perth and Kinross.

4.3.18. Since the adoption of the current Local Plans, planning permission granted for tourist related development has included high quality developments, notably G West between Blackford and Gleneagles and several quality timeshare developments in Highland Perthshire. There has also been a continued demand for active pursuits particularly walking. Golf, cycling, angling and adventure sports also have appeal to niche markets which also creates demand for additional facilities. Uniquely, the area features a number of quality destination resorts of international repute, including hotels and timeshare resorts in the Highland and Strathearn areas. The Proposed Plan is likely to support these key destination resorts through encouragement of enhancing facilities and the protection of the assets upon which they depend.

4.3.19. A range of new tourism based developments have been submitted for inclusion in the MIR. The majority of these proposals are small scale and should be considered against the relevant policy framework which seeks to support the local economy, rather than specifically identified here. Other proposals relate to the identification of major new destination resorts. Whilst new tourism based developments such as golf courses/leisure facilities should be welcomed where there is evidence of market demand, they improve the tourism product and extend the season; they should also be approached with a degree of caution. Three specific large scale proposals have been put forward based round Gleneagles and Kinross / Milnathort, but all are brought forward on the back of significant numbers of new houses, which are much greater than any local housing requirements.

4.3.20. With regard to general support for tourism proposals, the Proposed Plan could attempt to predict potential demand and identify sites. Such an approach would require an extensive range of opportunity sites to be identified with the potential for few if any to be taken up. The preferred approach is for the Proposed Plan to develop a flexible, criteria-based policy framework which will help ensure that such opportunities are encouraged and guided towards suitable sites which also ensure that the new development does not damage the very resource upon which it depends, namely the high quality environment upon which Perth & Kinross's tourism depends.

**Q11 – Do you agree that there should be a specific policy to support key tourist destination resorts?**

**Q12 – Do you support the development of a flexible criteria-based framework to encourage tourism-related businesses?**



## Key Issue 13 – Rural Businesses

4.3.21. Not all businesses in rural areas are related to the tourism industry, many are there because of the availability of natural resources i.e. agriculture, sawmills and minerals extraction or because of local entrepreneurs. In addition e-communication has opened up opportunities for a wider range of businesses to operate from rural locations.

4.3.22. Whilst the identification and allocation of sites capable of helping to deliver sustainable economic growth will be a key task for the Proposed Plan, particularly in the main towns of the area, it must be recognised that a variety of new business opportunities develop not just on established business sites but on a far more diverse range of locations. The Proposed Plan will need to develop flexible criteria-based policies that balance the needs of rural based businesses whilst still protecting the amenity of residents.

4.3.23. This does not mean that sites in rural location will be acceptable in all cases. The most sustainable location for most businesses will remain within or adjacent to existing settlements where a rural location is required criteria based policy should require this to be justified.

**Q13 – Do you agree with the policy approach to support key rural businesses?**

**Q14 – Vacant and redundant farm buildings tend to be redeveloped for housing rather than business uses. Should more be done to reuse them for farming or other employment purposes?**

## Key Issue 14 – Accommodating Employees in Rural Areas

4.3.24. The success of the tourism industry in particular in Highland Perthshire has brought with it a housing problem. These successful businesses require staff and whilst the local labour has met a proportion of the needs, additional labour has been attracted into the area to fill vacancies. Although some businesses house staff in dedicated staff accommodation, others require local accommodation. With high house prices and a shortage of affordable housing in much of rural Perth & Kinross this is posing a problem.

4.3.25. It may be appropriate to consider whether an affordable housing obligation should be placed on businesses, particularly in the tourist industry where the jobs tend to be at the lower end of the pay scale and often in more remote areas. Such an approach may however render many fledgling tourist operations uneconomic and a more balanced approach is required including Housing Associations and the Council working together with businesses to seek solutions. The preferred approach is to encourage new and expanding businesses to consider providing for staff accommodation needs, either through dedicated staff accommodation or by working with Housing Associations and the Council to provide affordable houses.



**Q15 – Should tourism and or business applications be required to make provision for accommodation for their work force, either through dedicated staff accommodation or by the provision of affordable housing in the local area? If so should this be applied to all scales of development or only larger scale proposals?**

## Retail

### Key Issue 15 – Retail

4.3.26. Perth is an important sub-regional retailing centre which is facing competition from surrounding towns and cities including Dundee, Stirling and Dunfermline. Improvements and development of its retail product are needed to maintain its current market share and there has been a lack of investment in new retail facilities in Perth City Centre in recent years. Continued growth in the population of Perth and its catchment should help support future retail development in the city.

4.3.27. In the context of this role, it is therefore necessary to broaden the range and choice of retail facilities to maintain Perth's status as a quality shopping destination. Perth already has a reputation for high quality shopping in terms of its retail offer and the shopping environment and particularly its speciality shops. This distinctiveness is a key asset and should be enhanced to set Perth apart from competing centres.

### Comparison Retailing

4.3.28. Notwithstanding the current economic climate which means that both developers and retailers are reluctant to invest in new shops at present, there is a need to attract quality retailing and retailers who are not currently represented in the City. The aim should be to address the need for additional comparison goods floorspace for new retail development that is well related to the existing primary retail area. The High Street/Mill Street redevelopment site has been identified as an ideal site, but has not been brought forward. In addition, there will be a need to support an increase in activity in both the day and evening economy. The development of a City Centre Strategy should be progressed to ensure that the primary role and function of the Centre is supported, developed and enhanced.

4.3.29. St. Catherine's Retail Park is in need of refurbishment. The Council has agreed to extend the range of goods which can be sold from the Park and this has been linked to the partial redevelopment and improvement of the Park. In the short term this should provide sufficient opportunities for comparison goods which cannot be accommodated in the City Centre. If more sites for bulky goods are required, any needs could be accommodated at Glenearn Road where there are some existing retail units.

### Convenience Retailing

4.3.30. While there is currently no identified need for additional superstores within the Perth Core area, there may be scope for qualitative improvements and





some modest expansions of existing superstores. However the housing growth in Perth may generate a need for future provision. Consequently, it will be necessary to provide a clear development plan strategy for the location of convenience superstore and supermarket provision based on further assessment of quantitative and qualitative requirements for the area.

## Local Centres

4.3.31. Existing centres which generally serve a residential neighbourhood within Perth have a local convenience retailing or service role which also needs protection and enhancement.

4.3.32. Consequently, the overall retail strategy should:

- Promote and facilitate retail, commercial and other development in Perth City Centre to help retain it as a sustainable, vibrant and a vital centre
- Ensure that Perth's character and design qualities as the civic, community and social centre of the area are protected and enhanced
- Ensure that there is sufficient well located convenience floorspace to serve the needs of future strategic housing allocations
- Encourage more choice in evening activities and facilities
- Promote and facilitate retail, commercial and other development, preferably within or close to the centre of the former Burghs
- Support the provision of district centres and retail provision in smaller settlements

**Q16 – Do you support the proposed strategy for retailing? If not, what alternative would you suggest?**

## 4.4. Green Infrastructure

### Key Issue 16 – Landscape

4.4.1. Perth and Kinross is renowned for its high quality, distinct and diverse landscapes, many of which form a significant part of Scotland's natural and cultural heritage. These landscapes are an important resource that contributes to the social and economic well-being of our area. They provide the surroundings for our daily lives, adding positively to the quality of life and economic performance of the area. And they provide the special places whose character and scenic quality is the main attraction for tourism and outdoor recreation and can contribute to health improvement and wellbeing.

4.4.2. The landscape character of Perth and Kinross is constantly changing as a result of various forces that affect the physical appearance of the landscape and consequently, landscape character. By controlling the location, siting and design of new development and proactively planning for change, the Local Development Plan will have a strong influence on the nature of change and the character and appearance of the landscape.





4.4.3. The factors which affect the change to landscape character are policies such as those advocating renewable energy, meeting the area's housing requirements, improving infrastructure, creating employment sites and improving countryside management. Both the Council and the Scottish Government have recognised the need to marry development and environmental protection in order to achieve a balanced approach to implementing wide-ranging policies. Concern for the landscape is therefore part of wider efforts for a more sustainable future.

4.4.4. In addition, an important quality found in some of Scotland's mountainous and coastal landscapes are the perception of wildness or tranquility. Perth and Kinross has many areas of this type which are also worthy of recognition and protection. Historic landscapes are also of importance and worthy of protection.

4.4.5. Scottish Planning Policy suggests that the LDP should take a broader approach to landscape rather than just conserving designated or protected sites. It encourages planning authorities to limit non-statutory designations to 'local landscape areas' and these will replace areas such as Areas of Great Landscape Value (AGLVs). The SPP suggests that protection of landscape is a matter to be considered by the Local Development Plan particularly where it would:

- "safeguard and enhance the character and quality of landscapes which are important or particularly valued locally or regionally, or
- promote understanding and awareness of the distinctive character and special qualities of local landscapes, or
- safeguard and promote important settings for outdoor recreation and tourism locally"

4.4.6. The overall aim of any policy should be to achieve 'sustainable' landscapes that are as visually rich, culturally rich, bio-diverse, meeting the area's social, economic, and environmental objectives. There are, however, different policy approaches:

4.4.7. One, which appears simple, would be to say that all landscapes in Perth and Kinross are of great beauty and of worth and should be protected through criteria based policies.

4.4.8. Another could be to designate areas based on an assessment of certain, largely visual, aesthetic qualities, which people respond to instinctively and value. However, this value is not absolute and tends to reflect prevailing ideas about which landscapes are seen as 'attractive' or have value, but nonetheless has considerable merit as it is often more easily understood by people as they value 'the view'; or

4.4.9. Alternatively one based on an analysis of landscape character informed by the Tayside Landscape Character Assessment. This identifies the distinct and recognisable pattern of elements that occurs consistently in a particular type of landscape and the way in which people perceive these.

4.4.10. In addition, the development of policies for the protection of landscape will need to protect those areas which show wild land characteristics and are important for



people's recreation and wellbeing. Other policies or Supplementary Guidance for wind energy and forestry will also be important to protecting such areas from inappropriate development.

4.4.11. While it is important to value all landscapes this is not a substitute for identifying and taking action for landscapes which merit special attention, either because they are of particular value and warrant protection or because they are degraded and require active management or positive restoration or are under threat from inappropriate development. Consequently, a 'local landscape' designation to replace the existing AGLV designation, could continue to play an important role in protecting and enhancing those landscapes which are recognised as being of particular value and merit special attention. Therefore, the challenge for us is to find a way of accommodating change, whilst at the same time retaining and, where possible, strengthening the area's character and local distinctiveness.

4.4.12. Consequently, in order to meet these challenges we need to do more than just identify important or "high quality" landscapes. This means that we will also have to develop criteria based policy or policies and Supplementary Guidance which will protect landscape qualities against particular types of development.

4.4.13. In addition to policies there are a number of tools such as green belts and similar greenspace policies (green networks, wedges and corridors), which could and would make an important contribution to landscape objectives through maintaining the identity and setting of towns, and contributing to the quality of life in and around settlements.

4.4.14. Consequently, the preferred approach is to:

- Proactively designate and protect areas of scenic quality and their associated viewpoints
- Enhance existing criteria based policy to regulate development
- Identify and protect landscape features of significance
- Define the inner and outer limits of the proposed Perth green belt
- Prepare Supplementary Guidance for those land uses which may have the potential to have a significant effect on landscape, for example wind energy or forest and woodland expansion

**Q17 – Do you support the approach proposed to protect and enhance the landscape quality of Perth and Kinross? Please give reasons for your views.**

## Key Issue 17 – Biodiversity

4.4.15. The Scottish Biodiversity Strategy aims to halt the decline and where possible reverse losses in biodiversity. The threats to biodiversity come not only from development but also from the impacts of climate change which will increase over time. Many species and their habitats will need to be able to move if they are to survive and therefore need robust and well connected wildlife habitats. Further fragmentation of habitats will limit even more the ability of species to move and respond to the impacts of climate change.



It will be important to ensure that areas for development are not allocated on land that may be needed in the future to provide compensatory habitats for species affected by climate change for example along the Inner Firth of Tay.

4.4.16. The local Biodiversity Action Plans already address many of these issues and identify clear targets and actions for priority species and habitats and these should be integrated into the Local Development Plan to ensure that, wherever possible, the same priorities are targeted. This is most appropriately done through the preparation of Supplementary Guidance. Whilst the implementation of many areas of the Biodiversity Action Plans are outwith the scope of the land use planning system, there are areas where it can contribute including:

- The protection of the most valued areas (from international to local designated sites) and green networks from disturbance by development
- The sensitive design of new development to minimise the impact on biodiversity and seeking opportunities to protect and enhance biodiversity interests through appropriate species selection in landscaping and in-built provision for biodiversity
- Where impact is unavoidable, provide for mitigation, either on or off site, to ensure a net biodiversity enhancement
- Identifying, promoting and encouraging the active management of the green belt and green networks
- The proactive management of Council controlled land to benefit biodiversity

4.4.17. The Proposed Plan options could attempt to identify all sites of importance providing detailed policy guidance. The preferred approach is a simple all encompassing policy echoing the provisions of the Nature Conservation (Scotland) Act 2004 by seeking to protect and enhance biodiversity throughout the Plan Area. The Proposed Plan would identify only major designated sites and green corridors leaving the others to be protected by the general policy which would be expanded upon in Supplementary Guidance giving detailed advice on subjects such as:

- When an ecological survey is required
- Timing of development to minimise impact on wildlife
- Mitigation measures and enhancement opportunities
- Appropriate species choice
- Where to get advice
- Examples of best practice

**Q18 – Is the approach being proposed to the protection and enhancement of biodiversity appropriate? If not, why not, and what alternative would you suggest?**

## 4.5. Climate Change

4.5.1. As highlighted in Chapter 3, climate change is a key cross-cutting policy issue that the Plan has to address and this is a reflection of the fact that it will affect many facets of development and land use. In addition, mitigation and adaptation issues and actions will increasingly need to be identified.



4.5.2. Failing to take action and plan for the future could increase risk and incur higher costs as the climate changes, and remedial maintenance and renewal is required. In addition it is clear that poorly-designed developments in unsuitable places can damage the quality of life in a community and increase greenhouse gas emissions. It is also vital to recognise that places which are suitable now for habitation and development may become unsuitable in the future as a result of the changing climate. Therefore it is in our interest to act now to find sustainable solutions that allow for climate change and adopt 'no regret' solutions, which will deliver benefits whatever the extent of climate change, such as avoiding development in areas of flood risk or planting trees that will thrive in current and future climate conditions.

4.5.3. The Plan should seek to provide both an overview of the activities to mitigate and adapt to climate change in the area as well as to propose the key new actions and activities to address gaps in our current response. The overarching aim should be to:

- reduce the extent of future global climate change, through effective measures to reduce net emissions of greenhouse gases within Perth and Kinross; and work with a changing climate, through adaptation to its impacts (both risks and opportunities) within the area and to manage these for the benefit of present and future generations

4.5.4. Other actions, for example encouraging behavioural change, will be essential in delivering these aims although it is largely outside the planning system.

4.5.5. The following paragraphs identify the key issues the Plan will have to address in terms of climate change mitigation or adaptation.

## **Key Issue 18 – Mitigation: reducing greenhouse gas emissions**

4.5.6. Reducing greenhouse gas emissions will require a number of actions in relation to how we live and travel.

### **Improving energy efficiency performance of new and existing buildings and influencing behaviour of occupants**

4.5.7. Household energy accounts for more than a quarter of all energy used in the UK, but a typical household wastes around a third of that energy each year. The energy efficiency of buildings is largely determined by their design, the choice of materials and the choice of plant and equipment.

4.5.8. In order to reduce greenhouse gas emissions, the energy efficiency of new and existing buildings need to be improved. New development, while only representing a small proportion of overall stock, provides an opportunity to integrate higher standards of energy efficiency at the design stage with the benefits extending throughout the life of the buildings.

4.5.9. Increasing energy efficiency will also result in a potential reduction in the proportion of household income spent on energy therefore reducing 'fuel poverty'.





4.5.10. The planned increasing energy efficiency standards embedded in the Scottish Building Standards will assist in reducing the carbon footprint of buildings in Scotland. Consequently, one possible option would be to rely on Building Standards to deliver the reduction in carbon emissions. However, the Town and Country Planning (Scotland) Act as amended requires the planning system to contribute to reducing CO<sub>2</sub> emissions by developing policies which ensure that all new buildings avoid a specified and rising proportion of the projected greenhouse gas emissions from their residual energy use.

4.5.11. Reducing our reliance on fossil fuels will require a fundamental change in how we generate and supply energy, with a transition to decentralised forms of heat and power generation based on low carbon, zero carbon and carbon neutral technologies. These will need to be complemented by more efficient forms of generation and distribution based on low carbon technologies such as Combined Heat and Power (CHP) and district heating networks.

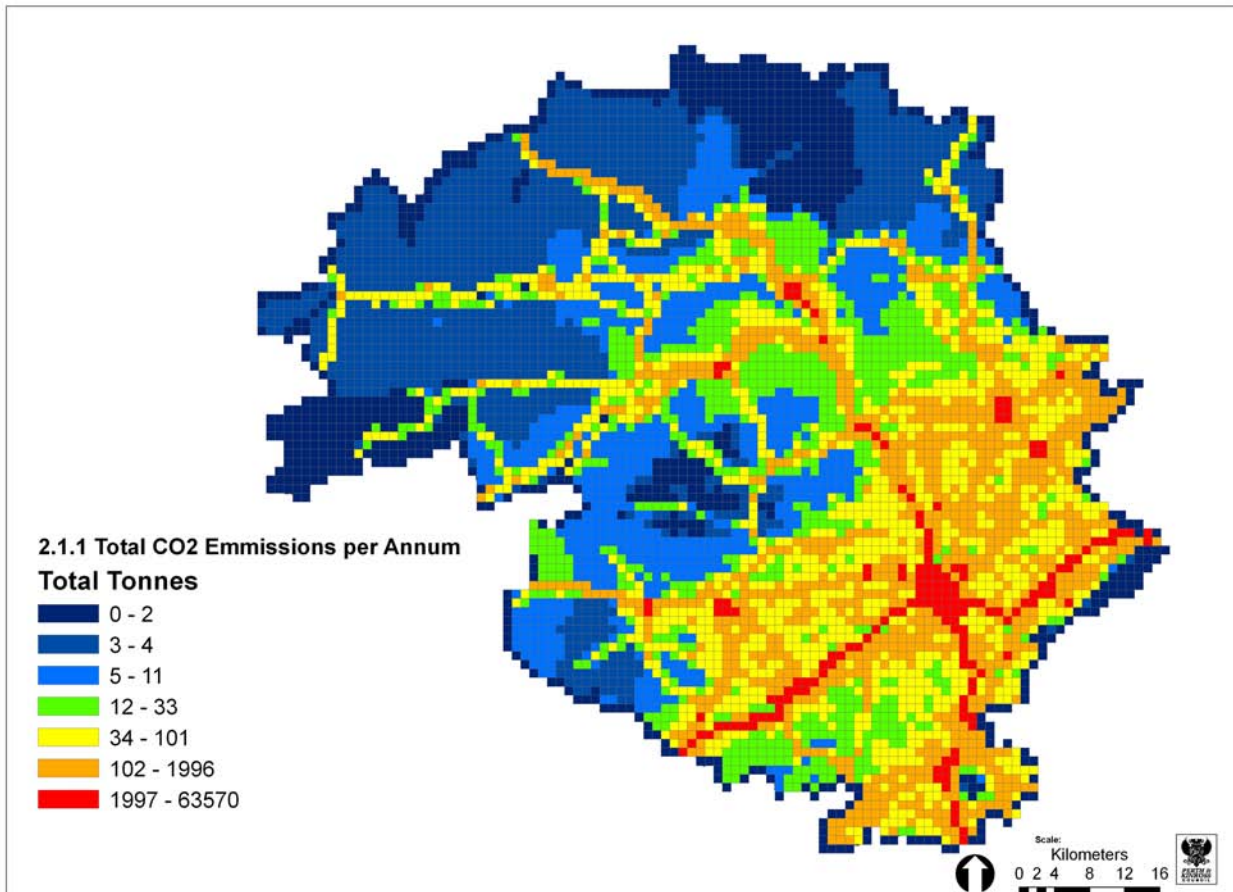
4.5.12. The preferred option is to do this through the development of Supplementary Guidance which will provide guidance on the installation and operation of low and zero-carbon generating technologies; encourage the use of Combined Heat and Power and for example the provision of district heating systems in larger developments.

## Reducing the need to travel

4.5.13. Transport is a major contributor to greenhouse gas emissions, accounting for more than 25% of all CO<sub>2</sub> emissions in the UK. Transport emissions have almost doubled over the last 20 years, and are the only sector where emissions have not reduced. Households in Perth and Kinross generated a higher level of emissions than the Scottish average due in part to the rural nature of the area and the limited public transport system in the remoter rural parts of Perth and Kinross. Within Perth and Kinross the majority of total carbon released (45%) is attributed to road transport, with industry and domestic sources providing 30% and 25% respectively. Local emissions data indicates that highest emissions of carbon dioxide from road transport were observed within Perth and on the roads south of Perth leading to Edinburgh and Stirling. Emissions from road transport have seen a slight decrease since 2005 from 689 to 659 kilo tonnes of CO<sub>2</sub> in 2007 the last year for which data is currently available.





**Figure 17 – Emissions of CO2 as tonnes in 2007.**

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Source: Perth & Kinross Council, AEA

4.5.14. Reducing the need to travel and ensuring good access to public transport and other more sustainable modes such as walking and cycling for necessary trips should begin to reduce greenhouse gas emissions. There remains a need to manage mobility (i.e. reduce the need to travel) and to rebalance the split between car and other modes. An efficient transport system is essential to maintain and foster the area's economy, and is a factor in economic performance. Perth and Kinross has a particularly strong relationship with the Central Belt, but journey to work patterns are becoming more complex and multi-directional.

4.5.15. The preferred option is to reduce the need to travel through the spatial strategy by:

- ensuring most growth takes place in or close to existing settlements
- ensuring employment and services are close to where people live

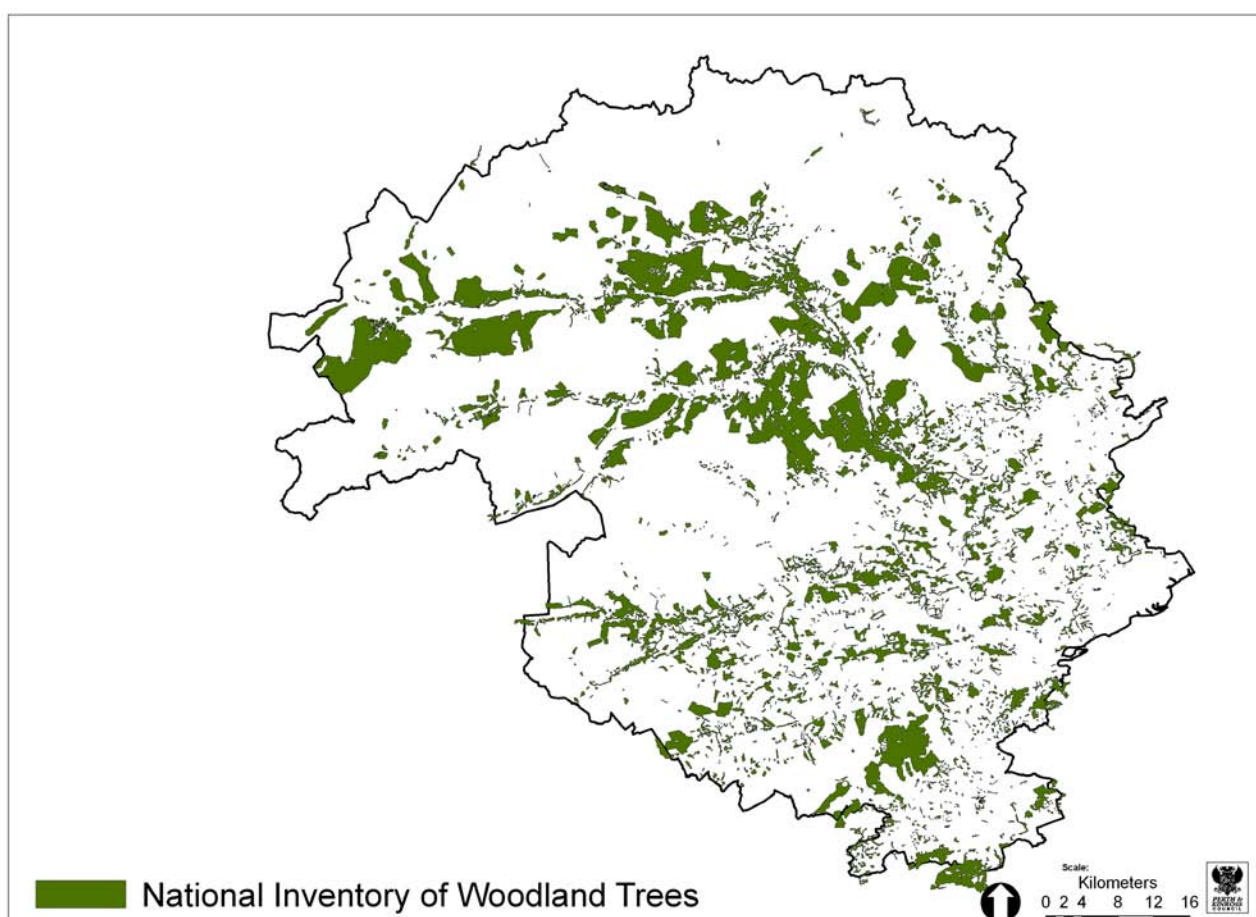
### Promoting land uses which can act as carbon sinks

4.5.16. Atmospheric carbon in the form of carbon dioxide is captured and stored in living (trees and other green vegetation) or non-living reservoirs (soil and wood)



products for example). Land uses which absorb and store carbon over long periods of time ('carbon sinks') may help to offset carbon dioxide emissions, at least in the short to medium term. The Scottish Government has an aspiration of increasing forest cover from 17.2% (current level) to 25% by 2050 and Perth and Kinross can make a significant contribution to this target. Forest and woodland cover currently amounts to about 15% of the land area of Perth and Kinross and we would seek to increase this to around 25% through planting some 1000ha of woodland per year. This would also have landscape, biodiversity and recreational benefits and possibly economic benefits too.

**Figure 18 – Area of Woodland in Perth and Kinross at 2010.**



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4.5.17. The preferred option for doing this is:

- Preparing supplementary guidance on forests and woodlands to encourage new planting in appropriate places, protecting and improving the quality of the current woodland resource

## Encouraging development and use of renewable energy

4.5.18. The Scottish Government is committed to increasing the proportion of electricity which comes from renewable energy to 32% by 2012, and to 50% by 2020. This requires new renewable energy developments, both stand alone schemes, and those associated with other new and existing developments. Perth and Kinross starts



from a relatively high base of renewable energy development with the large-scale hydro schemes of a previous era. The area currently exports electricity from renewable sources, for example hydro, wind and landfill gas.

4.5.19. As of August 2010, there was 337 MW installed capacity operational within the area (from landfill gas, on-shore wind, and hydro). There was also 188 MW which has planning permission but is not yet operational, mainly wind farms.

4.5.20. However, to meet the Scottish Government's targets it is clear a step-change in the level of renewable energy schemes over the coming years may be required. Notwithstanding the desire to increase the amount of electricity generated from renewable sources it may be difficult to accommodate further large scale wind farms due to their cumulative impact.

4.5.21. The preferred option for doing this is:

- Preparing supplementary guidance including a spatial strategy for wind energy developments over 20 MW
- Through supplementary guidance on the requirement for and the siting and design of micro- and small-scale renewables.

## Ensuring that land and soils are protected

4.5.22. Our soils provide food, biomass and raw materials. They store, filter and transform many substances, including water, nutrients and carbon. They serve as a platform for human activity and landscape, and as an archive of heritage and play a key role as a habitat and gene pool. Because of the socio-economic and environmental importance of these functions, it is important that our soils are managed sustainably so that they retain the capacity to carry out the vital services on which we depend.

4.5.23. Scottish Planning Policy requires that Local Development Plans should identify areas of carbon rich soils, particularly areas of deep peat, and ensure that future developments do not cause irreversible damage to these areas which are already facing potential increased pressures from climate change. New development including roads should take account of the potential increased risk of soil erosion that they may cause or be subject to.

4.5.24. The preferred option is to develop a policy which:

- Protects carbon rich soils from development
- Ensures the optimal use of agricultural land required to implement the strategy

**Q19 – Does the MIR address the key issues that the LDP will require to address in terms of mitigating climate change? If not, what's missing?**

## Key Issue 19 – Adaptation to climate change: Flood risk

4.5.25. Adaptation to risks and opportunities generated by our changing climate will be primarily achieved through guiding development to locations which do not flood





or increase flood risk elsewhere and offer greater protection from impacts such as erosion, storms, water shortages and subsidence.

4.5.26. Given the long term climatic changes predicted, the location of future development will be an important factor in determining its exposure to the impacts of climate change. In addition, sufficient flood storage is needed to adapt to future climatic conditions. With parts of the area at a greater risk than others from the impacts such as flooding, water shortages and drought, sea level rise, and storminess, new development should be guided to locations that best offer protection from these impacts.

4.5.27. With some 3,000 existing properties in the area identified as being within the 1:200 return period in SEPA's indicative Flood Map, avoiding an increase in development in areas of flood risk is increasingly important in a changing climate. This has particular implications for areas along the Rivers Tay, Isla, Earn and the coastal area. While providing or improving river and coastal defences could alleviate local problems, they would need to be carefully sited to avoid adverse consequences elsewhere.

4.5.28. Flood risk management needs to be built into the spatial strategy to ensure that development does not take place in areas where there is flood risk or where it may affect flood risk elsewhere. Increased water storage capacity in flood plains would help to reduce flood risk up or downstream and could also have landscape and wildlife benefits.

4.5.29. It is also essential that there is improved water retention within developments and increased water storage, so that increased areas of impermeable surfaces are offset, and land is safeguarded in the Plan specifically for water storage. All areas which are likely to be increasingly susceptible to flooding are likely to become unsuitable for residential developments; however, they may be more suitable for other uses, such as the creation of floodplain woodlands and wetland habitats. Therefore it is also important not to foreclose potential options to manage this risk in the future.

4.5.30. The preferred option is to ensure development does not take place in areas of flood risk by:

- **Updating existing Development Plan policies in light of the most recent climate change projections**
- **Ensuring the land use planning system contributes to local flood risk plans by identifying and protecting land for water storage and flood protection**

**Q20 – Are there any other issues that the LDP will require to address in terms of climate change adaptation? If so, what are they?**

## 4.6. Infrastructure Delivery

4.6.1. The sustainable development of Perth & Kinross requires the provision of services in appropriate locations to meet the increasing needs of the expanding



population. As a result, new investment in infrastructure will be required to keep pace with the increasing needs of an expanding population.

## Key Issue 20 – Waste

4.6.2. Everyone in Perth and Kinross produces waste. It is important to continue to reduce the amount of waste generated, reuse items where appropriate and increase recycling. Our waste must also be seen as a potential resource, be it through reusing or recycling or by recovering heat and energy from it before finally disposing of the residue. Materials recycling, in-vessel composting and energy from waste all have a part to play in the area's waste strategy. We have already embarked on the journey towards a more sustainable approach to waste and resources in Perth and Kinross. Recycling rates continue to rise, volumes of waste being sent to landfill are declining, and we are increasingly aware of the environmental impact of our activities.

4.6.3. To make sure this happens, there may be a need to develop additional waste management facilities of various types and sizes to serve Perth and Kinross, although details of the size and location of such facilities are not yet clear.

4.6.4. The Local Development Plan has a crucial role in delivering waste management facilities for all waste to ensure the objectives and targets of Scotland's Zero Waste Plan are met. The Scottish Government, with local planning authorities and SEPA, will need to ensure the land use planning system supports the Scotland's Zero Waste Plan. Scotland's Zero Waste Plan and SPP suggest that planning authorities should make a variety of provisions in the Local Development Plan for all types of waste facility, including site identification, criteria based policies and the identification of sufficient industrial land to allow for some to be used for waste processing (although not all industrial sites will be suitable for such uses).

4.6.5. While the Local Development Plan will protect existing waste infrastructure it is not intended it will seek spatial locations or areas of search for waste facilities. This is due in part to current uncertainty about future requirements, technologies or scale of new facility required including opportunities for inter-authority working. Consequently, the scale and location of these will depend on working with others including private developers when they come forward with their preferred sites.

4.6.6. It is also essential that new residential, commercial and industrial properties are designed to provide for waste separation and collection.

4.6.7. Consequently, the preferred option is to develop:

- detailed criteria based policies on the location of waste management facilities
- Supplementary Guidance on the provision of waste infrastructure/facilities in new developments or as part of Supplementary Guidance on sustainable construction

## Transport and Accessibility

4.6.8. In 2009 the Council considered the findings of a major review of transport





issues in and around Perth city (Perth Traffic and Transport Issues Study). The report highlighted the requirement for significant improvements in transport infrastructure. These key improvements are essential to the delivery of the Plan strategy. This work was being taken forward separately under the Transport Appraisal Guidance with the next stage being a public consultation of the proposals. To inform the LDP and to integrate the process it has been decided to incorporate the consultation on the transport infrastructure into the MIR consultation process.

4.6.9. Perth and Kinross is subject to significant development pressures particularly in and around the north western edge of Perth city. The high demand for housing and economic development land, constrained topography and limited major investment in the strategic road network in the last 30 years has led to several areas experiencing significant problems of congestion at peak times of the day. The future development of Perth and the wider region will require the development of major new road infrastructure alongside improvements to the public transport, cycling and walking networks supported by traffic and demand management measures.

4.6.10. Analysis of transport patterns in the area predict that if future land-use developments were to occur with no change to the transport network, existing problems would become significantly worse. It is estimated that the current network will only be able to support approximately 35% of the growth in traffic expected as a result of the new Development Plan.

4.6.11. Over the past 20 years minor sequential improvements have been made to key nodes on the roads network particularly at Broxden and Inveralmond roundabouts. The scope for further improvements to the existing layouts are now very limited. Furthermore, there is little capacity in the local road network at present to facilitate any significant improvements to public transport or to the cycling and walking networks.

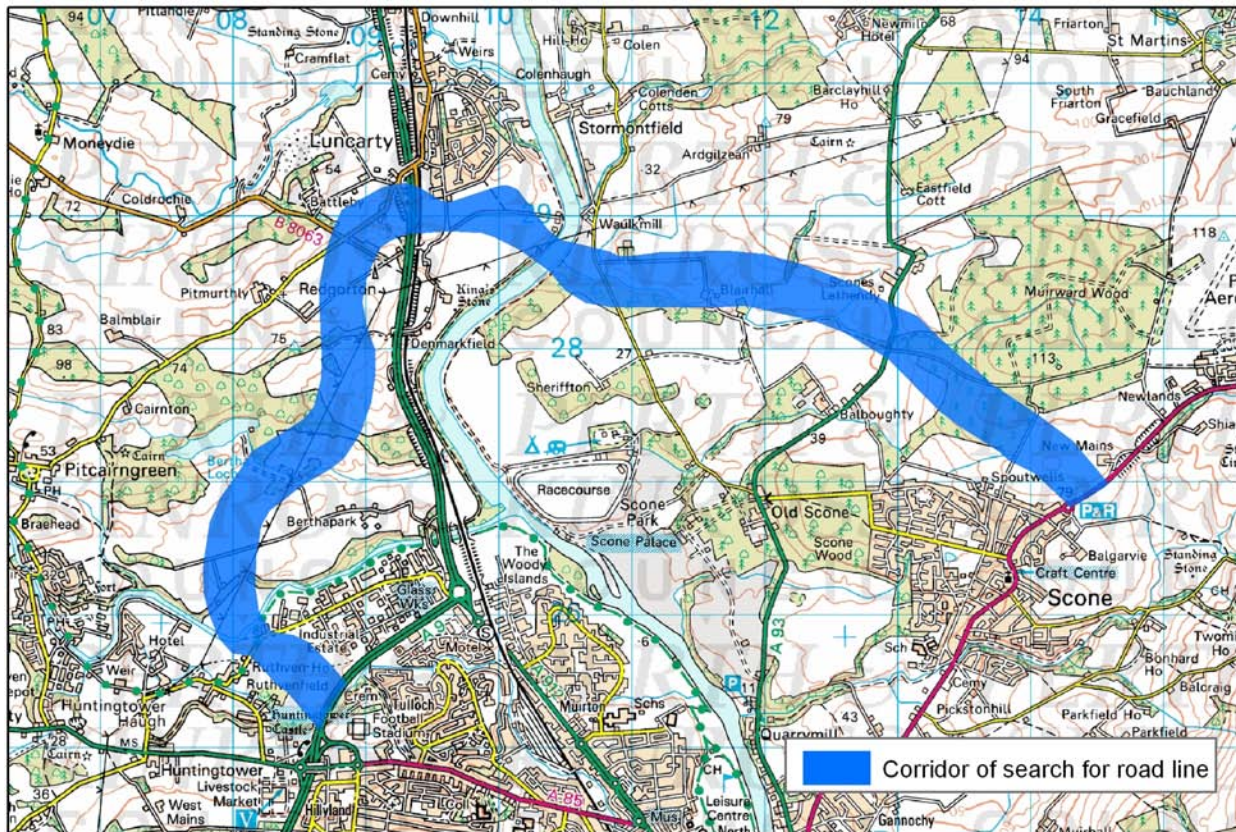
4.6.12. The Council is committed to improving the transport network in and around Perth through an integrated approach to transport. The Perth Traffic and Transport Issues Study considered a number of potential options to deliver an integrated strategy to address both current and anticipated transport problems in and around Perth. In summary, the different options included a core element incorporating:

- A package of city enhancement measures to deliver improvements to the cycling, walking and public transport networks and city centre traffic management and junction improvements.
- The provision of a new Cross Tay Link Road (CTLR) to the north of Inveralmond and south of Luncarty. This link is considered essential to relieve traffic congestion and the associated poor air quality in Perth city centre. It is also required to release greenfield housing and employment land options on the east bank of the Tay.
- An improvement of the A85 Crieff Road/A9 junction, which is considered an essential requirement taking into consideration existing problems at this location and future development opportunities focussed to the north-west of the city centre.
- A link from CTLR through Berthapark to the A9/A85 Junction.



4.6.13. A variety of options were considered for the route of the CTRLR and several were ruled out for environmental or operational reasons, leaving the preferred route corridor identified below. A separate Strategic Environmental Assessment has been prepared as part of the transport study and can be viewed at the following link [www.pkc.gov.uk/TransportConsultation](http://www.pkc.gov.uk/TransportConsultation)

**Figure 19 – Cross Tay Link Road**



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## Timescales

4.6.14. Delivery of these proposals will be a long term process and require a phased approach as follows:

- A9/A85 Crieff Road Improvements – this is considered a priority to address immediate network issues at a core location for the future development of Perth and wider region. It is anticipated the works could be completed in 2013 dependent on land purchase, publication of orders, public inquiry and agreement being reached with Transport Scotland
- Cross Tay Link Road – it is anticipated that from the start of detailed design process the CTRLR could be constructed within 5 years subject to land purchase, the assembly of a suitable funding package, publication of orders, public inquiry and agreement being reached with Transport Scotland, the trunk road authority
- City Centre Enhancements – some measures could be developed as “quick wins” and implemented in the short-term prior to the introduction of the CTRLR,





while other measures would be wholly dependent on the delivery of the CTRLR being in place. A phasing programme would be developed following the identification of the preferred measures

## Key Issue 21 – Funding Infrastructure

4.6.15. To meet the sustainability agenda, priority for new infrastructure and future development will be directed towards larger settlements with existing services. This strategy allows the cumulative impact of new development on infrastructure to be mitigated in the most effective way, increasing the economies of scale by spreading the burden and allowing for the delivery of quality developments whilst also benefiting the largest areas of population.

4.6.16. Whilst economies of scale may help reduce the financial burden of infrastructure investment, there are still significant challenges in funding the required infrastructure. Perth and Kinross Council are currently investigating various financial mechanisms to fund future infrastructure requirements. These range from the 'developer contributions' model which has been employed in the 'Primary Education and New Housing Development' policy to 'Tax Incremental Financing' an innovative model currently being assessed by the Scottish Government. Of these models, it is clear that the developer contributions model is the preferred method of funding in most cases. This would be the most suitable for the majority of new development but also places the risk with the Council. Where large scale developments are proposed the Council could consider entering into partnership with developers in order to bring forward projects.

4.6.17. The requirement for significant improvements in transport infrastructure, including a major new Cross Tay Link, to accommodate the future development of the city, has initially been estimated to cost between £80-100 million. An important element of the funding package for the Perth Transport proposals is likely to come from the application of developer contributions policy requiring all development benefiting from the infrastructure improvement to contribute. The preferred approach is therefore to introduce developer contributions towards funding the package of preferred measures for Perth city. It is likely that this would be applied to all development within the Perth area. This may have a variable rate for differing types of development based on an assessment of the likely traffic impact of the proposal and potentially be applied to the wider Perth Strategy area.

**Q21 – Do you support the general approach to developer contributions towards infrastructure provision?**

**Q22 – Do you agree that developer contributions will be needed to contribute towards major transport infrastructure in the Perth Area and that those should be applied to the entire Perth area at varying rates.**





## 5. Spatial Strategy

### 5.1. Introduction

#### Strategic Development Plan Spatial Strategy

5.1.1. The spatial strategy of the LDP must be consistent with that of the Strategic Development Plan (SDP). Whilst the TAYplan SDP is at an early stage of preparation the Main Issues Report which indicates a preferred spatial strategy has been published for consultation. The TAYplan preferred strategy focuses on locating the majority of new development within Principal Settlements and adopts a 3 tier hierarchical approach, which applies to Perth and Kinross as follows:

- Tier 1 Perth Core Area – would accommodate the majority of new development.
- Tier 2 Existing Regional Service Centres i.e. Kinross, Blairgowrie and Crieff – would accommodate a small share of new development.
- Tier 3 Existing Local Service Centres: Auchterarder, Aberfeldy, Pitlochry, Dunkeld, Coupar Angus and Alyth – would accommodate a small share of new development which is generally more self-sustaining.

5.1.2. It is not specific about the percentage of development which could be accommodated in these settlements as this needs to be clarified through the Local Development Plan strategy taking account of local circumstances and the results of the Strategic Environmental Assessment.

5.1.3. The preferred TAYplan strategy is very much in line with the existing Perth and Kinross Structure Plan Spatial Strategy. The overall Strategy of the Structure Plan recognises Perth as the dominant centre and the prime source of the area's economic growth. As such the Plan focuses growth on Perth Core area. This would also reinforce Perth's retail and service role.

5.1.4. It must be recognised that any change to the TAYplan strategy either at the Proposed Plan stage or later through Modification may require to be reflected in the Local Development Plan.

#### Local Development Plan Spatial Strategy

5.1.5. 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. This MIR will concentrate on the main spatial issues. These have been identified as:

- Housing Land Supply and Distribution
- Economic Development Land Supply and Distribution
- Retailing
- Key Infrastructure Proposals



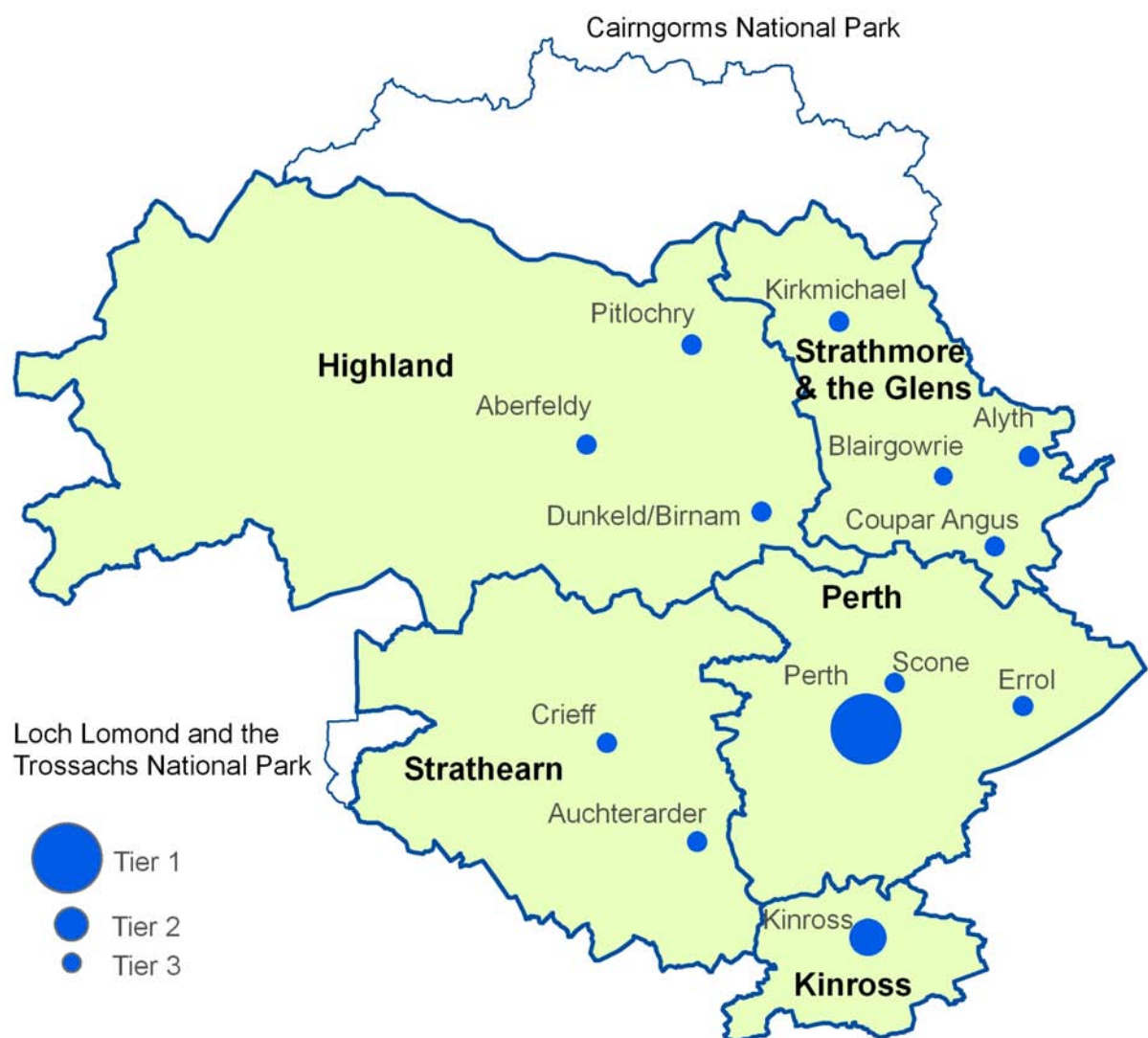


5.1.6. These issues are dealt with in the following pages at a sub Perth & Kinross level these areas correspond to the Housing Market Areas:

- Perth
- Highland
- Kinross-shire
- Strathearn
- Strathmore & the Glens

5.1.7. The Spatial Strategy builds on the hierarchical approach required by the TAYplan strategy with the highest percentage of development in each area targeted at the highest tier settlements in each area.

**Figure 20 – TAYplan hierarchy of settlements**



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5.1.8. The new Planning Act requires that the MIR should consider options for each area. For housing and economic development land the Spatial Strategy addresses this by considering firstly options for how the requirement for additional land could be split between the key settlements within the area. For each area a preferred



option is identified.

5.1.9. Secondly where possible various alternative sites are identified with the potential to meet the housing or employment land requirements in each area. At this stage site boundaries have not been precisely identified, and where possible a range of sites capable of providing more land than required by the strategy are suggested. Where this is the case it is hoped that there will be a constructive debate on the optimum combination of sites which can be taken forward to the Proposed Plan. Where sites are taken forward into the Proposed Plan each will have a detailed set of developer requirements, generally relating to access, landscaping, open space, house size / type and density. In addition in the majority of cases there is likely to be a requirement for developer contributions towards infrastructure provision. Housing sites currently identified in the Council's Adopted Local Plans or with a planning consent are not identified unless there is proposed to be a significant change to their status.

5.1.10. A draft detailed analysis of each site has been prepared and can be viewed in the Accompanying Document containing Assessment of Sites and other Proposals submitted for inclusion in the MIR. Also contained in that document are other sites put forward for consideration by developers and landowners, but which have not been taken forward to the MIR for a variety of reasons.



## 5.2. Perth Area

5.2.1. The Perth Area extends to some 808 km<sup>2</sup> and is largely a rural area comprising of parts of Strathmore, Strathearn together with all the Carse of Gowrie. Those landscapes are punctuated by the Sidlaws and Ochils, dramatic volcanic hills between which run the main river systems of the Earn and Tay. At its heart is the historic City of Perth, surrounded by villages and small settlements broadly distributed along or close to its main radial roads.

### Housing

5.2.2. The TAYplan Main Issues Report suggests an average annual build rate for Perth Housing Market Area of 570 units. The total requirement for the 14 year period from 2010 – 2014 is therefore 7,980 units. The effective supply at 2010 was 2,820 units which leaves a requirement to provide an additional 5,160 units. As explained in Chapter 3, it is expected that around 10% of the land supply will come from 'windfall' sites leaving a requirement to allocate an additional 4360 units. Note: The Council has recently agreed to grant consent for 240 houses at Errol Airport reducing the additional requirement from 4,360 to 4,120

**Figure 21 – Potential housing land requirement for Perth Housing Market Area 2010 – 2024 (All figures rounded to nearest 10)**

Settlement	Housing Land Requirement	Effective Supply	Allowance from Windfall Sites	Recent additions of Effective Supply	Additional Allocations Required
Total	7,980	2,820	800	240	4,120

### Options for Locating New Housing Development

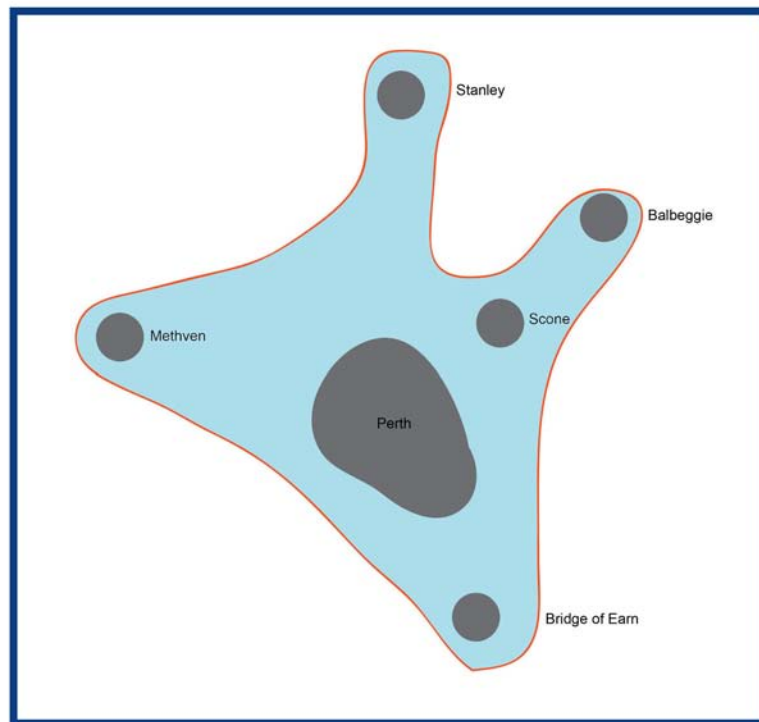
5.2.3. The hierarchal strategy set out in the TAYplan Main Issues Report recognises that Perth is the dominant centre in Perth & Kinross, and that the City does not function in isolation but in association with its surrounding settlements which make up the Perth Core. TAYplan proposes that the majority of new development in the Perth Area should be directed towards this Core Area which it defines as including Perth, Bridge of Earn, Oudenarde, Almondbank and Scone.

5.2.4. The extent to which development pressures in the Perth area can be accommodated within this Core Area is constrained by the need to protect the quality of Perth's setting due to its topography, landscape and cultural heritage. The TAYplan MIR Strategy also seeks to ensure the promotion of alternatives to the car while continuing to enhance accessibility to residential, employment, commercial and leisure areas. The greatest scope for an integrated approach to transport provision is identified in the areas beyond the existing edges of Perth, which are in close proximity and are well linked by transport. These areas have been identified as having an increasing role to play in meeting the demands for development land in the Perth area.



5.2.5. Recognising the physical constraints and the need to utilise key transport corridors, the Council considers the Core Area should be extended to include Methven to the west, Stanley to the north and Balbeggie to the north east. The amended definition for the Core Area requires changes to be incorporated into the TAYplan Proposed Plan. Should these changes not be made this option will need to be reconsidered.

**Figure 22 – Proposed Perth Core area**



**Q23 – Do you agree that the Perth Core Area should be extended to include Methven, Stanley and Balbeggie? If not, why not?**

5.2.6. One of the key cross boundary issues affecting the TAYplan area is the need to stem population decline in Dundee and to achieve some growth in that City. The tight administrative boundary around Dundee combined with the attractiveness of the City's hinterland (which includes the Carse of Gowrie) as a place to live has to some extent compounded this problem. The Carse villages provide a pleasant rural setting within easy reach of Dundee with its employment opportunities, services and other facilities. Evidence of this has been presented through the Housing Needs and Demands Assessment which shows that a significant number of residents of the Carse of Gowrie travel to work in Dundee. The TAYplan MIR questioned the compatibility of this with the requirement to deliver sustainable development and opted for a strategy which concentrates new housing development within or close to Perth and Dundee. A consequence of this strategy is that the allocation of significant amounts of land outwith Dundee in the eastern and central Carse of Gowrie would potentially undermine the





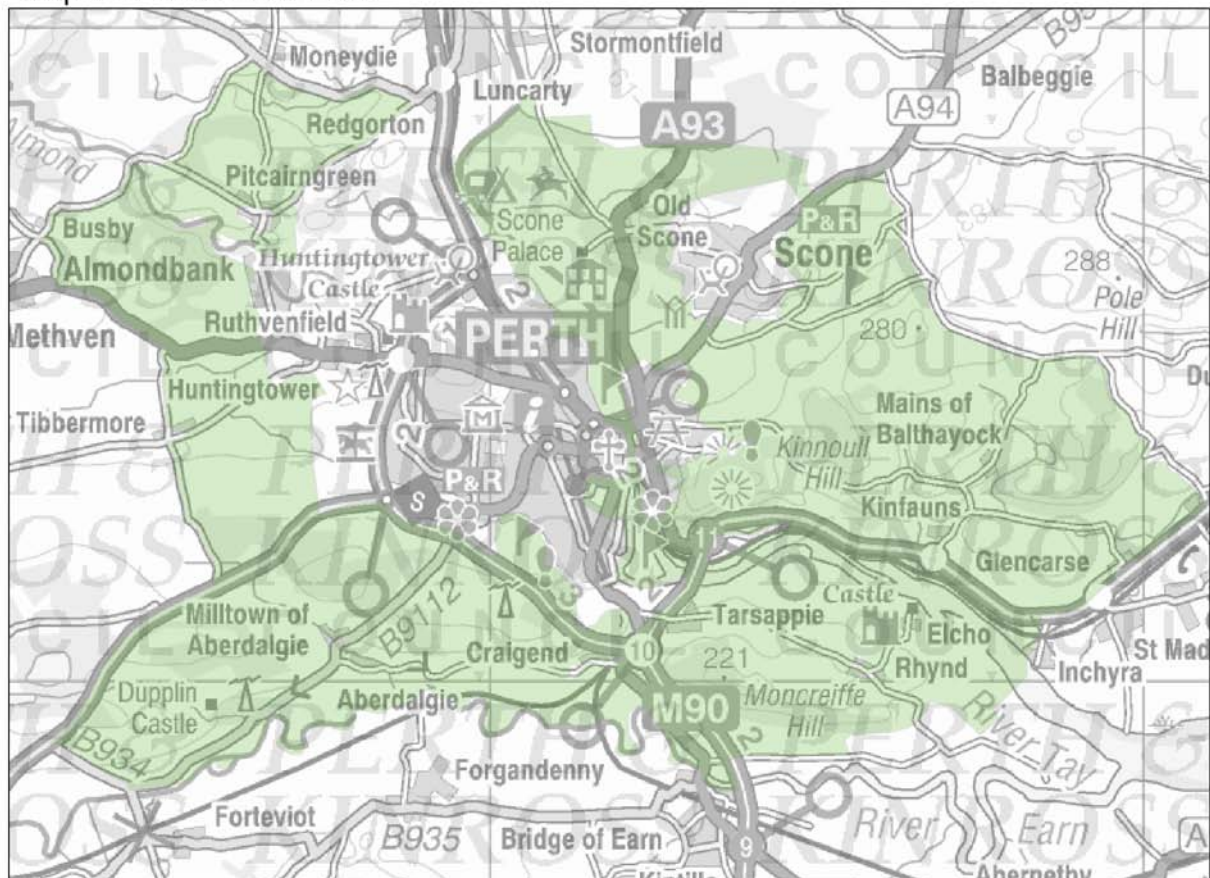
TAYplan strategy by attracting those working in Dundee to live in and commute from the Carse of Gowrie.

5.2.7. The LDP Spatial strategy will therefore only allocate modest development opportunities in the Carse of Gowrie to support the TAYplan aim to see Dundee return to a growing population.

## Perth Green Belt

5.2.8. The Perth and Kinross Structure Plan proposed that a green belt be identified around Perth to manage its growth and protect its landscape setting. This proposal is supported by the TAYPlan MIR which recommends that the Local Development Plan set the specific boundaries. Clearly, there is a strong relationship between identifying the extent of the green belt and the housing strategy, bearing in mind that the green belt needs to take a long term view and fix boundaries which should endure beyond the life of the Local Development Plan, potentially for a period of at least 30 years. Draft boundaries for the green belt were drawn up and consulted on as part of the Draft Perth Area Local Plan of 2004 and there was general support for the proposed extent of the green belt which is generally that indicated on Map 1, with some amendments made in the Berthapark area and land to the west of Perth to accommodate future major development and infrastructure. The preferred green belt boundary is shown below:

Map 1 - Perth Green Belt



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## Policy Framework for Green Belts

5.2.9. Appropriate development for a green belt may include agriculture, woodland and forestry, market gardening and essential infrastructure. Reuse of existing buildings may also be appropriate. Green networks should extend from settlements into the green belt and opportunities to improve recreation, education and tourism should be considered. Green belt policy should be robust and as an example it is proposed to limit housing in the countryside to conversions or replacement buildings, excluding infill and brown field development categories. Any small settlements within the green belt will have settlement boundaries drawn to limit development opportunities.

**Q24 – Do you agree with the preferred green belt boundary shown in Map 1 and the general approach to development within it?**

## Strategy Options for the Perth Area

5.2.10. The Strategy of the Perth Area seeks to adopt a hierarchal approach to the identification of sites to meet the additional requirement:

- Sites within boundaries of Perth
- Strategic expansion areas adjacent to Perth
- Sites within or adjacent to the Core Area villages
- Smaller allocations in villages outwith the Core Area

5.2.11. In the light of the need to make best use of agricultural land and the increasing trend towards higher densities there is also the potential to review the capacities of a range of current sites.

**Q25 – Do you support the hierarchal approach to the identification of sites to meet the additional requirement? If not, why not and what other approach would you suggest?**

5.2.12. The hierarchal approach proposed by the Strategic Development Plan indicates that the majority of new development should focus on the Perth Core area excluding the green belt. The options presented seek to allocate 85% or 90% of new houses required in the Perth HMA to the Core Area and suggests two scenarios to achieve this. The preferred option is to provide 90% within the Core because of the difficulties in providing sites in the villages outwith the core (see figure 23).

**Figure 23 – Additional allocation 2010 - 2014**

Settlement	Additional allocations required Option 1 (90% to Core Area)	Additional allocations required Option 2 (85% Core Area)
Perth Core	3,710	3,500
Villages beyond green belt	410	620
Perth Area	4,120	4,120



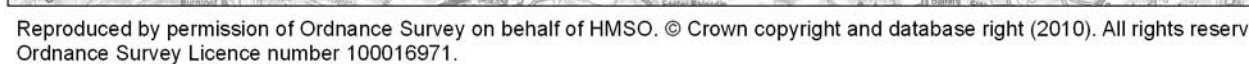
5.2.13. Identifying sites for an additional 4,120 houses in the Perth HMA presents one of the most complex challenges for the Local Development Plan. Not only are the numbers of houses to be accommodated far in excess of those required in other areas, but there are also major infrastructure issues to be resolved prior to the development of the majority of the sites particularly outwith the City.

5.2.14. Experience has shown that major development sites such as Oudenarde and Almond Valley Village take many years before they start to deliver houses on the ground. On the assumption that there is a recovery in the housing market over the next few years, it is important that careful consideration is given to when it might be expected that the emerging sites will start to deliver houses. It will be important for the Proposed Plan and the associated Action Plan that there will be a degree of certainty surrounding the delivery of key infrastructure projects and the larger strategic housing sites. This will necessitate those promoting the key sites to demonstrate that they are deliverable within the required timescale. This will need to be supported by a realistic assessment of the likely delivery timescale for the major infrastructure projects identified as being critical to the delivery of the strategy.

5.2.15. The strategy options therefore concentrate on two scenarios and aim to make provision for an additional 4,120 houses. Both scenarios depend upon 700 houses being delivered within the City from the identified sites with the potential to deliver 1,110 houses (see Maps 2 and 3 and associated text). Figure 24 summarises how sites for each option are made up.

5.2.16. Option 1 (Preferred) – This option assumes the development at Oudenarde, Berthapark (in part) and the Perth West proposal to the west of the bypass, but that Almond Valley Village may not come forward. It also assumes significant development to the north of Scone in association with a new Tay crossing to the north of Perth. In addition to these strategic sites, it assumes significant development in a number of villages in the rest of Perth Core with smaller developments beyond the Core. See Map 2 and figure 24.

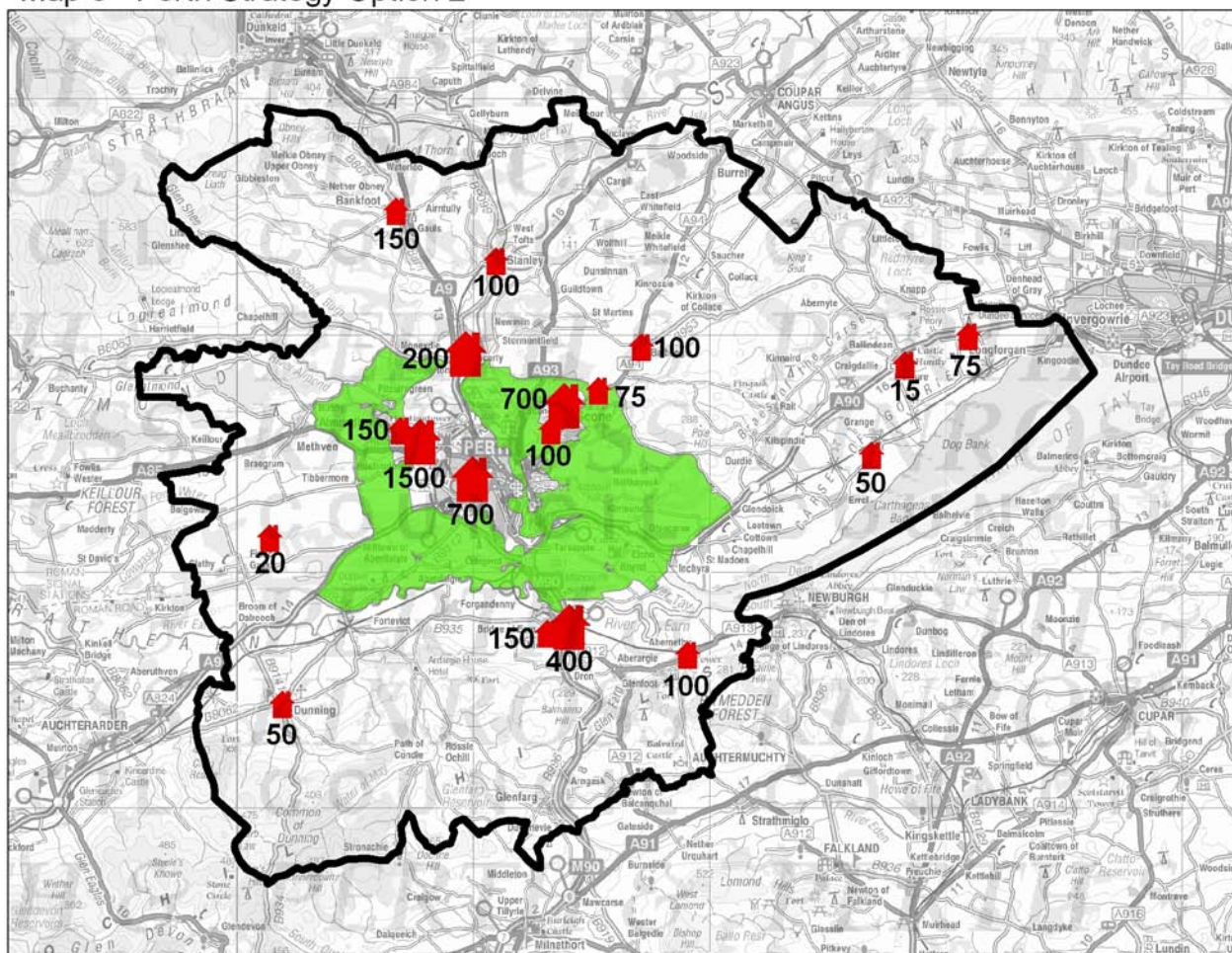






5.2.17. Option 2 – This option assumes that Almond Valley Village will come forward, but that the Perth West development will not. See Map 3.

### Map 3 - Perth Strategy Option 2



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number of proposed houses



## Green Belt





**Figure 24 – Summary of housing sites options**

Site	Total Numbers to 2024	Option 1	Option 2
Perth			
City centre sites	400	200	200
City sites	750	500	500
Strategic sites			
Oudenarde increase	400	400	400
Almond Valley Village	1,500	150	1,500
Scone	700	700	700
Berthapark	500	500	0
Perth West	1,500	1,500	0
Other Core Area sites			
Almondbank	150	0	150
Perth Airport	75	0	75
Scone (Glebe)	100	00	100
Balbeggie	100	0	100
Luncarty	200	100	200
Stanley	100	100	100
Bridge of Earn	150	0	150
Core Area Sub Total	6,585	4,250	4,175
Sites outside Perth Core			
Abernethy	100	0	100
Bankfoot	150	100	150
Clathy	20	20	20
Dunning	50	0	50
Grange	50	0	50
Inchture	15	15	15
Longforgan	75	0	75
Outwith Core Sub Total	460	135	460
Total	7,045	4,385	4,635

5.2.18. In addition, two further new villages were put forward during the Pre Main Issues Report consultation. The sites were at Errol Grange (in excess of 4,000 houses) and Craigend to the west of Methven (in excess of 1,800 houses). The Craigend site is just outwith the Perth Housing Market Area although clearly designed to serve that



market. The site may be considered to be contrary to the TAYplan strategy because of its location. Development of Errol Grange to the proposed scale would be contrary to the TAYplan strategy of limiting development in the Carse of Gowrie.

**Q26 – Is the MIR correct to discount the new village proposal at Craigend to the west of Methven as being contrary to the TAYplan strategy because of its location outwith the Core area? If not, why not and what approach would you suggest?**

## Detailed Housing Site Options – Perth Core Area

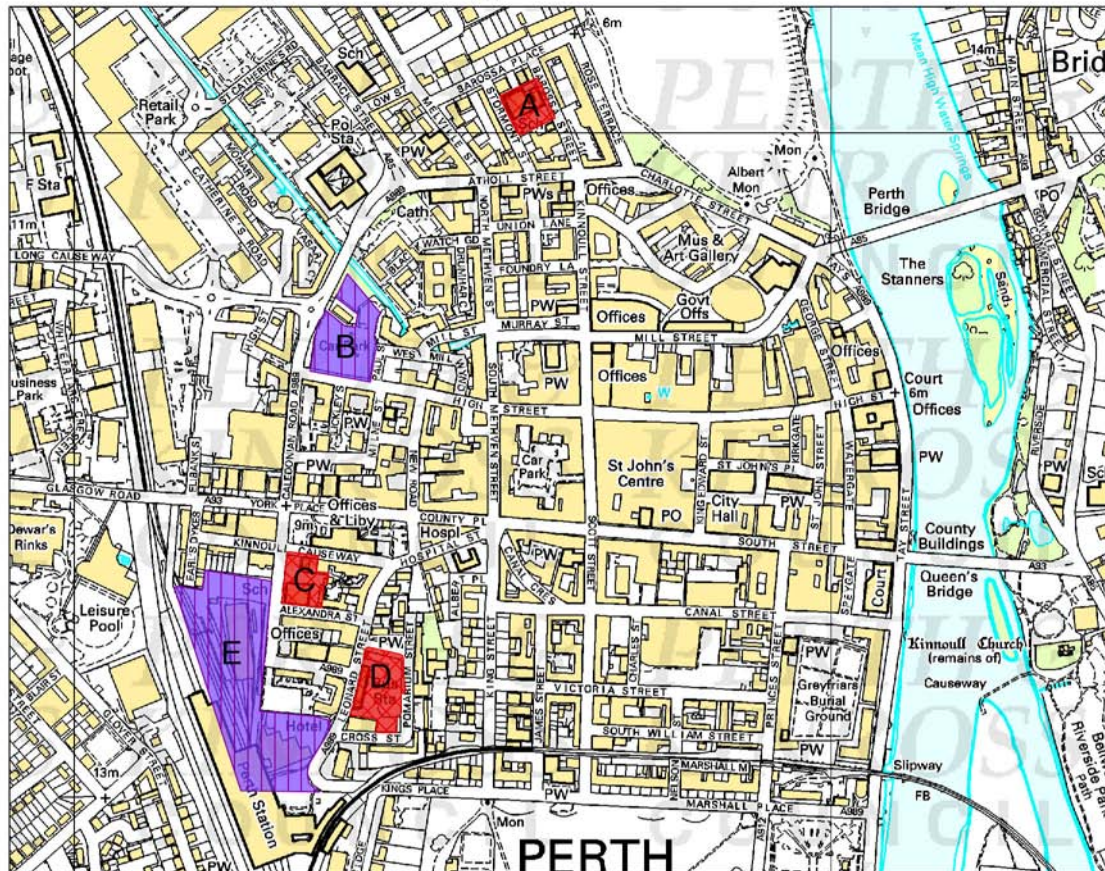
### Sites within Perth City Centre (See Map 4)

A	St John's School - 50 houses
B	Thimble row - 100 houses as part of a mixed use development
C	Caledonian Road School - 50 houses
D	Bus Station - 100 Houses as part of development of an integrated transport solution at Perth Station
E	Perth Station Redevelopment - 100 houses as part of a mixed use development including an integrated transport solution

Total 400 houses (Some of these may not come forward until the later part of the Plan period)



Map 4 - Perth city centre housing and mixed used sites



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↑ Scale:  
1:10,000

- Site A - 50 houses
- Site B - 100 houses as part of a mixed use development
- Site C - 50 houses
- Site D - 100 houses
- Site E - 100 houses as part of a mixed use development



**Sites within the remainder of Perth City (See Map 5)**

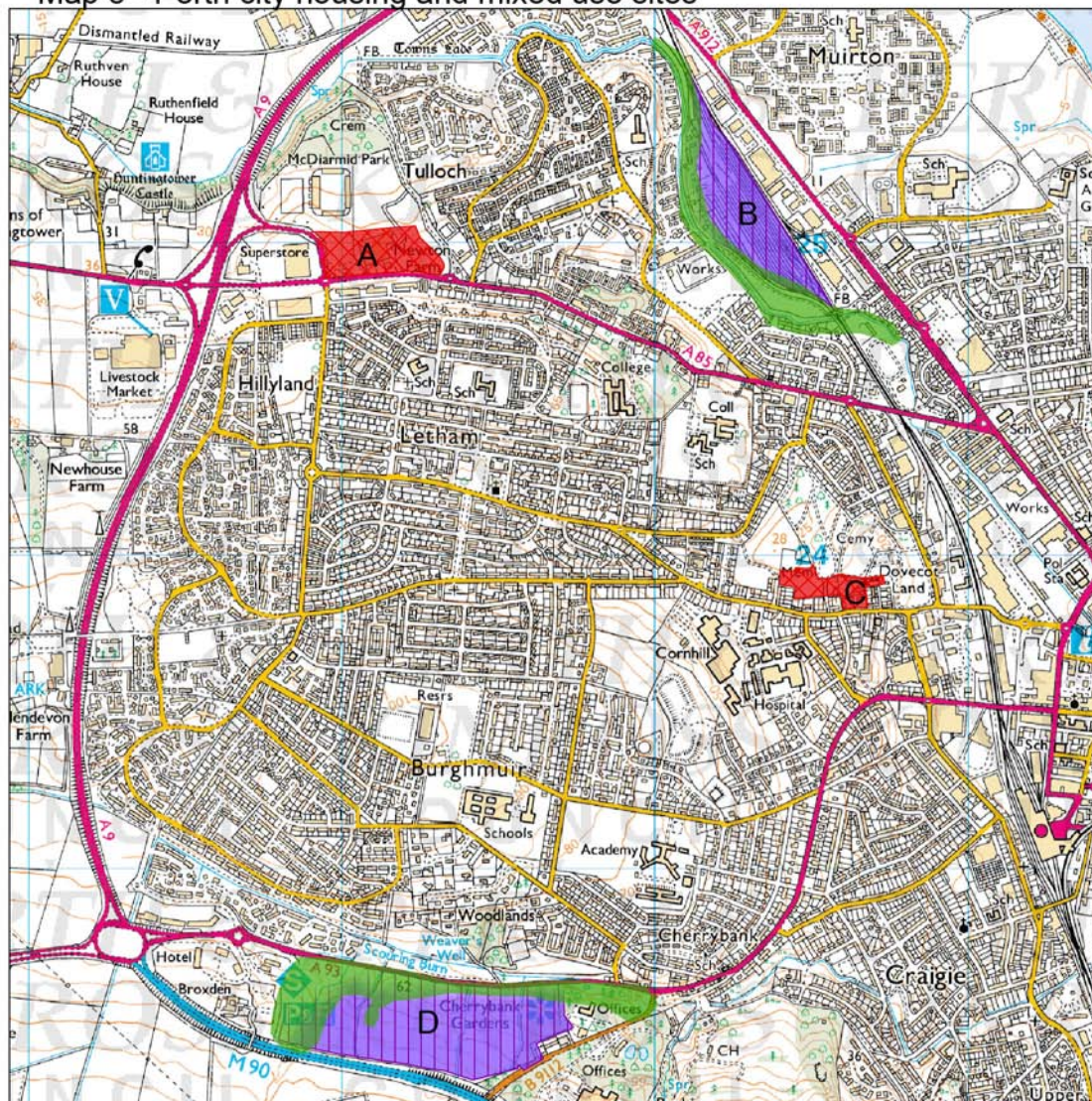
A	Newton Farm - 100 houses (Note: alternative options include retailing (See Map 21). (Part Brownfield site)
B	Marshalling Yards - 300 houses as part of a mixed use development with 25% employment land (Brownfield site)
C	Jeanfield Nurseries - 100 houses subject to subject to becoming surplus to requirements (Brownfield site)
D	Broxden - 250 houses as part of a mixed use development with 40% employment land

Total 750 houses





Map 5 - Perth city housing and mixed use sites



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↑ Scale:  
1:24,000

- Site A - 100 houses
- Site B - 300 houses as part of a mixed use development
- Site C - 100 houses
- Site D - 250 houses as part of a mixed use development
- Open space wedge



**Q27 – Is it reasonable to assume that the sites within Perth will contribute a total of 700 houses to the overall supply? If not, why not?**

### Perth Strategic Expansion Areas (See Map 6)

5.2.19. These are sites beyond the existing city boundaries that have potential to provide significant numbers of houses.

A	Berthapark is identified as a longer term major expansion area capable of providing land for a mixed new community including over 3000 houses. The site required transport connections to the A9/A85 junction and to the A9 in association with the new Perth Bridge proposal. Given the long lead in time required to bring forward the infrastructure for a new strategic sites of this scale, it is unlikely to deliver houses until the latter part of the Plan period and therefore only 500 houses are counted towards the housing land supply
B	Almondbank - 150 houses. This site is restricted as part of the site is subject to potential flooding issues. Improved access arrangements are required for this site potentially linking to Almond Valley and as a result is considered to be part of the Almond Valley strategic allocation
C	Almond Valley – proposed new village is carried forward from the Perth Area Local Plan but with the numbers of houses increased to 1,500. Part of the site is potentially subject to flooding and requires further investigation. The site access is dependent upon the provision of a new junction to serve the A9 / A85
D	Perth West – 1,500+ houses in a new neighbourhood as part of a mixed use development. The site access is dependent upon the provision of a new junction from the A9 / A85 and potentially from Broxden and Perth Western Edge

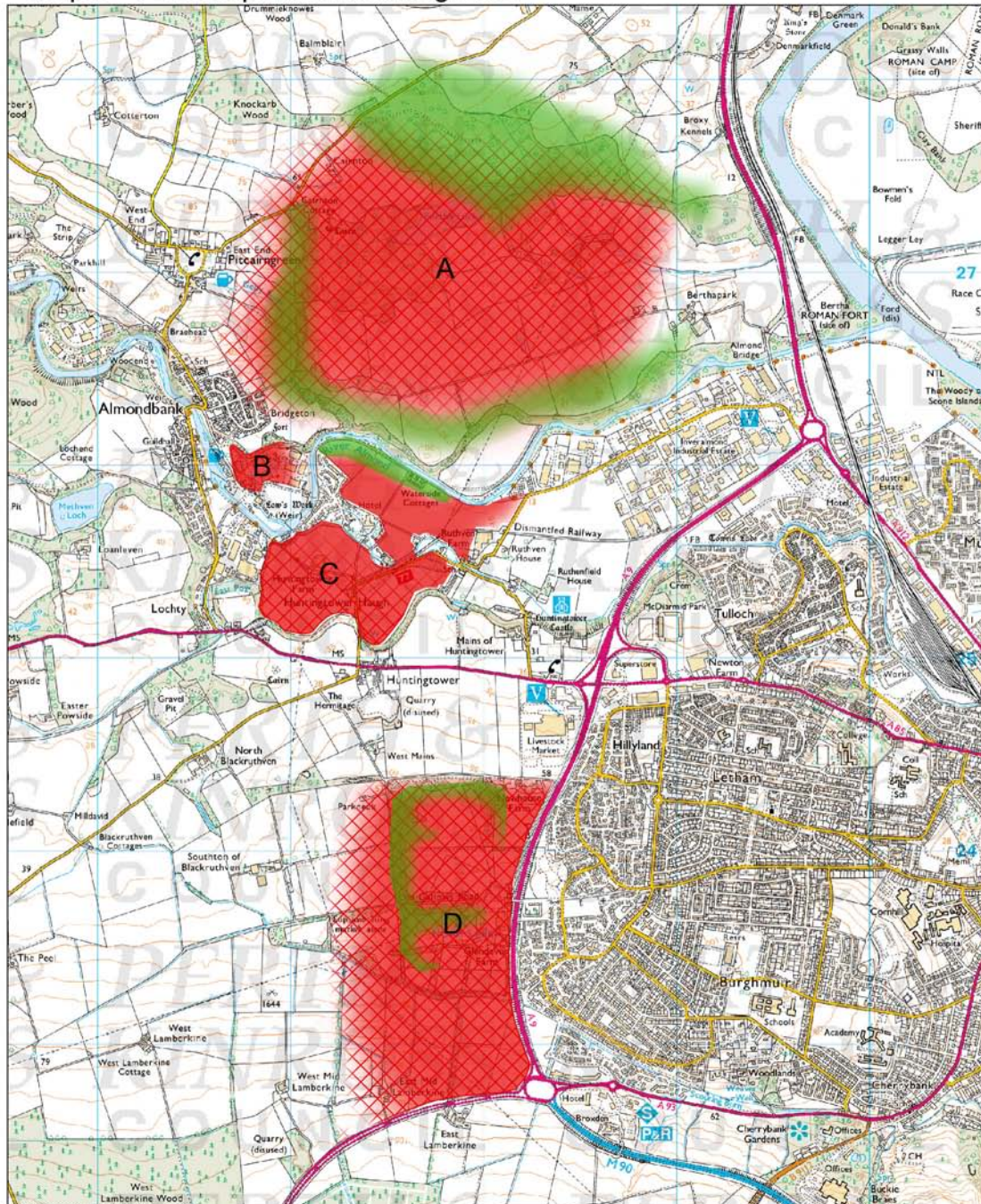
Note: Preliminary investigation suggests that there is significant doubt whether the proposed roads infrastructure in the Crieff Road / A9 could support both Almond Valley and Perth West. These sites are therefore considered to be alternative proposals with only one capable of being supported.

**Q28 – Which of the strategic sites identified within the Perth Core area do you think have potential for housing development and are likely to be developed within a reasonable time period?**





Map 6 - Perth expansion housing sites



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- Site A - 500 houses  
(part of a larger, long term development)
- Site B - 150 houses
- Site C - 1,500 houses
- Site D - 1,500 houses
- Open space wedge

**Scale:**  
**1:35,000**





## Sites Within or Adjacent to the Core Area villages

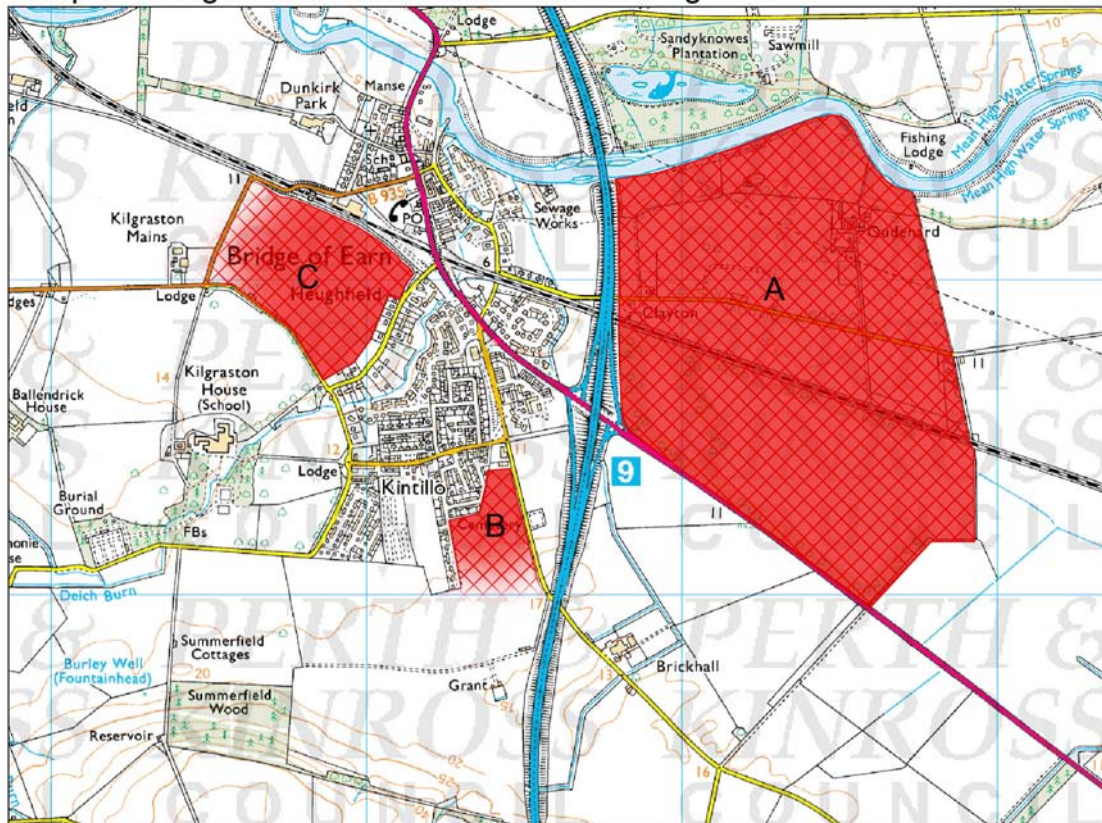
### 5.2.20. Bridge of Earn (See Map 7)

A	Increased density of Oudenarde development +400 houses (Strategic Site)
B	South Kintillo - 150 houses
C	Forgandenny Road - 150 houses

Total 550 houses

Note it is considered that given the scale of development already committed in the area that Bridge of Earn can only support one of the potential sites from B & C.

Map 7 - Bridge of Earn and Oudenarde housing sites



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- Site A - increased density - 400 houses
- Site B - 150 houses
- Site C - 150 houses

↑ Scale:  
1:24,000

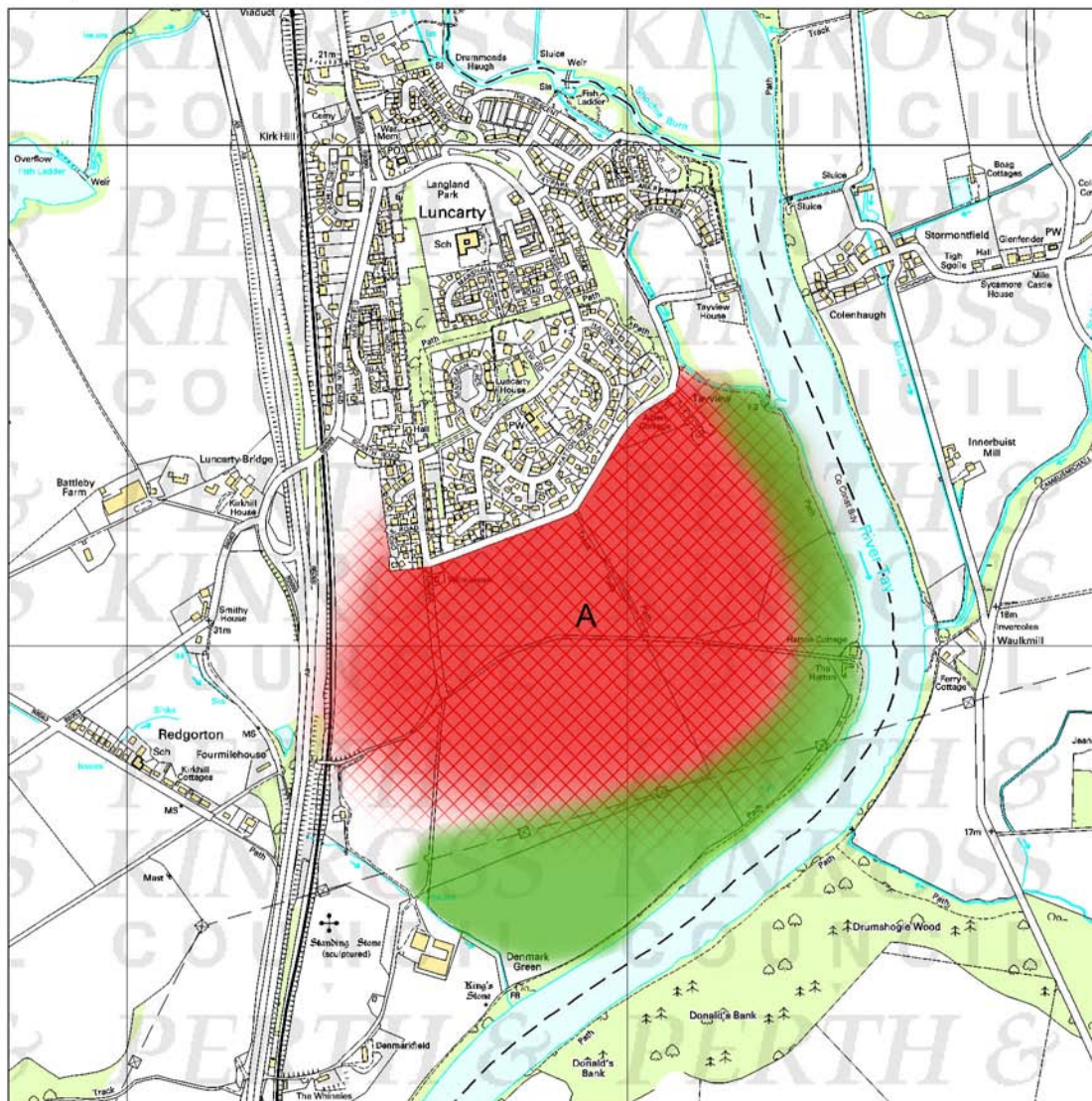




### 5.2.21. Luncarty (See Map 8)

The creation of the Cross Tay Link will improve access to the area to the south of Luncarty and provide an improved link to the A9 for traffic from Luncarty and Stanley. This opens up opportunities for the expansion of Luncarty south and the scale of this site may be determined by the final route identified for the Cross Tay Link. To protect and enhance the setting of the Tay, a significant green corridor (at least 100m wide) will need to be provided along the river bank.

Map 8 - Luncarty housing site



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- Site A - 200 houses
- Open space wedge

↑ Scale:  
1:15,000



### 5.2.22. Stanley (See Map 9)

The current Local Plan identifies three sites within Stanley with the potential to accommodate 80 houses. The potential sites identified for Stanley identify two new sites and extend the three sites previously identified. The total capacity of all five sites is approximately 315 houses.

A	Mill Street, (north), 50 houses
B	Linn Road / Station Road (north), 35 houses
C	Linn Road / Station Road (south), 35 houses (already approved)
D	Burnside / Manse Crescent, 90 houses
E	Mill Street (south), 50 houses (current planning application)
F	Duchess Street, 55 houses

Were all these houses to be constructed during the Plan period i.e. to 2024 the rate of expansion may cause difficulties. It would be preferable for development to be phased over a longer period and with an annual build rate expected to averaging 15 houses a year, it is proposed to limit to 180 the total number of new houses built to 2024. As 80 houses from this overall supply are already contained in the effective supply this amount to an increase of 100 houses.

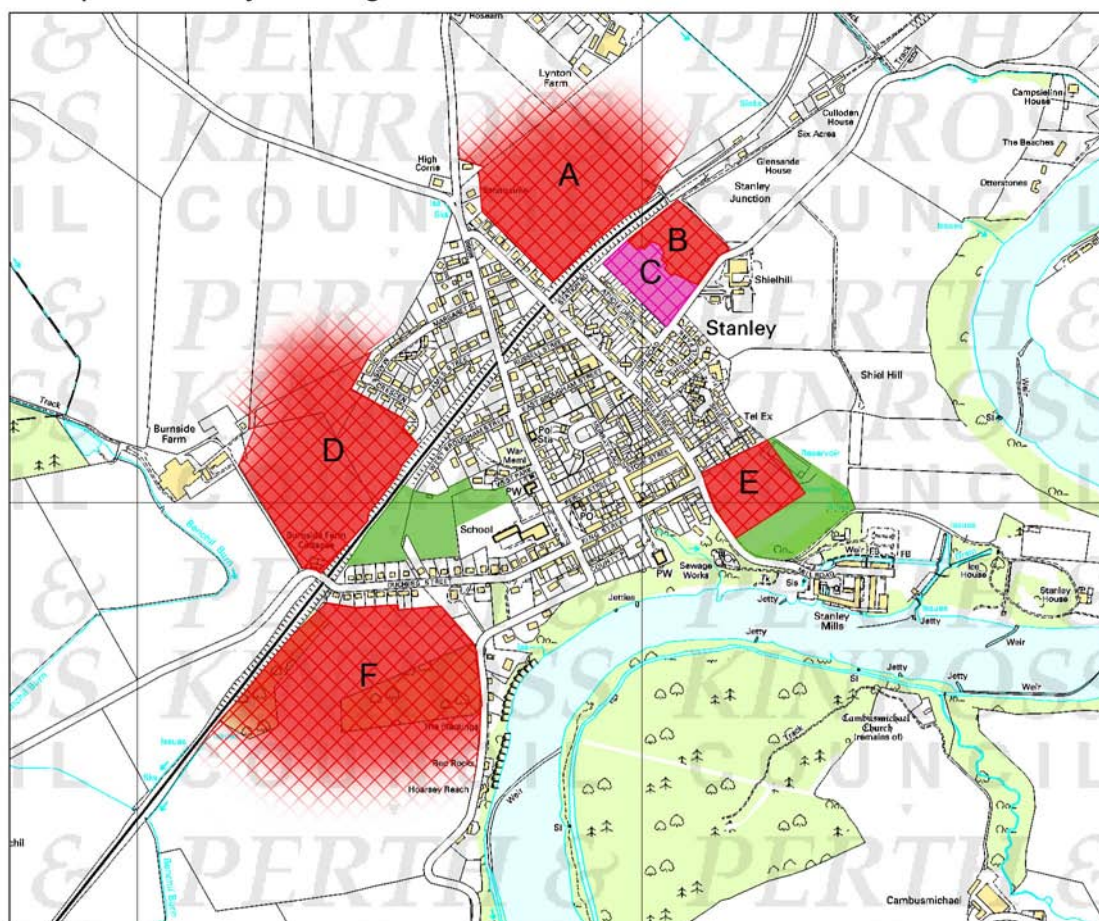
While the village possesses a good range of facilities a number of these may require improvement or expansion to cope with the increased impact of further development, these include:

- Playing fields
- Play areas
- Primary School
- Community facilities





Map 9 - Stanley housing sites



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- Site A - 50 houses
- Site B - 35 houses
- Site C - 35 houses, approved and contributing to numbers
- Site D - 90 houses
- Site E - 50 houses
- Site F - 55 houses
- Open space wedge

**Scale:**  
1:15,000



### 5.2.23. Balbeggie (See Map 10)

Due to traffic and air quality issues in the Bridgend area of Perth sites in this sector of the Core Area can only be supported subject to a commitment to the construction of the Cross Tay link. It is also considered that Balbeggie can only support one of the two potential sites.

A	Balbeggie West - 100 houses
B	Balbeggie East - 100 houses

Map 10 - Balbeggie housing sites



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Site A or Site B - 100 houses
 ↑
 Scale: 1:15,000



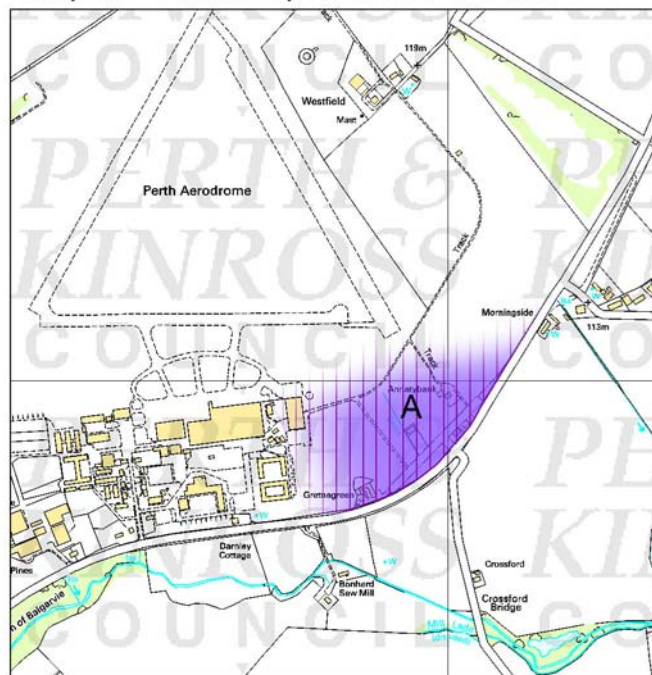


### 5.2.24. Perth Airport (See Map 11)


The primary purpose of Perth Airport is for aviation and employment purposes and it is considered that any additional residential development in this area should be part of a package of measures to enhance the long-term sustainability of this area as a local airport and employment site. Due to traffic and air quality issues in the Bridgend area of Perth housing sites in this sector of the Core Area can only be supported subject to a commitment to the construction of the Cross Tay link, although the employment uses could come forward before the bridge is committed.

A	Perth Airport - 75 houses as part of a mixed use development 50% employment land.
---	---

Map 11 - Perth Airport mixed use site



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 Site A - 75 houses

 Scale:  
1:15,000

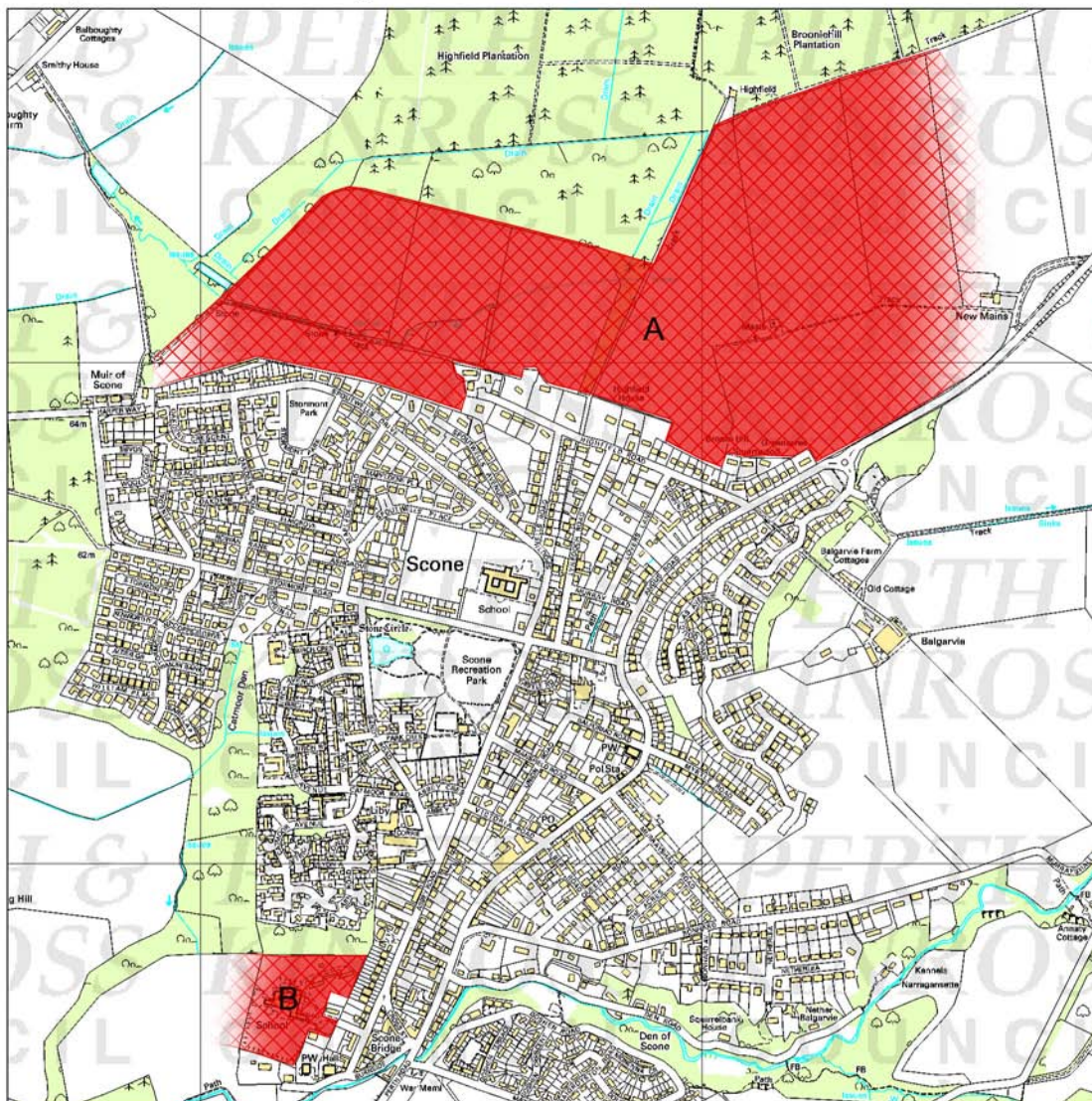


## 5.2.25. Scone (See Map 12)

Scone, with a population of 4,430, is the largest village within the Perth area and the 5th biggest settlement in Perth & Kinross (2001 Census). The village contains a good range of local shops and services together with a frequent bus service to Perth. Due to traffic and air quality issues in the Bridgend area of Perth greenfield sites in this sector of the Core Area can only be supported subject to a commitment to the construction of the Cross Tay link.

- |   |   |
|---|---|
| A | Scone North - 700 houses mixed use development including 25% employment land (Strategic Site) |
| B | Scone Glebe School - 100 houses subject to improved access arrangements                       |

Map 12 - Scone housing sites



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■ Site A - 700 houses  
■ Site B - 100 houses

↑ Scale:  
1:15,000





Q29 – Which sites identified within or adjacent to the Perth Core area villages do you think have potential for housing development?

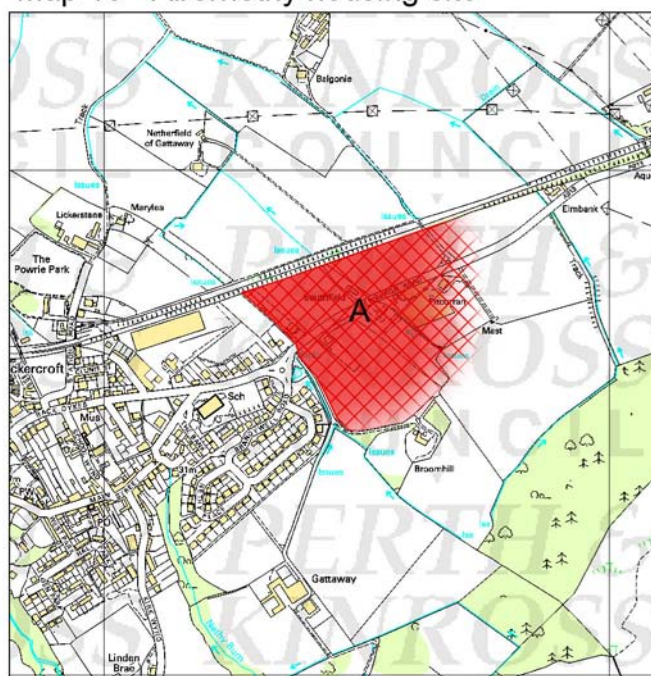
### 5.2.26. Sites in Villages Outwith Perth Core (See Maps 13-19)

It is proposed that between 10 and 15% of the overall Perth HMA requirement should be met from sites in villages beyond the Perth Core. It is considered that the sites identified in the following villages offer the best opportunities for expansion.

A	Abernethy: 100 houses
B & C	Bankfoot: 150 houses
D	Clathymore: 20 houses
E & F	Dunning: 50 houses
G	Grange: 50 houses (mixed use site retaining current area of employment uses)
H	Inchtute: 15 houses
I & J	Longforgan: 75 houses

Total 460 houses

Map 13 - Abernethy housing site



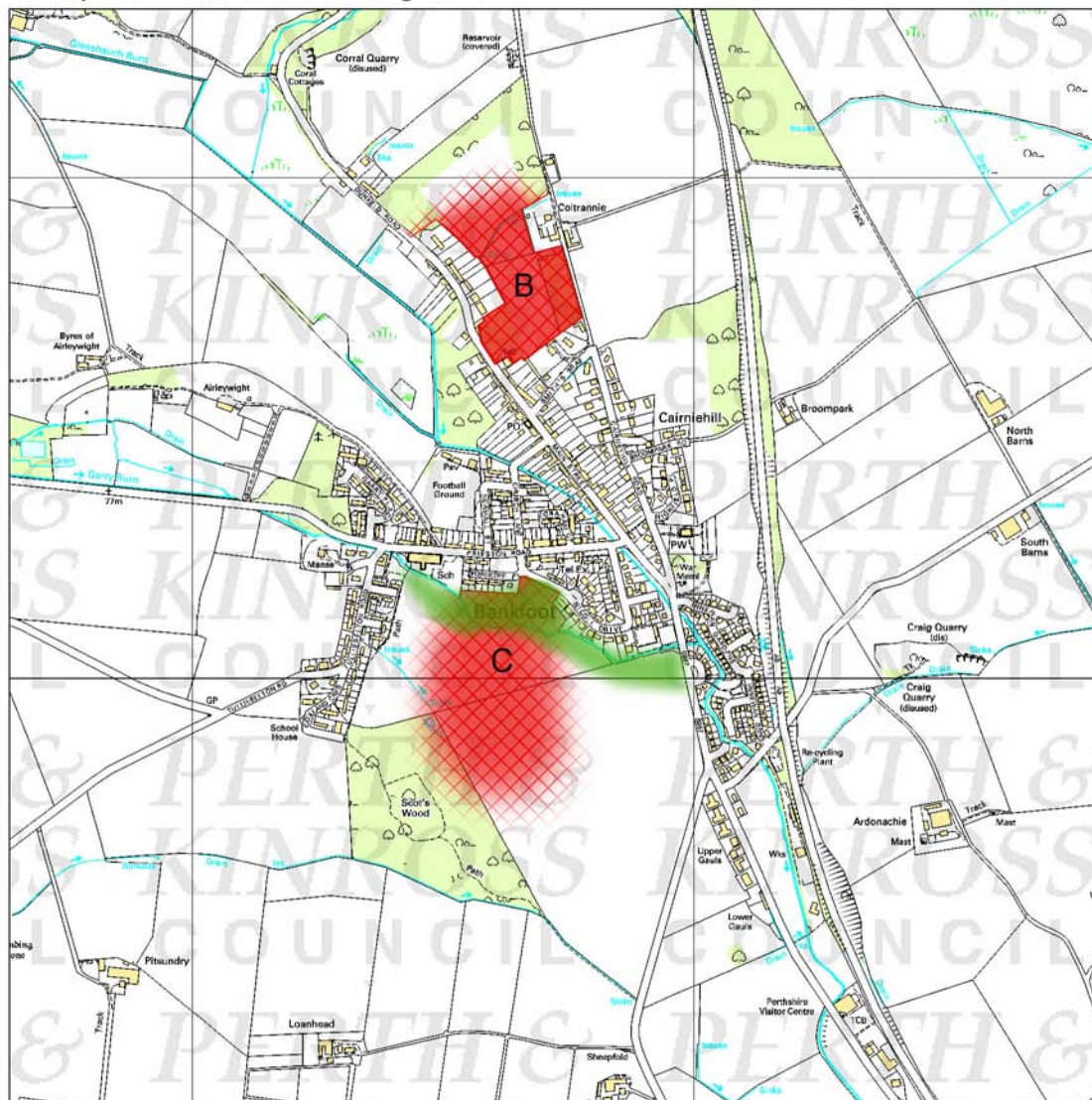
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■ Site A - 100 houses

↑ Scale:  
1:15,000



Map 14 - Bankfoot housing sites



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↑ Scale:  
1:15,000

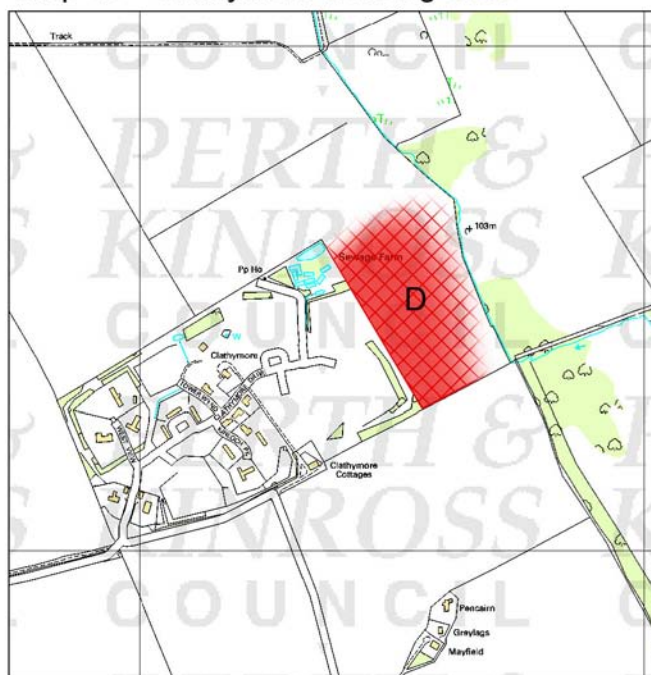
■ Sites B and C - 150 houses

■ Open space wedge





Map 15 - Clathymore housing sites

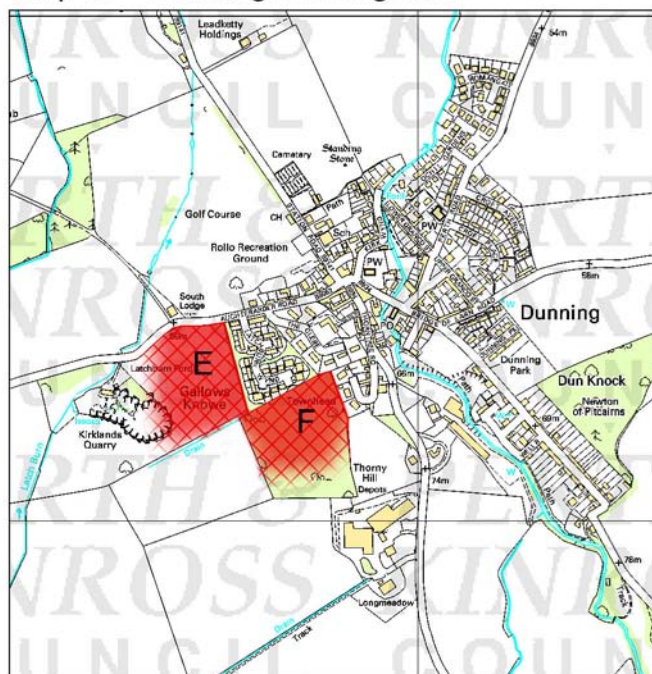


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■ Site D - 20 houses

↑ Scale:  
1:15,000

Map 16 - Dunning housing sites



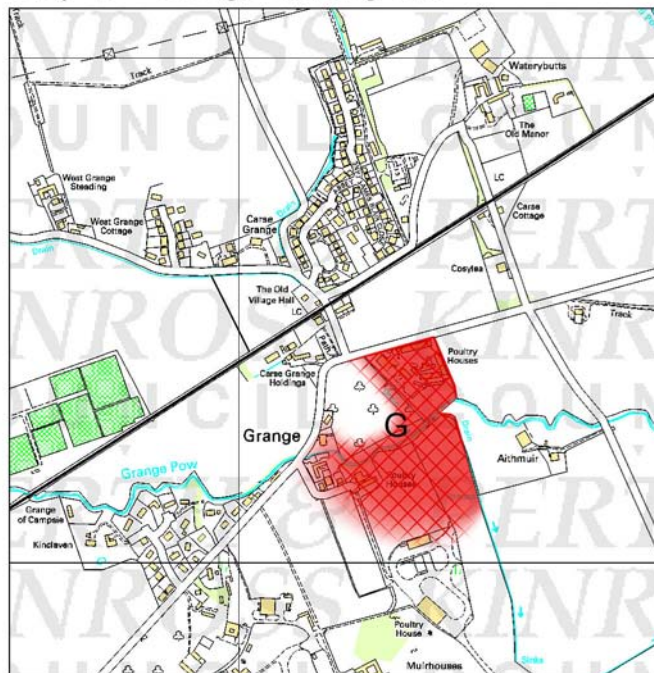
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■ Sites E and F - 50 houses

↑ Scale:  
1:15,000



Map 17 - Grange housing site



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■ Site G - 50 houses

↑ **Scale:**  
1:15,000

Map 18 - Inchtute housing sites



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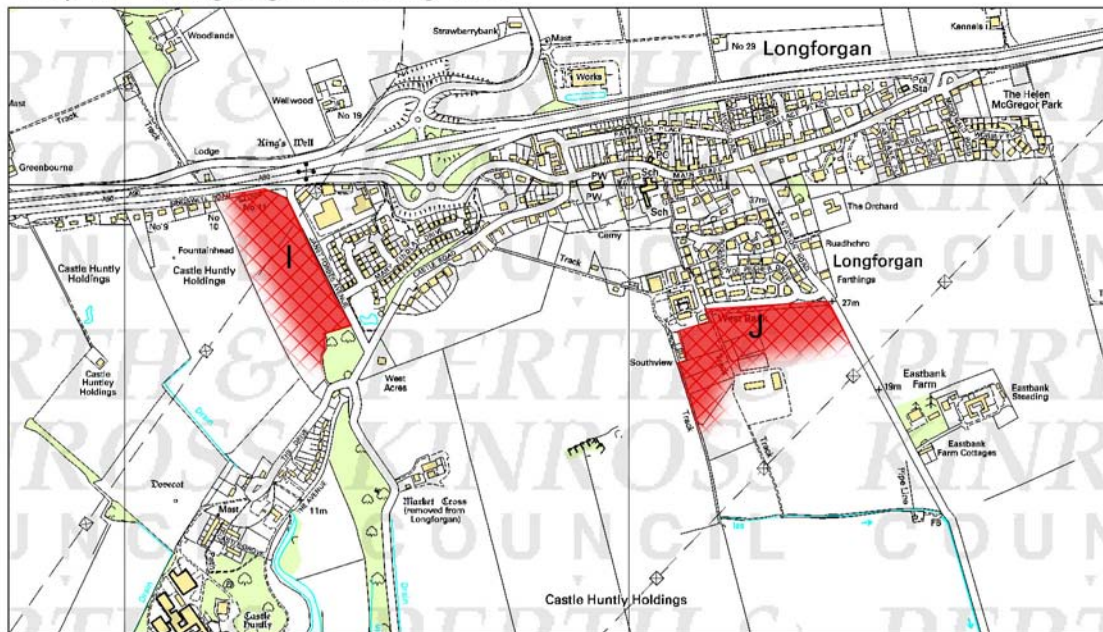
■ Site H- 15 houses  
■ Open space wedge

↑ **Scale:**  
1:15,000





Map 19 - Longforgan housing sites



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■ Sites I and J - 75 houses

↑ Scale:  
1:15,000

**Q30 – Which of the housing sites identified in villages outwith the Perth Core area have potential for housing development? What alternatives would you suggest?**





## Economic Development Land

5.2.27. There is an identified need for a supply of 70ha of economic development land to meet the requirements of the Perth Area over the Plan period. The supply should address the various needs of the market over an extended period. This means the sites identified must be capable of accommodating a diverse range of needs from general industrial land to high quality office developments. There is also a requirement for sites to be located in a variety of locations and where possible and appropriate integrated with residential areas to help create sustainable communities.

5.2.28. There are several key large scale sites identified in the current Industrial and Business Land Audit which might suggest that the current supply may be adequate, although some of those identified are for specialist uses and only a proportion of these sites (25ha) is likely to contribute to the supply during the life of the Plan. They do however provide flexibility should the demand exceed expectations. These sites are identified below:

- The Scottish Crop Research Institute, Invergowrie (52ha) This is for specialist uses related to agricultural research and related businesses. Only 5ha are counted towards the overall economic land supply to 2024.
- Binn Farm Eco Park (47ha) This is for specialist uses related to recycling and downstream related businesses. Only 10ha are counted towards the overall economic land supply to 2024.
- Brickhall Farm, Oudenarde (34ha) This is a large site for classes 4, 5 & 6 uses although other compatible uses may be acceptable excluding retailing. Only 10ha are counted towards the overall economic land supply to 2024
- Horn Farm (10ha) This is for specialist uses related to roadside services and is not counted towards the overall economic land supply

5.2.29. In addition to these sites, there is currently available land at Inveralmond South (3ha), Broxden (3.5ha), North Muirton (4ha) and other small sites which are expected to contribute a total of a further 10ha of land leaving a balance of 35 ha for the Plan to identify.

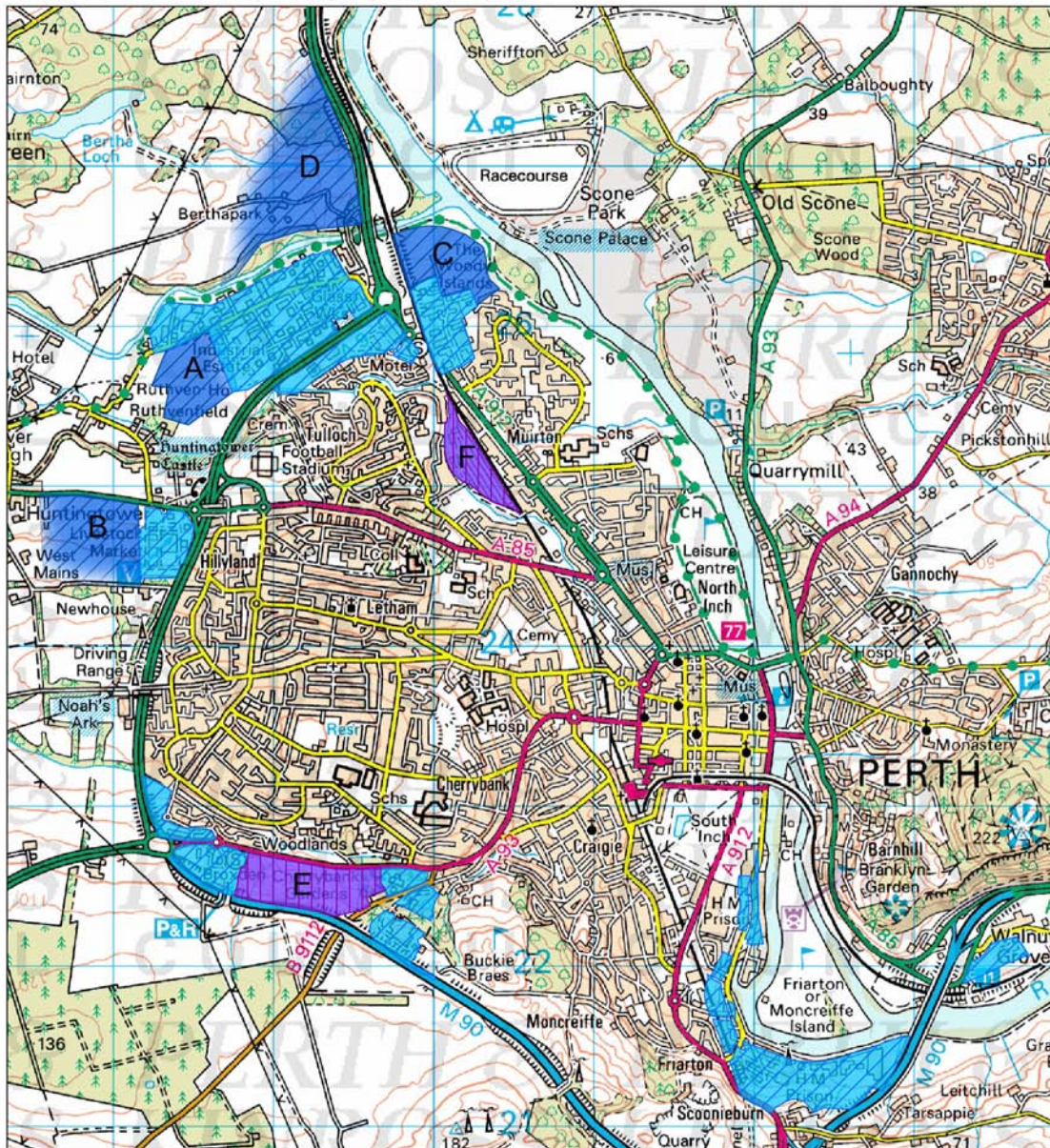
5.2.30. The key options for meeting this shortfall are identified below and on Map 20 (with the exception of Perth Airport, which is shown on Map 11):

A	Inveralmond North phase 1 – 10ha (Industrial and business uses)
B	Huntingtower West phase 1 – 5-10ha (Class 4 and compatible development)
C	North Muirton - 5ha (Industrial and business uses)
D	Berthapark phase 1 – 5-10ha (Industrial and business uses )
E	Broxden mixed use development phase 1 – 5-10ha (Class 4 and compatible development)
F	Marshalling Yard mixed use development phase 1 – 2.5ha (Class 4 and compatible development)
	Perth Airport phase 1 - 5ha (Industrial and business uses )





Map 20 - Perth key employment sites



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- Additional employment allocations
- Key employment areas to be retained
- Mixed use sites

↑ Scale:  
1:45,000

**Q31 – Do you agree with the proposed new economic development sites? If not, what alternatives would you suggest?**



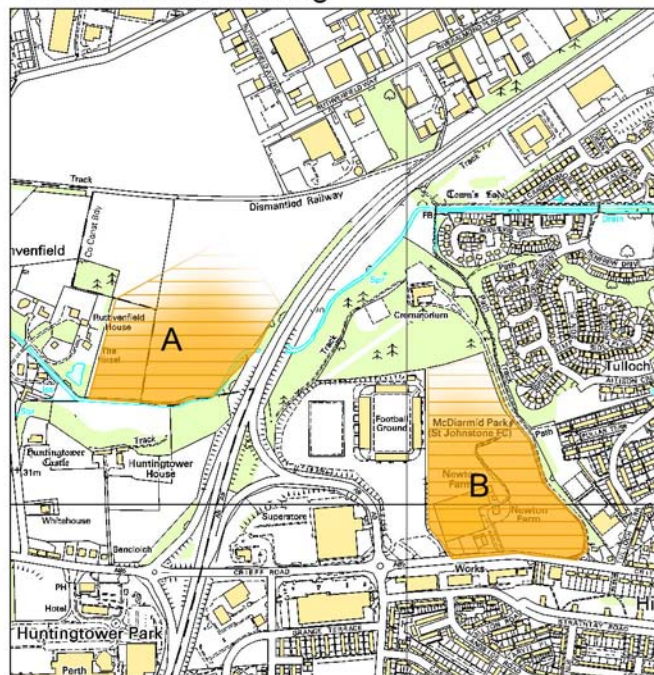


## Retail Strategy (See Map 21)

5.2.31. In terms of convenience provision, there is currently no identified need for a large format foodstore within the Perth Core Area as the existing stores along with approval for a new store in Scone should provide an adequate supply beyond 2016. There is scope for some modest expansions of the existing superstores and in principle support for expansion could be given if such superstores were to relocate to sequentially preferable locations.

5.2.32. However, with significant housing proposed for the north west of Perth to accommodate the projected population growth, there may be the need for some retail expansion within this area in the future. Two site options have been identified (see Map 21) and both reflect the long term option of the preferred spatial strategy to see Perth grow to the north west.

Map 21 - Perth options for additional convenience retailing



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Site A - 8ha  
Site B - 8ha

Scale:  
1:15,000





## Key Infrastructure Projects

5.2.33. The delivery of the Perth Area strategy is dependent upon a series of key transportation projects, the most significant of which are:

- The Cross Tay Link
- A9 / A85 Junction Improvements
- Inveralmond Junction Improvements
- Broxden Junction Upgrade
- Additional Park & Ride Sites



## 5.3. Highland Perthshire Area

5.3.1. The Highland Perthshire area covers approximately half the land area of Perth and Kinross extending to approximately 2,094 sq km. The area contains world famous scenery much of which extends above the 250m contour and includes the peaks of Schiehallion (1083m), Ben Lawers (1214m) and Ben Vrackie (841m). Equally attractive are the glens which contain the rivers Tay, Tummel, Garry, Lyon as well as Loch Tay, Loch Tummel and Loch Rannoch. Aberfeldy, Dunkeld/Birnam and Pitlochry are the largest settlements and together account for some 80% of the area's population. Tourism is the most important economic activity in the area though agriculture, forestry and power generation are significant land and water users.

5.3.2. The LDP will have to strike a balance between identifying sufficient land to accommodate development needs while protecting the area's assets on which the quality of life enjoyed by residents and the tourist industry depend.

### Housing

5.3.3. The TAYplan Main Issues Report suggests an average annual build rate for Highland Perthshire of 85 houses (excluding National Park area). The total requirement for the 14 year period from 2010 – 2014 is therefore 1,190 units. The effective supply at 2010 was 270 units which leaves a requirement to provide an additional 920 units. As explained in Chapter 3, it is expected that around 10% of the land supply will come from 'windfall' and 15% from small sites leaving a requirement to allocate an additional 620 units.

Figure 25 – Potential housing land requirement for Highland Housing Market Area 2010 – 2024 (All figures rounded to nearest 10)

Settlement	Housing Land Requirement	Effective Supply	Allowance from Windfall Sites	Allowance from Small Sites	Additional Allocations Required
Total	1,190	270	120	180	620

### Options for Locating New Housing Development

5.3.4. The TAYplan hierarchal approach suggests that it would reasonable to concentrate the higher percentage of new housing development in Aberfeldy, Pitlochry and Dunkeld / Birnam as this is where local services and employment are concentrated, and the best public transport connections are found. Dunkeld / Birnam is however significantly smaller than the other two towns and has therefore been treated similarly to the other Landward area settlements for the purpose of the Highland Area strategy. The Highland HMA is the most dispersed in Perth & Kinross and with a range of relatively remote communities the area has both different characteristics and needs from much of lowland part of the Plan area. Meeting local needs locally becomes a prime priority and in some areas promoting development can be a mechanism to retain



local services and promote sustainability. This suggests that the proportion of new development directed towards the main settlements of Aberfeldy and Pitlochry will be less than other parts of Perth & Kinross.

5.3.5. The two options identified centre on the proportion of the additional housing allocation which should be directed towards the Landward part of the Highland area.

Figure 26 – Options for Additional housing allocations 2010 - 2014

Settlement	Additional allocations required Option 1 (40% to Landward Area)	Additional allocations required Option 2 (30% to Landward Area)
Highland Housing Market Area	620	620
Aberfeldy	185	220
Pitlochry	185	220
Landward	250	180

### Preferred Option

5.3.6. Given the limited number of suitable sites in the Landward area the preferred option is Option 2 which allocates the smaller percentage (30%) of the additional houses to the Landward area. Details of how these options could potentially be met are discussed below.

**Q32 – Do you agree with the preferred option to allocate 70% of the additional housing allocation to Aberfeldy and Pitlochry and the remaining 30% to the Landward area? If not, why not, and what alternative would you suggest?**





## Detailed Housing Site Options – Aberfeldy & Pitlochry (Maps 22-23)

5.3.7. It should be noted that it is unlikely that significant numbers of houses can be accommodated on brownfield land within the settlements therefore the majority of new development is likely to be on greenfield land adjacent to either settlement.

5.3.8. We would welcome comments relating to the individual sites contained in the following maps which show possible housing sites with the potential to accommodate up to 220 houses in each town. A range of sites have been identified in each settlement with potential to accommodate in total over 620 houses. This means the Proposed Plan could exclude some of the suggested sites or allocate all the sites for housing but release only a first phase during the life of the Plan i.e. to 2024. The identified sites are considered to be capable of development without significant environmental impact. These sites are:

### Aberfeldy

B	West, (south of Kenmore Road) - 150 houses
C	Moness (east) - 100 houses
D	East, (Borlick) - 150 houses


Note: Sites A & E are identified as also providing additional employment land which should be brought forward together with the adjacent housing site.







### Pitlochry

A	Robertson Crescent - 70 houses
B	Auchnahyle - 50 houses maximum (constrained due to access difficulties)
C	Middleton of Fonab - 100 houses

These six sites do not include all potential development sites in Aberfeldy and Pitlochry. Details of all the sites suggested for consideration in the preparation of the Main Issues Report with initial comments on their suitability for inclusion in the Proposed Plan are contained in an accompanying document. Comments on the possible suitability of these sites as alternative to those proposed above would also be welcomed.



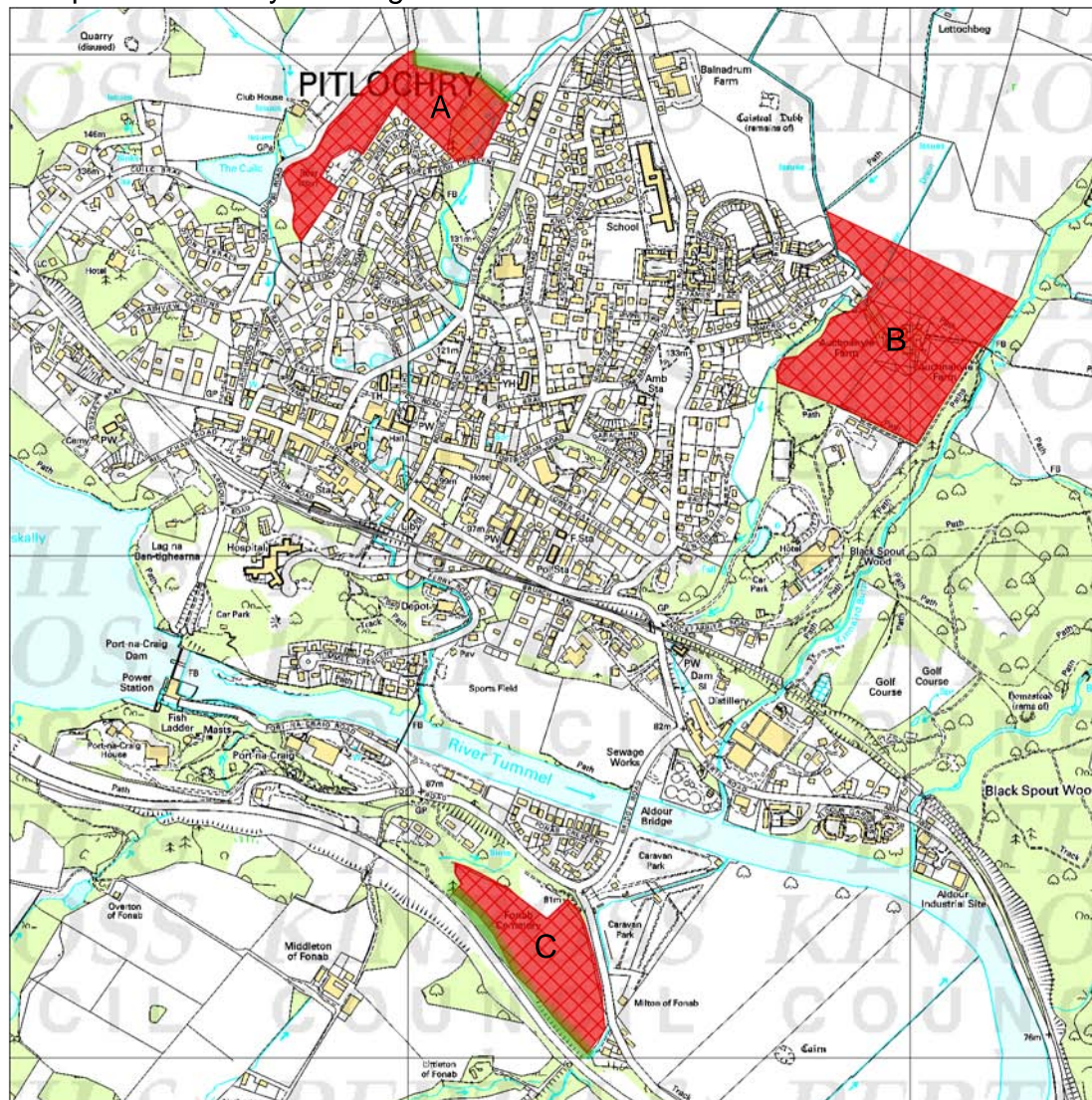
 **Scale:**  
**1:15,000**

-  Site A - 1-2 ha employment land
-  Site B - 150 houses
-  Site C - 100 houses
-  Site D - 150 houses
-  Site E - 1-2 ha employment land
-  Open space wedge





Map 23 - Pitlochry housing sites



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- Site A - 70 houses
- Site B - 50 houses
- Site C - 100 houses
- Open space wedge

↑ Scale:  
1:15,000

Q33 – Which of the sites identified in Aberfeldy and Pitlochry do you think have potential for housing development? What alternatives would you suggest?





## Detailed Housing Site Options – Highland Landward (Maps 24-30)

5.3.9. The preferred strategy for Highland Perthshire requires the identification of sites for 180 houses in the landward settlements. We would welcome comments relating to the individual settlements and sites contained in the following maps which show possible housing sites with the potential to accommodate 230 houses.

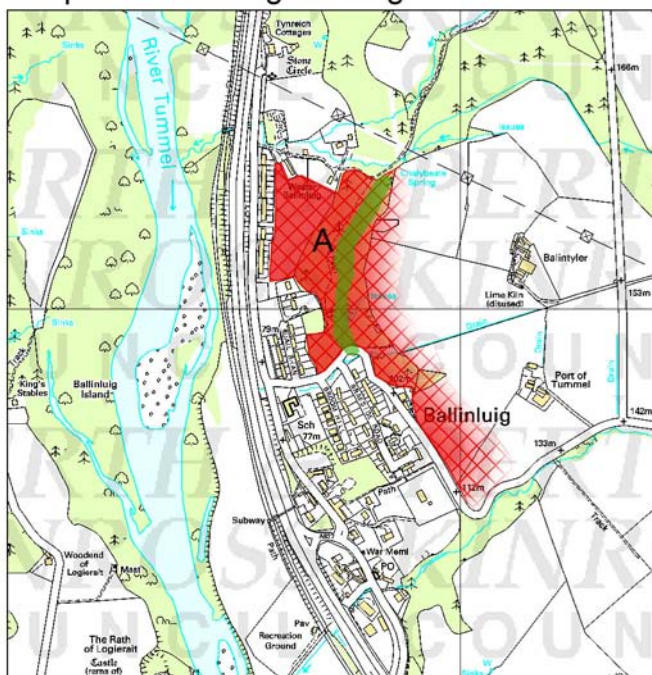
The identified sites are considered to be capable of development without significant environmental impact. These sites are:

A.	Ballinluig, (north) - 45 houses
B.	Birnam, (east and north of Torlee Road) - 60 houses
C.	Croftinloan, (north) - 5 houses
D.	Croftinloan, (south) 15 - houses
E.	Fearnan, (north) 15 - houses
F.	Fearnan, (west) 20 - houses
G.	Kenmore, (east of Aberfeldy Road) - 15 houses
H.	Kinloch Rannoch, (Innerhaddon) - 15 houses
I.	Murthly, (west) - 25 houses
J.	Murthly, (north of Kinclaven Crescent) - 50 houses
K.	Murthly, (south) - 10 houses

Note: it is recognised that Murthly performs a dual role in both the Highland and Perth housing market areas, but it is formally located within the Highland HMA.



Map 24 - Ballinluig housing site



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Site A - 45 houses



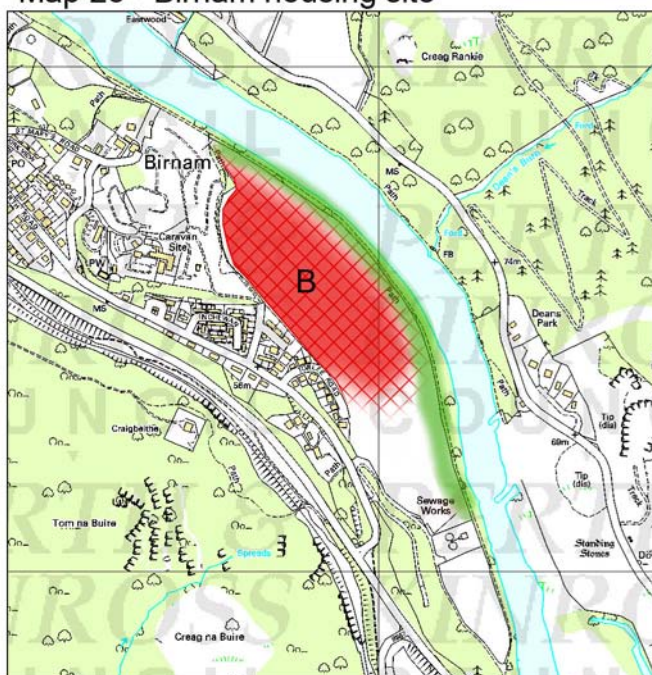
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Open space wedge



Map 25 - Birnam housing site



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■ Site B - 60 houses

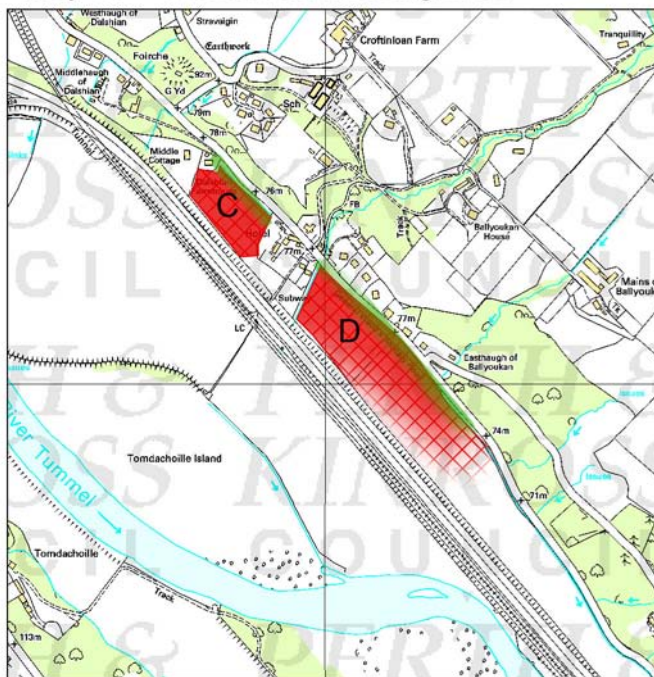
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1:15,000

■ Open space wedge





Map 26 - Croftinloan housing sites



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Site C - 5 houses  
 Site D - 15 houses

**Scale:**  
**1:15,000**

Open space wedge

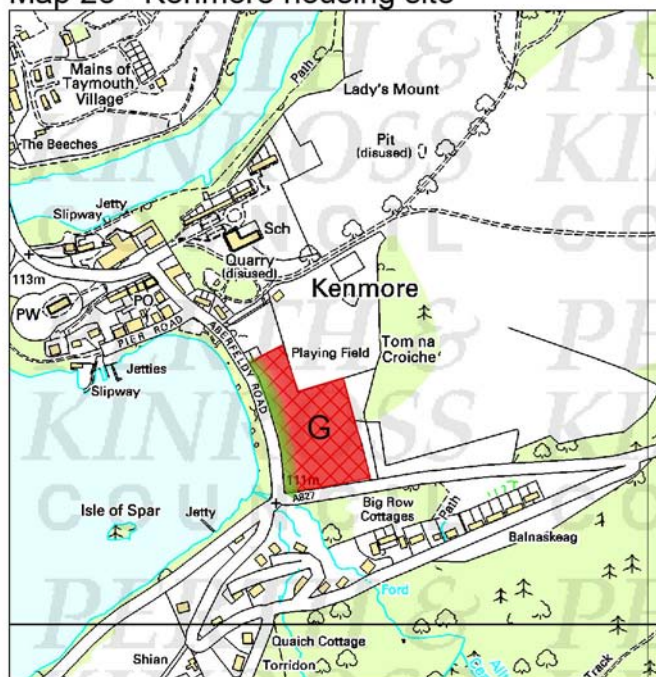


- Site E - 15 houses
- Site F - 20 houses

**Scale:**  
**1:15,000**



Map 28 - Kenmore housing site



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■ Site G - 15 houses

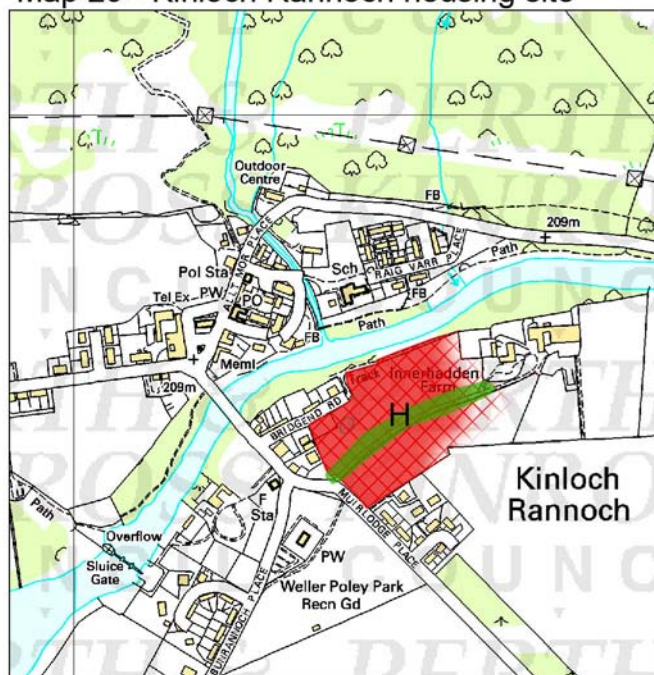
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■ Open space wedge





Map 29 - Kinloch Rannoch housing site



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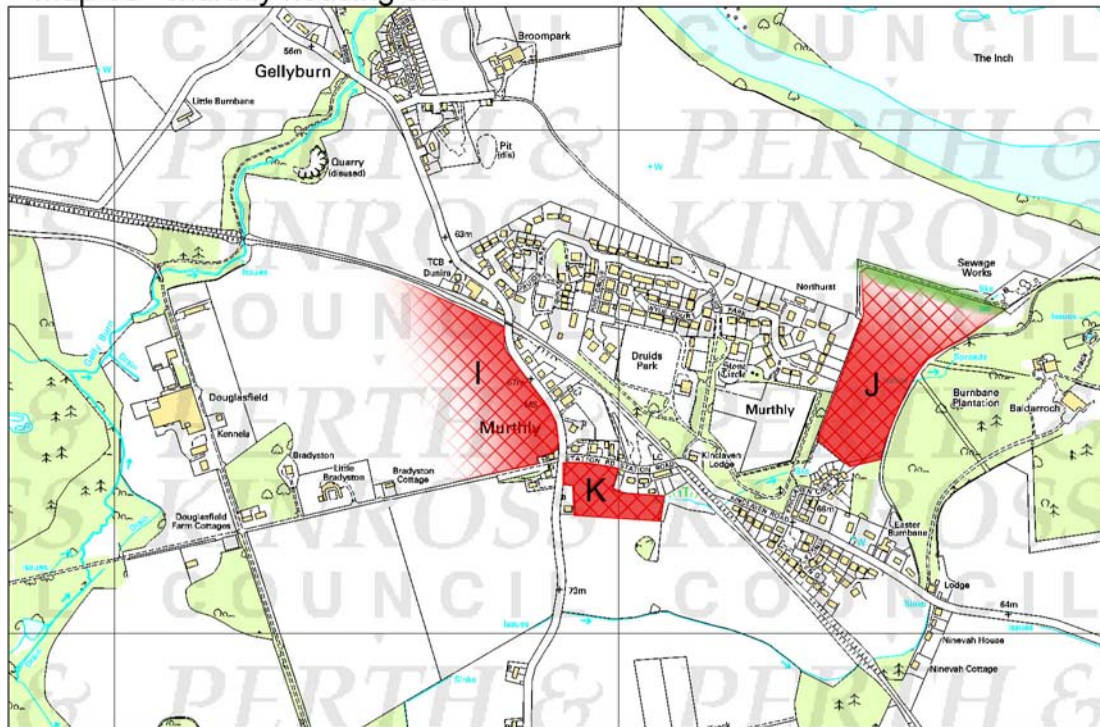
■ Site H - 15 houses

■ Open space wedge

↑ Scale:  
1:10,000



Map 30 - Murthly housing site



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- Site I - 25 houses
- Site J - 50 houses
- Site K - 10 houses

Open space wedge

**↑ Scale:**  
**1:15,000**



These sites do not include all potential development sites in the Highland Landward Area. Details of all the sites suggested for consideration in the preparation of the Main Issues Report with initial comments on their suitability for inclusion in the Proposed Plan are contained in an accompanying document. Comments on the possible suitability of these sites as alternative to those proposed above would also be welcomed.

**Q34 – Which of the sites identified in the landward area of Highland Perthshire have potential for housing development? What alternatives would you suggest?**

### **Housing within the Lunan Lochs catchment**

5.3.10. A small section at the western end of the Lunan Valley Lochs catchment area is within the Highland area. This is a series of naturally rich eutrophic lochs, whose unique ecology makes it of local, national and international importance. The Lochs and surrounding area enjoy statutory protection both as a Special Area of Conservation (SAC) and as Sites of Special Scientific Interest (SSSIs). The Lochs have been degraded over the last century by the addition of phosphates through man's activities. The Proposed Plan will need to ensure that disturbance from human activity in the area and additional phosphates from new development do not endanger the ecology of the Lochs system and its catchment.

5.3.11. To afford further protection to the Lunan Valley Lochs there is a need to ensure that additional phosphate pollution does not enter the catchment area and ultimately the Lochs. Consideration needs to be given to whether new development permitted under the Council's Housing in the Countryside Policy, will be acceptable within the catchment area. One option would be to permit such development under the same basis throughout Perth & Kinross making no reduction within the catchment area. The risk associated with this option is that phosphate levels in the Lunan Valley Lochs increases. The preferred option is therefore to limit housing in the countryside to conversions or replacement buildings, excluding infill and brown field development categories.

5.3.12. There is also the potential for development within the small settlements in the catchment area to contribute to an increased phosphate loading on the Lochs, therefore it is proposed to retain the tightly drawn Butterstone settlement boundary to limit further development opportunities.

### **Employment Land**

5.3.13. The potential need for additional employment land in the Highland area amounts to approximately 5ha. There are no known suitable new sites available in Pitlochry. In Aberfeldy there is limited potential to identify about 1 2ha in conjunction with either of the housing options at the east and west entrances to the town (see Map 22). It is unlikely therefore that the employment land requirement will be met within Highland Perthshire. This emphasises the need to protect existing employment land from competing uses and the Proposed Plan will require to identify and protect such sites. It must also be recognised that the more dispersed nature of employment in the area means that many small new businesses are located in rural areas and not on





established employment sites. A flexible policy framework will require to support such developments in appropriate locations.

## Retail

5.3.14. There is a 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. Whilst improved provision in either Pitlochry or Aberfeldy would be acceptable the most likely destination for such a store is Pitlochry. Comparison goods development should be contained within the two town centres.

## Infrastructure

5.3.15. There are no major infrastructure proposals for the area apart from the Beaulieu Denny Electricity Grid Line upgrade and the Scottish Government's plans to upgrade the A9 trunk road.



## 5.4. Kinross-shire Area

5.4.1. At 227 sq km, the Kinross Housing Market Area is the smallest in Perth and Kinross. Located in the southern part of the Council area within easy reach of the Forth and Kincardine bridgeheads, it faces high pressure for housing predominantly from Edinburgh and the Central Belt. As a consequence, the area experiences a high level of commuting with 55% of the working population travelling outwith the area for employment (Census 2001).

5.4.2. The spatial strategy for Kinross-shire, whilst adopting the general aims and objectives set out in this Report, must pay particular attention to two key local issues:

- the ongoing work to ensure that the phosphate output to Loch Leven from built development and activities controlled by the land use planning system are maintained at current levels and reduced where possible
- to seek to provide an enhanced supply of employment land to diversify the local economy and provide greater opportunities for people to live and work in the area thus reducing outward commuting

5.4.3. The predominant natural feature of the area is the Loch Leven basin circled by the Ochil, Lomond and Cleish hills. At its heart lies Loch Leven a naturally rich eutrophic loch, whose unique ecology makes it of local, national and international importance. It enjoys statutory protection as a Special Protection Area (SPA). The Loch has been degraded over the last 150 years by the addition of phosphates through man made activities. The current Development Plan adopts the principles of the Loch Leven Catchment Management Plan produced in 1999 through a multi-agency collaborative project. This sought to identify measures to reduce the phosphates entering the Loch, and since then significant improvements have been made by Scottish Water and its predecessors in reducing the phosphate output to the Loch from waste water treatment works. Within the Catchment area but outwith sewered areas more rigorous policies have sought to ensure that new development does not add to the amount of phosphates entering the loch but contributes to achieving a net reduction. The principal aim of the Catchment Management Plan to reduce the levels of phosphates entering Loch Leven remains appropriate today.

## Housing

5.4.4. The TAYplan Main Issues Report states that the proposed average annual build rate for Kinross-shire is 70 units. However it is proposed to reduce this by 10% because of the potentially significant adverse environmental impact on Loch Leven. The total requirement for the 14 year period from 2010 – 2024 is 840 taking account of the effective supply and a contribution from windfall sites. There is a requirement to allocate an additional 370 houses within Kinross-shire in the period to 2024 (see Figure 27).



**Figure 27 – Housing land requirement for Kinross Housing Market Area. (All figures rounded to nearest 10)**

Housing Land Requirement 2010-24	Effective Supply	Allowance from Windfall Sites	Additional Allocations Required
840	390	80	370

### Options for Locating New Housing Development

5.4.5. The TAYplan hierarchical approach, the requirement to deliver sustainable development and the special protection afforded to Loch Leven all suggest that it would be reasonable to concentrate 75% of future development on Kinross and Milnathort as this is the area where local services and employment are concentrated, the best transport connections are found and where wastewater can be best dealt with through a publicly maintained wastewater treatment facilities with phosphate reduction capabilities. The remaining 25% of houses should be allocated to the larger villages in the rural area, but outwith the Loch Leven Catchment area. Allocating a larger proportion of new development outwith Kinross and Milnathort or allocating land within the Loch Leven catchment are not considered reasonable alternatives for environmental reasons.

**Q35 – Do you agree with the preferred option to allocate 75% of the additional housing allocation to Kinross and Milnathort and the remaining 25% to the larger villages in the landward area but outwith the Loch Leven Catchment area? If not, why not, and what alternative would you suggest?**

**Figure 28 - Additional allocations 2010 - 2014**

Settlement	Additional allocations required
Kinross Housing Market Area	370
Kinross/Milnathort	280
Landward outwith Loch Leven Catchment	90

### Detailed Housing Site Options – Kinross / Milnathort (Map 31)

5.4.6. It should be noted that it is unlikely that significant numbers of houses can be accommodated on brownfield land within the settlements, and therefore the majority of new development is likely to be on greenfield land adjacent to either settlement.

5.4.7. At this stage in the LDP process, we are primarily looking for feedback on the preferred option for the delivery of the Kinross / Milnathort quota. In addition, we would also welcome comments relating to the individual sites contained in the following maps which show four possible development areas with potential to accommodate in total over 525 houses. This means not all are required during the life of the Plan and one or more could be excluded from the Proposed Plan.





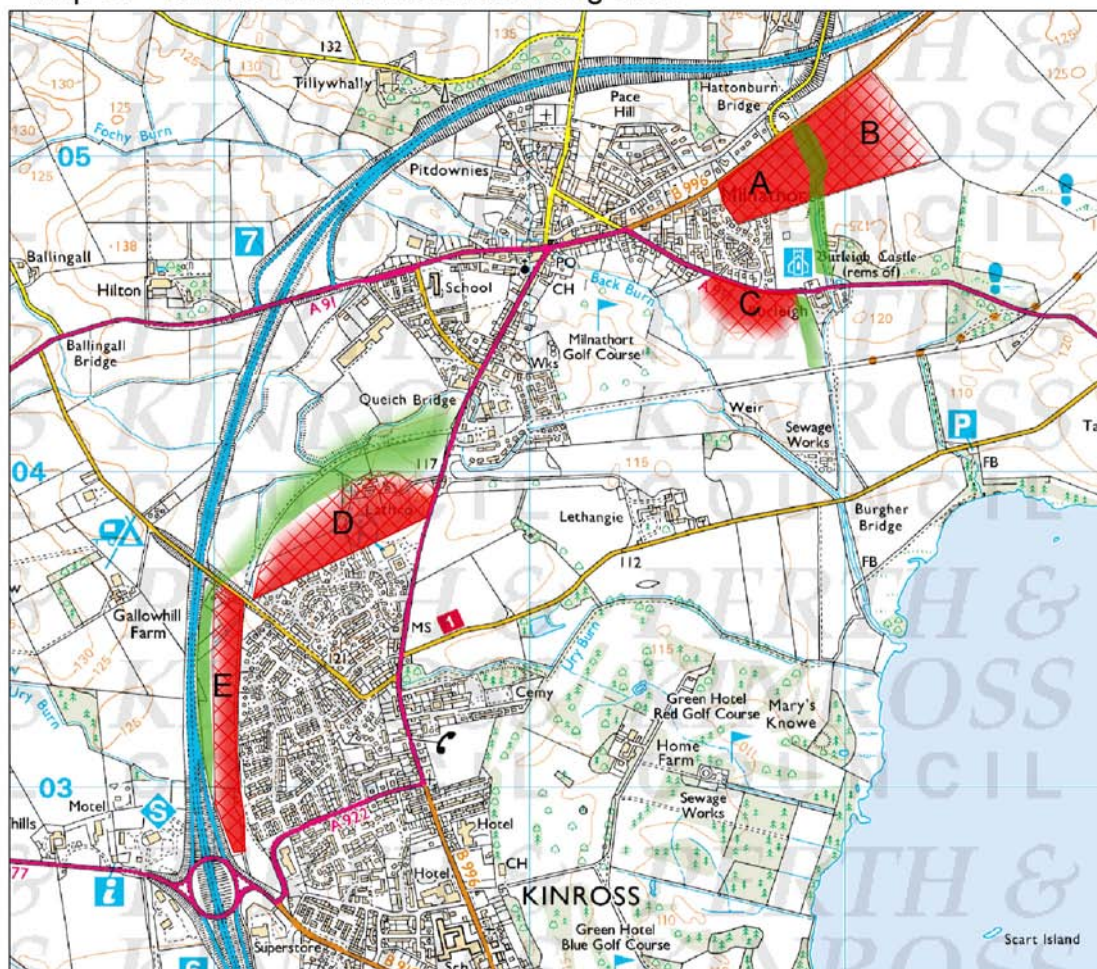
5.4.8. It should be noted that the scale of development proposed is likely to require enhanced primary school capacity in the area. Sites A, B & D offer the opportunities to develop substantial green corridors with potential to create sites of recreational, landscape and biodiversity value. The identified sites are considered to be capable of development without significant environmental impact. These sites are:

A	Milnathort, (Old Perth Road) - 75 houses
B	Milnathort, (Old Perth Road) - 125 houses
C	Milnathort, (Burleigh Road) - 50 houses
D	Kinross, (Lathro) - 200 houses
E	Kinross, (Western Edge North) - 75 houses

5.4.9. A submission has been made to the LDP process for a large scale resort development to the east of Milnathort which it is not proposed to support at this time. This submission proposes a new golf course, hotel, leisure, facilities, retirement village and the identification of land for 800 – 1200 new houses. This submission proposes some three times the amount of new housing development than is required through the lifetime of the LDP in Kinross-shire. In addition it has been identified that this scale of development, in close proximity to Loch Leven, could have a significant adverse effect on the nature conservation interest of the SPA.



Map 31 - Kinross and Milnathort housing sites



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- Sites A and B - 200 houses
- Site C - 50 houses
- Site D - 200 houses
- Site E - 75 houses
- Open space wedge

↑ **Scale:**  
1:24,000



**Q36 – Which of the sites identified in Kinross and Milnathort have potential for housing? What alternatives would you suggest?**

**Detailed housing Site Options – Landward (Maps 32-37)**

5.4.10. Option 1 is to distribute the requirement between small sites in 3 or 4 settlements and Option 2 is to concentrate the allocation on one larger site. Of the two Options, Option 1 is preferred as:

- it allows for gradual incremental growth across settlements giving a wider choice of sites and range of locations

**Q37 – Do you agree with the preferred option for the allocation in the Landward area to be distributed between sites in 3 or 4 settlements, rather than concentrating it on one larger site? If not, why not?**

5.4.11. Details of how these options could potentially be met are discussed below.

5.4.12. Option 1 is to disperse the 25% i.e. 90 houses between a series of 3 or 4 sites of between 20 and 30 houses each in landward villages outwith the Loch Leven Catchment. Five sites have been identified with potential to accommodate in the region of 140 houses. This means not all are required during the life of the Plan and one or more could be excluded from the Proposed Plan.

Wester Balgedie has also been put forward as having potential but only if this results in the settlement being connected to the Leven Valley sewer at Kinnesswood taking the drainage outwith the catchment.

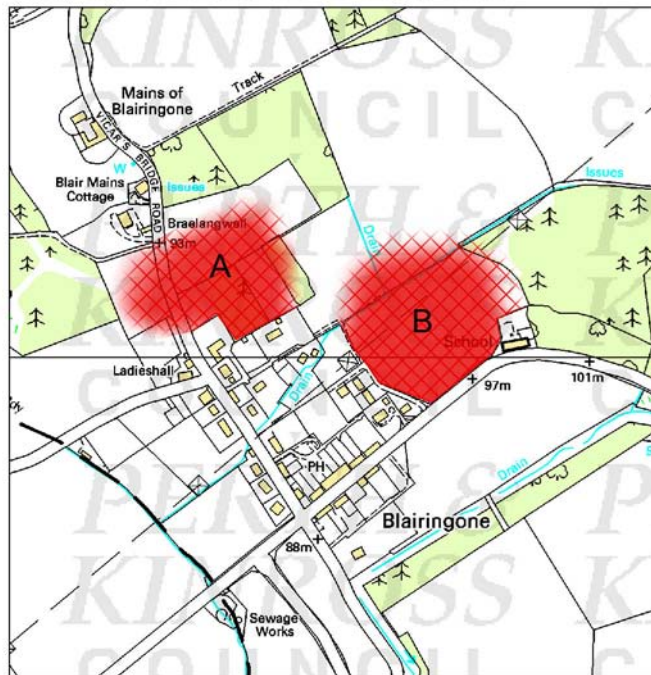
The following sites are all considered capable of accommodating 20 to 30 houses, and therefore could contribute to Option 1:

A	Blairingone, (East)
B	Blairingone, (North)
C	Powmill Farm / Hotel
D	Scotlandwell
E	Wester Balgedie





Map 32 - Blairingone housing sites

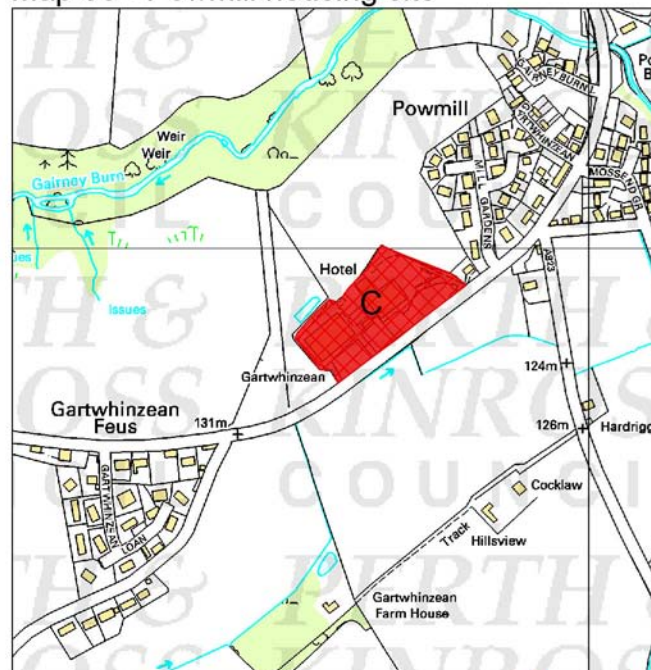


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- Site A - 20-30 houses
- Site B - 20-30 houses

↑ Scale:  
1:10,000

Map 33 - Powmill housing site



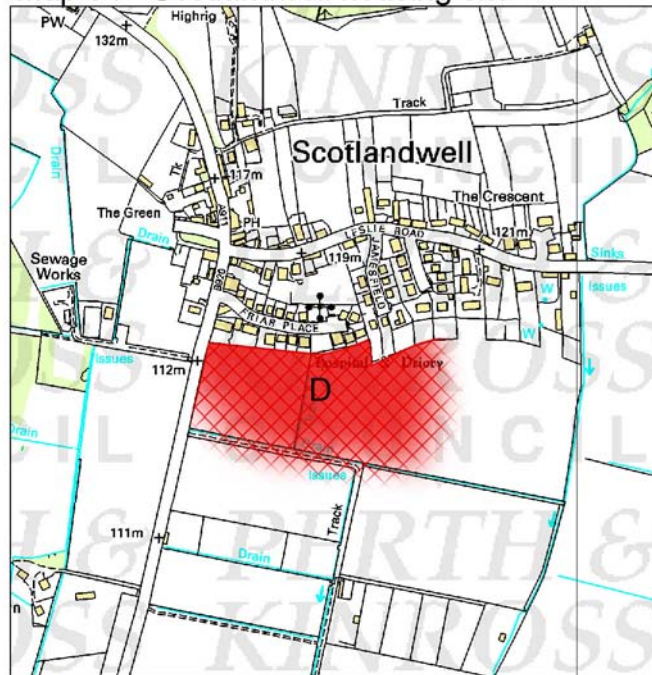
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- Site C - 20-30 houses

↑ Scale:  
1:10,000



Map 34 - Scotlandwell housing site

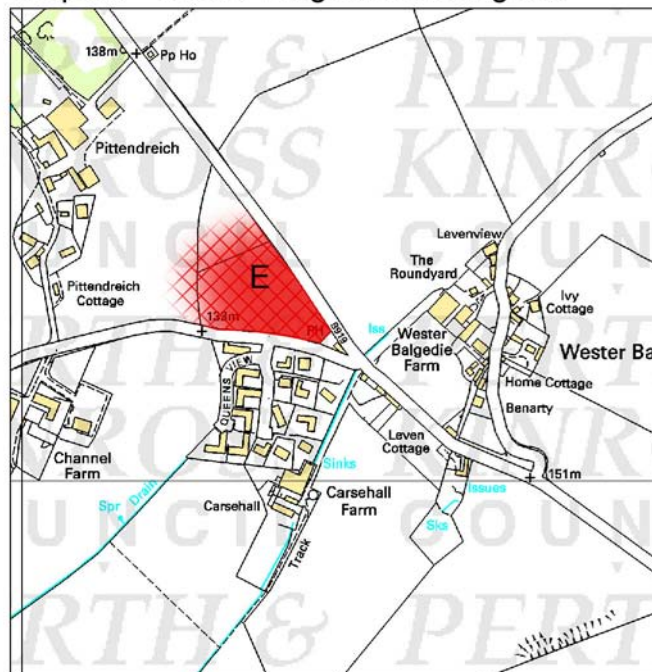


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■ Site D - 20-30 houses

↑ Scale:  
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Map 35 - Wester Balgedie housing site



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■ Site E - 20-30 houses

↑ Scale:  
1:10,000



5.4.13. Option 2 seeks to concentrate the remainder of the housing requirement in order to achieve a level of growth which would result in improved services and facilities which would benefit not only that village but also other smaller communities in the area. Taking account of the restricted ability of the primary school in Portmoak to accommodate additional pupil numbers, it is considered that a settlement in the Fossoway area would be more suited to expansion and either Powmill or Crook of Devon would be favoured for development of this scale.

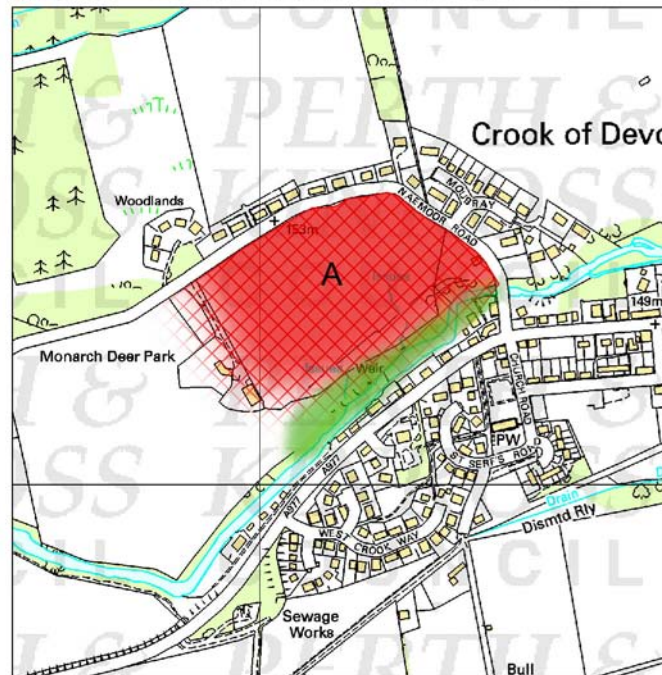
Option 2 is therefore to focus the 25% i.e. 90 houses in one settlement outwith the Loch Leven Catchment. It should be noted that the Crook of Devon site would require a new bridge downstream of the current bridge. The sites are:

A	Crook of Devon
B	Powmill





Map 36 - Crook of Devon housing sites

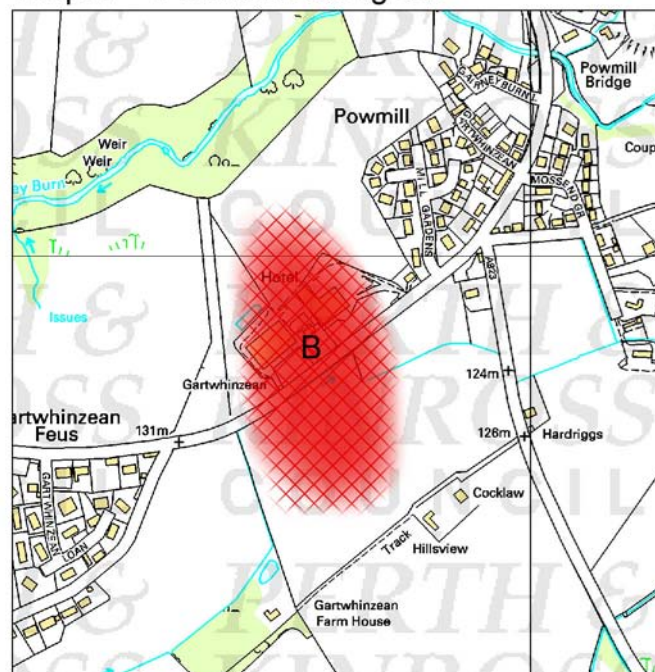


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■ Site A - 90 houses  
■ Open space wedge

↑ Scale:  
1:10,000

Map 37 - Powmill housing site



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■ Site B - 90 houses

↑ Scale:  
1:10,000



**Q38 – Which option in the landward area of Kinross-shire do you prefer? Which sites have potential for housing? What alternatives would you suggest?**

### **Landward Housing within the Loch Leven Catchment**

5.4.14. To afford further protection to Loch Leven there is a need to ensure that additional phosphate pollution does not enter the catchment area and ultimately the Loch. Consideration needs to be given to whether new development permitted under the Council's Housing in the Countryside Policy, will be acceptable within the catchment area should these houses all be served by private sewage treatment facilities. One option would be to permit such development under the same basis throughout Perth & Kinross making no reduction within the Loch Leven catchment area. The risk associated with this option is that phosphate levels in Loch Leven increase. The preferred option is therefore to limit housing in the countryside to conversions or replacement buildings, excluding infill and brown field development categories. These amendments would also address concerns from the local community about the extent of rural development in Kinross-shire.

5.4.15. There is also the potential for development within the small settlements in the catchment area to contribute to an increased phosphate loading on the Loch therefore, it is proposed to retain the majority of the existing small settlement boundaries within the Loch Leven catchment area with boundaries drawn tightly to limit further development opportunities.

**Q39 – Do you agree with the proposed approach to housing development in the Loch Leven catchment area?**

### **Economic Development Land**

5.4.16. The key spatial strategy for economic development land in Kinross / Milnathort centres round two themes:

- protecting current employment land and sites for continued or new employment uses
- identifying a new site or sites to encourage the development of local jobs in the Kinross / Milnathort area.

5.4.17. Map 38 identifies the current 6 key sites which should be retained for employment uses. The amount of land available in the short term is 11.16ha and with a requirement for 20ha of land to 2024 this leaves a requirement to identify 9 ha of land capable of being brought forward during the life of the Plan. Three new options have been identified with potential to contribute to the economic development land supply in the medium term. Of the three sites identified, it is considered only two will be required during the life of the Plan.

- The 4ha of land at Station Road, Milnathort (Site A) has limited access to the M90 and the adjacent zoned site has proved not to be deliverable over the past 10 years
- Land at Turfhill, approximately 5 ha (Site B); and
- 1ha at South Kinross (Site C)



have been identified as the preferred options due to their accessibility to the Motorway network and availability in the short term.

**Q40 – Do you agree with the proposal to meet the employment land requirement by identifying land at Turfhill and South Kinross?**

## **Retail**

5.4.18. In the past a significant proportion of the convenience retail spend for the Kinross-shire area has leaked to Perth and towns in Fife, particularly to Dunfermline and Glenrothes. Recent evidence appears to suggest that the recent improvements to the Sainsbury's store have improved the situation but there remains an identified need to retain convenience and comparison expenditure within Kinross and Milnathort.

5.4.19. To achieve this there is a need to improve the retail offer in Kinross through the provision of a larger format supermarket providing a wider range of convenience goods in a location within or close to the town centre.

5.4.20. The old High School site in Kinross is considered to be the optimum site with potential to be redeveloped for a supermarket as it is well related to the town centre.

## **Key Infrastructure Proposals for Kinross / Milnathort**

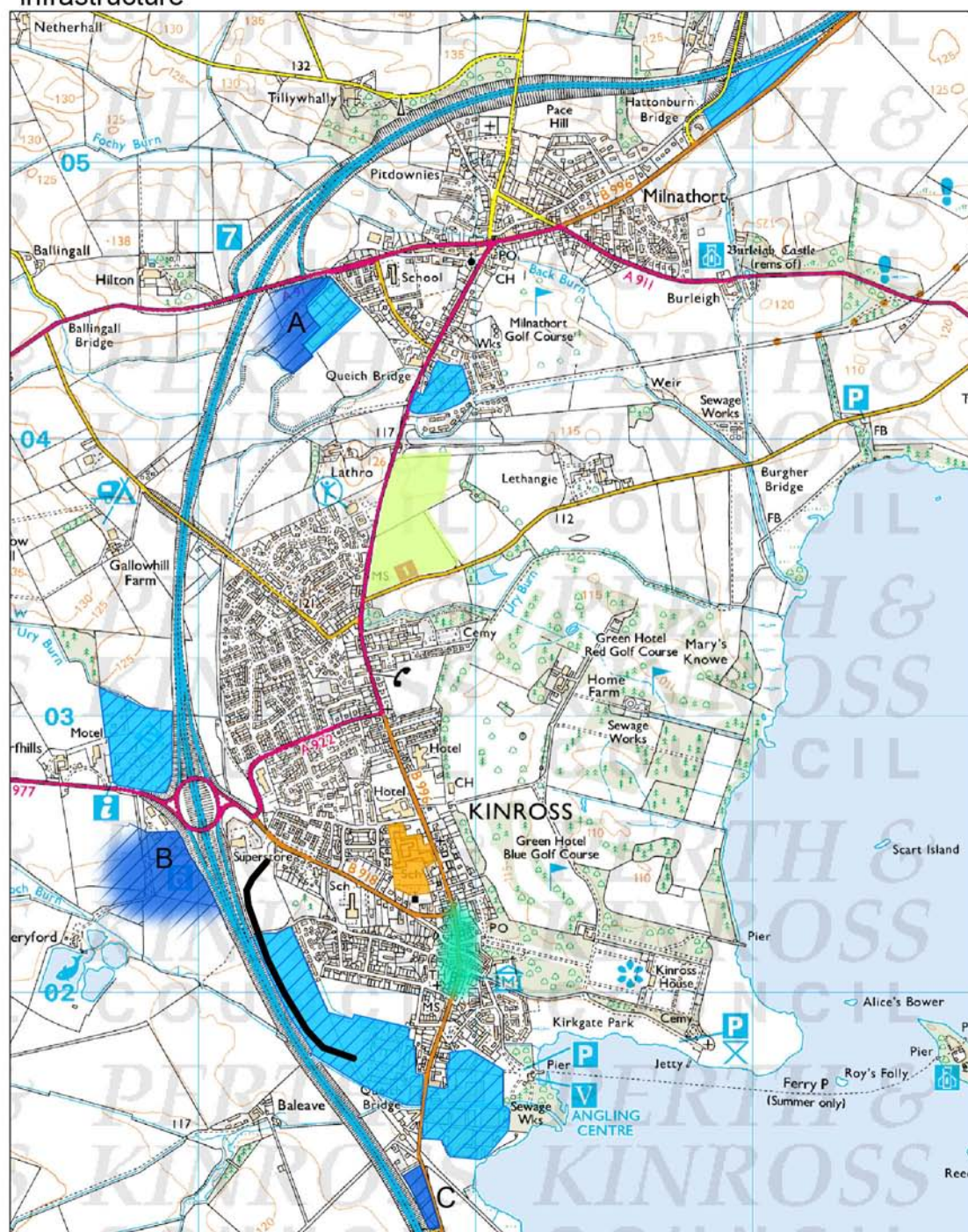
5.4.21. The provision of the following infrastructure is critical to the delivery of the Strategy:

- Station Road to Bridgend link road. (Programmed 2011)
- Improved capacity at wastewater treatment works (under investigation by Scottish Water)
- Additional primary school capacity at various locations





Map 38 - Kinross and Milnathort employment land, retail sites and infrastructure



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- Potential employment sites
- Existing employment sites
- Retail site
- Town centre enhancements
- Existing Community Campus
- New road

**Scale:**  
↑ 1:24,000



## 5.5. Strathearn Area

5.5.1. The Strathearn Housing Market Area extends to approximately 365 sq. miles or 946 sq. kilometres. The area contains the upland area around Ben Chonzie to the north with the River Earn valley and The Ochil Hills to the south. The topography of the area is strongly influenced by the existence of the Highland Boundary fault that runs from the north east to the south west through the Strathearn area. Striking views are afforded from the east of the area through to the Council's boundary, across Ben Vorlich.

5.5.2. The A9 trunk road running through the south of the area provides an important strategic link north to Perth, Dundee, Aberdeen and Inverness and south to Stirling, Glasgow and the national motorway network. Gleneagles station provides access to the railway network. The A85 trunk road in the northern half of Strathearn provides an important tourist route east and west between Oban and Perth.

5.5.3. Crieff and Auchterarder are the largest settlements and together account for approximately a half of the area's population. The road network presents differing pressures and opportunities for development in the area. Gleneagles Hotel and Crieff Hydro are key employers in the area. Settlements in Strathearn are located within a very high quality landscape framework enjoyed by both residents and visitors. The LDP will have to strike a balance between identifying sufficient land to accommodate development needs while protecting the area's assets.

### Housing

5.5.4. The TAYplan Main Issues Report states that the proposed suggests an average annual build rate for Strathearn of 140 units. The total requirement for the 14 year period from 2010 – 2014 is 1,960 units. The effective supply at 2010 was 1,310 units this leaves a requirement to provide an additional 450 units. As explained in Chapter 3, it is expected that around 10% of the land supply will come from 'windfall' sites leaving a requirement to allocate an additional 450 units.

Figure 29 – Potential housing land requirement for Strathearn Housing Market Area 2010 – 2024. (All figures rounded to nearest 10)

Settlement	Housing Land Requirement	Effective Supply	Allowance from Windfall Sites	Additional Allocations Required
Total	1,960	1,310	200	450

### Options for Locating New Housing Development

5.5.5. Within the Strathearn area over 60% of the effective housing land supply is located within Auchterarder. This is more than adequate to meet demand in the Auchterarder area beyond the Plan period. Accordingly, it is not considered an option to meet any of the additional housing land requirements within Auchterarder.





5.5.6. In the vicinity of Gleneagles submissions have been made for new tourism facilities including additional golf courses and resort hotels all cross funded by new housing development. The current identified housing land supply within the Gleneagles/Auchterarder area is more than required through the lifetime of the LDP and beyond. With the existing volumes of identified housing in these areas to increase the supply could make new development uneconomically viable and could also increase pressure on the school estate and road network.

5.5.7. Crieff contains only 12.5% of the effective housing land supply within the Strathearn Housing Market Area and it is considered reasonable that the majority of the additional housing land requirement in Strathearn be allocated to Crieff.

5.5.8. The two options identified centre on the proportion of the additional housing land allocation which should be directed towards the landward part of Strathearn rather than Crieff.

**Figure 30 – Additional allocations 2010 - 2014**

Settlement	Additional allocations required Option 1 (20% to Landward Area)	Additional allocations required Option 2 (10% to Landward Area)
Strathearn Housing Market Area	450	450
Crieff	380	410
Landward	70	40

### Preferred Option

5.5.9. Given the limited range of potential housing areas in the landward area the preferred way forward is Option 1 allocating 20% of the additional requirement to the landward settlements (70 houses). Details of how these options could potentially be met are discussed below.

**Q41 – Do you agree with the preferred option to allocate 80% of the additional housing allocation to Crieff and the remaining 20% to the landward area? If not, why not, and what alternative would you suggest?**

### Detailed Housing Site Options – Crieff (Map 39)

5.5.10. It should be noted that It is unlikely that significant numbers of houses can be accommodated on brownfield land within Crieff therefore the majority of new development is likely to be on greenfield land adjacent to either settlement.

5.5.11. At this stage in the LDP process, we are primarily looking for feedback on the proposal to allocate 80% or 90% of the Strathearn housing requirement to Crieff.





5.5.12. Both of the strategy options involve the identification of land to accommodate a large number of additional houses, 380 in option 1 or 410 in option 2. To accommodate this level of development sites have been identified indicating options for the general direction of growth for Crieff either to the east or the south of the town. These sites have the potential to accommodate approximately 950 houses. As a result not all are required during the life of the Plan. The Proposed Plan could therefore exclude a number of the suggested sites.

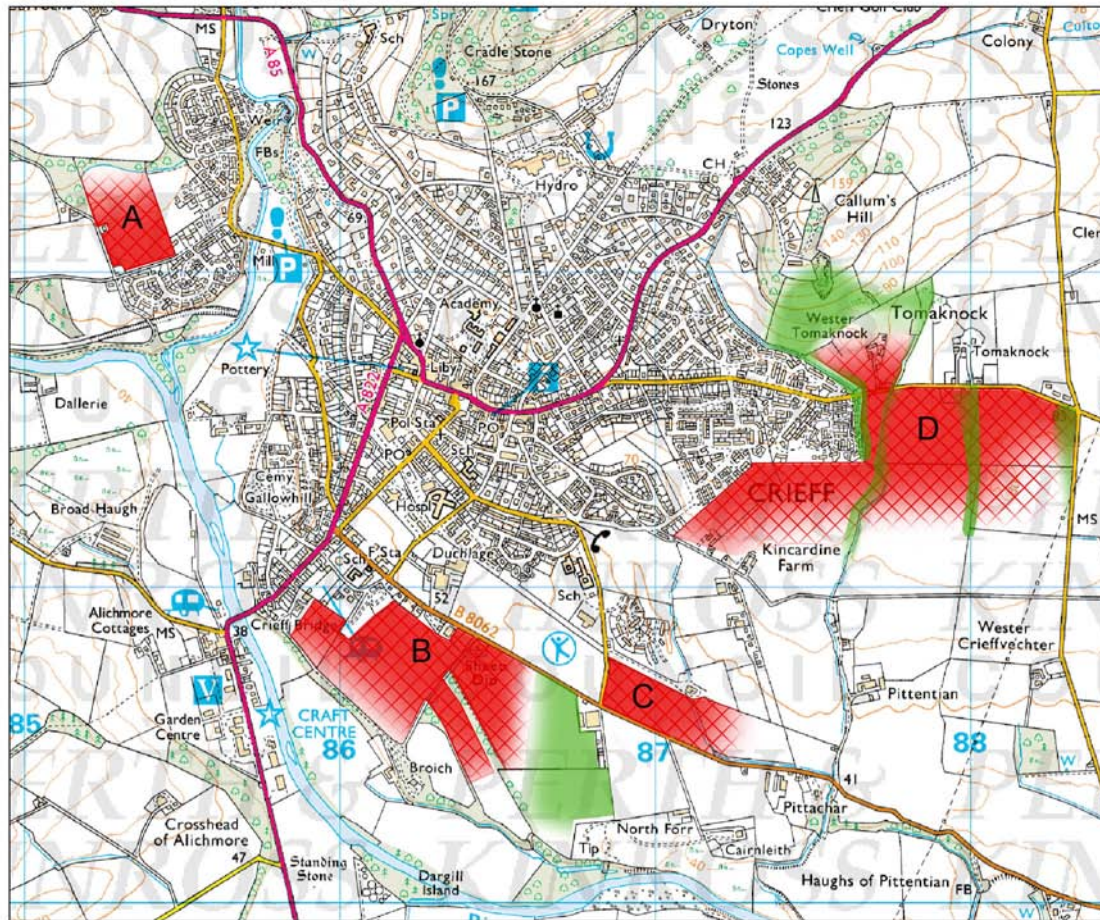
These key areas include:

A.	Laggan Road – 30 to 60 houses
B.	South of Broich Road – 330 houses
C.	North of Broich Road – 90 houses – or allocation for employment land (see map 45)
D.	Kincardine Farm to Tomaknock – 450 houses

5.5.13. It should be noted that the scale of development proposed is likely to require enhanced primary educational capacity in the area. A potential location for a primary school is shown on Map 45.



Map 39 - Crieff housing sites



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- Site A - 30-60 houses
- Site B - 330 houses
- Site C - 90 houses - or employment land
- Site D - 450 houses
- Open space wedge

↑ Scale:  
1:24,000





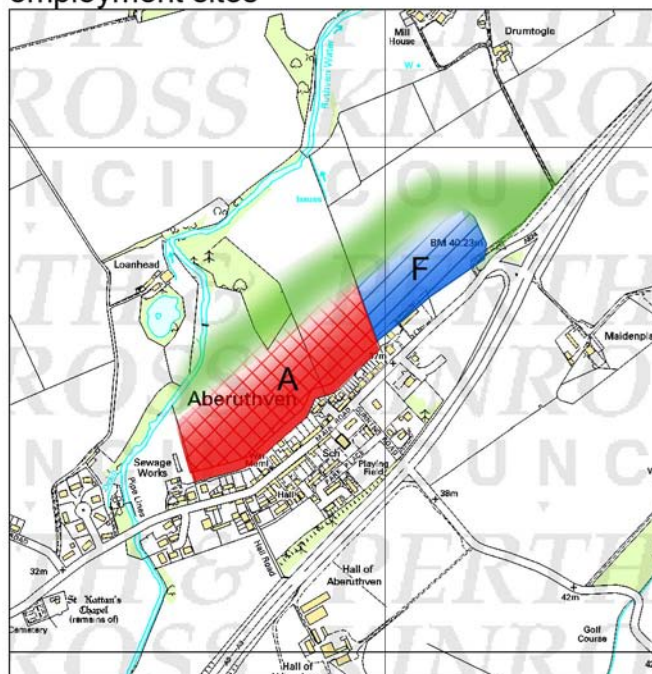
**Q42 – Which of the sites identified in Crieff have potential for housing development? What alternatives would you suggest?**

### Detailed Housing Site Options – Landward (Maps 40-43)

5.5.14. The remaining housing requirement of 70 for option 1 and 40 for option 2 will require to be located in the Landward area settlements. To accommodate this level of development, sites in 4 villages have been identified with potential to accommodate approximately 140 houses. As a result not all are required during the life of the Plan. The Proposed Plan could therefore exclude one or more of the suggested sites or allocate all the sites for housing but release only a first phase during the life of the Plan i.e. to 2024. Options for development in a number of villages are limited by a range of constraints including, flooding, topography, environmental protection and cultural heritage issues. The remaining limited range of opportunities include potential areas in the following settlements:

A	Aberuthven, (North of Main Street) – 40 houses
B	Blackford , (East of Waulkmill Drive) – 50 houses
C	Comrie, (East of Cowden Road) – 30 houses
D	Gleneagles, (South West of Caledonian Crescent) – 15 houses
E	Gleneagles, (East of Airlie Court) – 5 houses

Map 40 - Aberuthven housing and employment sites



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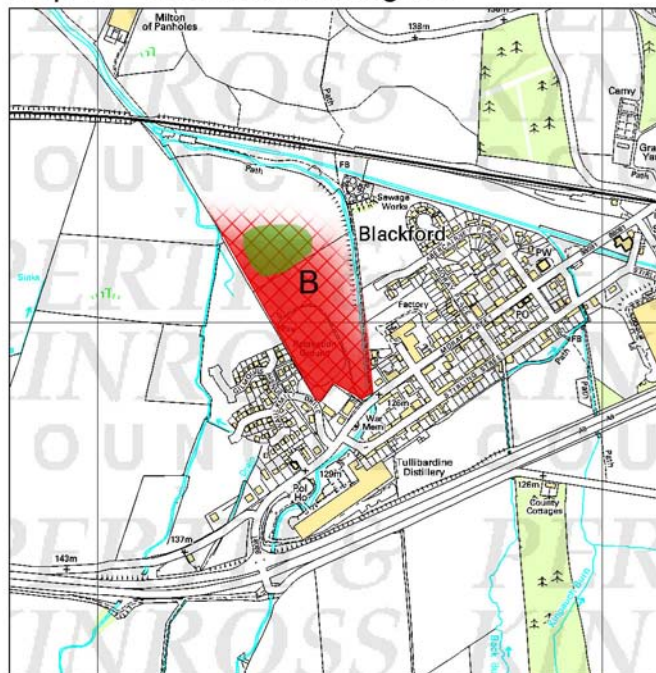
■ Site A - 40 houses  
■ Site F - 1ha employment land  
■ Open space wedge

↑ Scale:  
 1:15,000





Map 41 - Blackford housing site

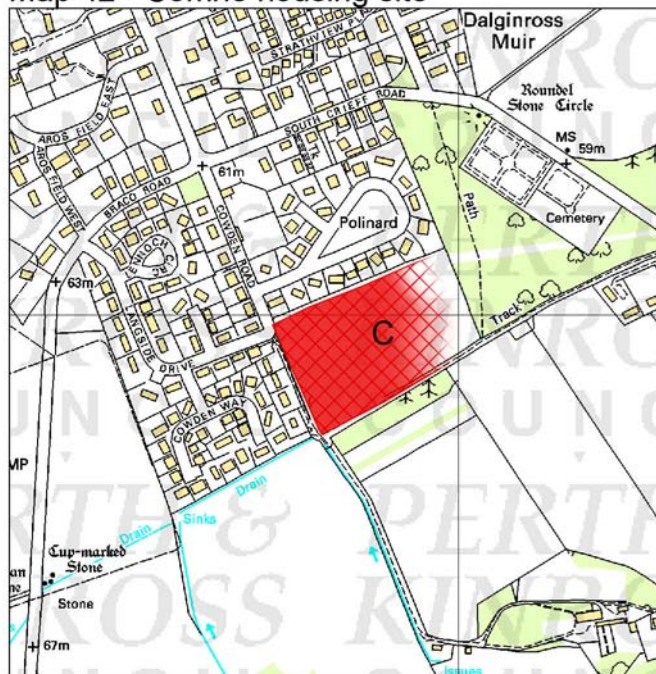


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■ Site B - 50 houses  
■ Open space wedge

↑ **Scale:**  
1:15,000

Map 42 - Comrie housing site



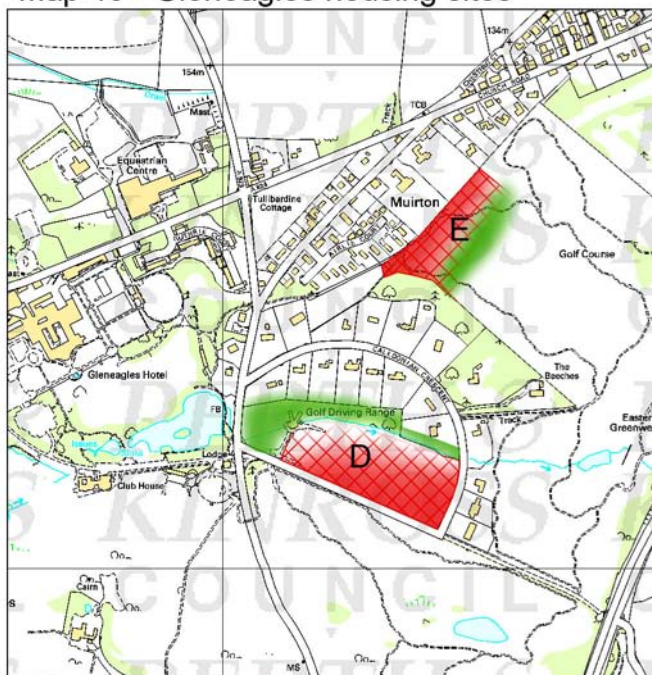
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■ Site C - 30 houses

↑ **Scale:**  
1:10,000



Map 43 - Gleneagles housing sites



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- Site D - 15 houses
- Site E - 5 houses
- Open space wedge

↑ Scale:  
1:15,000

**Q43 – Which of the sites identified in the Landward area of Strathearn have potential for housing development? What alternatives would you suggest?**

## Employment Land

5.5.15. The key spatial strategy for economic development land centres on three themes:

- Protecting current employment land and sites for continued or new employment uses
- Provide opportunities at Auchterarder and Crieff to allow for the expansion of employment in association with new housing
- Provide for employment opportunities in the landward area

5.5.16. The amount of land available in the short term is 5.6 ha and with a requirement for 20ha of land to 2024 this leaves a requirement to identify 14.4 ha of land capable of being brought forward during the life of the Plan.

## Auchterarder Employment Land (Map 44)

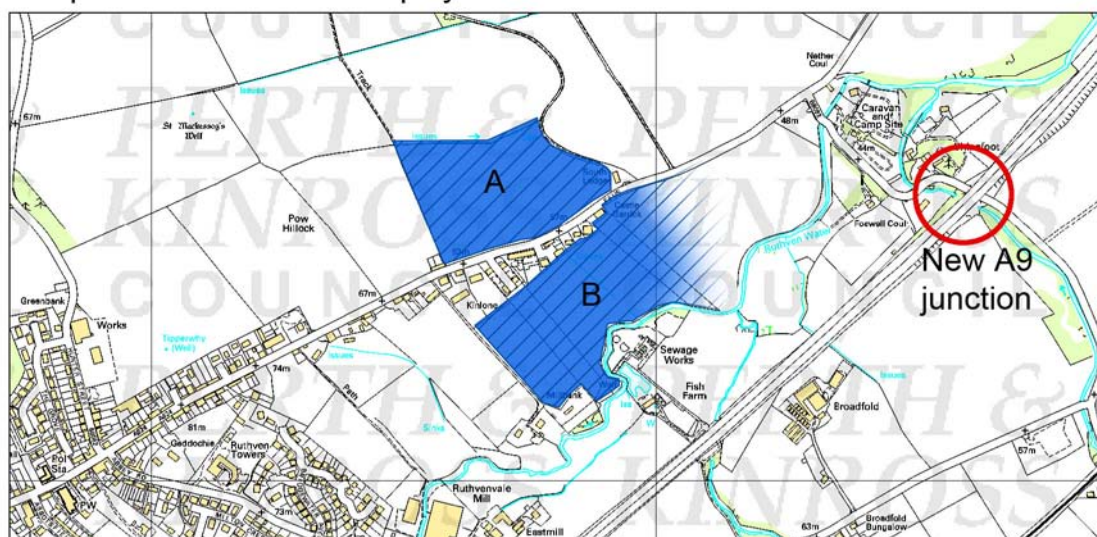
5.5.17. The Auchterarder Development Framework identified a site of 4ha at the east end of the expansion area. It is accepted that due to visual impact and topography





there may be better options available in Auchterarder. A preferred and larger alternative area of 6ha has therefore been identified. This site is considered to have a larger developable area, less visual impact, be deliverable earlier and generally be more suitable for employment uses. Allocating this site in the Proposed Plan may also allow for a higher number of houses to be accommodated on the Development Framework site. As there is unlikely to be a demand for additional housing during the life of the Plan this will be reserved for future allocation in a subsequent Local Development Plan.

Map 44 - Auchterarder employment sites



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- Site A - Current employment land - 4ha
- Site B - Alternative employment land - 6ha

↑ Scale:  
1:15,000

**Q44 – Do you support the re-allocation of the existing employment land within the Auchterarder Framework to a larger site of 6ha (shown on Map 44 as Site B)? If not, why not?**

### Crieff Employment Land (Map 45)

5.5.18. There is currently a limited marketable supply of 4.4ha of employment land in Crieff but given the significant housing expansion proposed for Crieff there is a need to identify approximately 5ha for additional employment land to maintain an adequate supply and offer choice. Three potential options have been identified to the south of Crieff adjacent to the proposed housing expansion options and potential area for a primary school. It should be noted that option 2 would only be available if not developed for a replacement for Market Park.

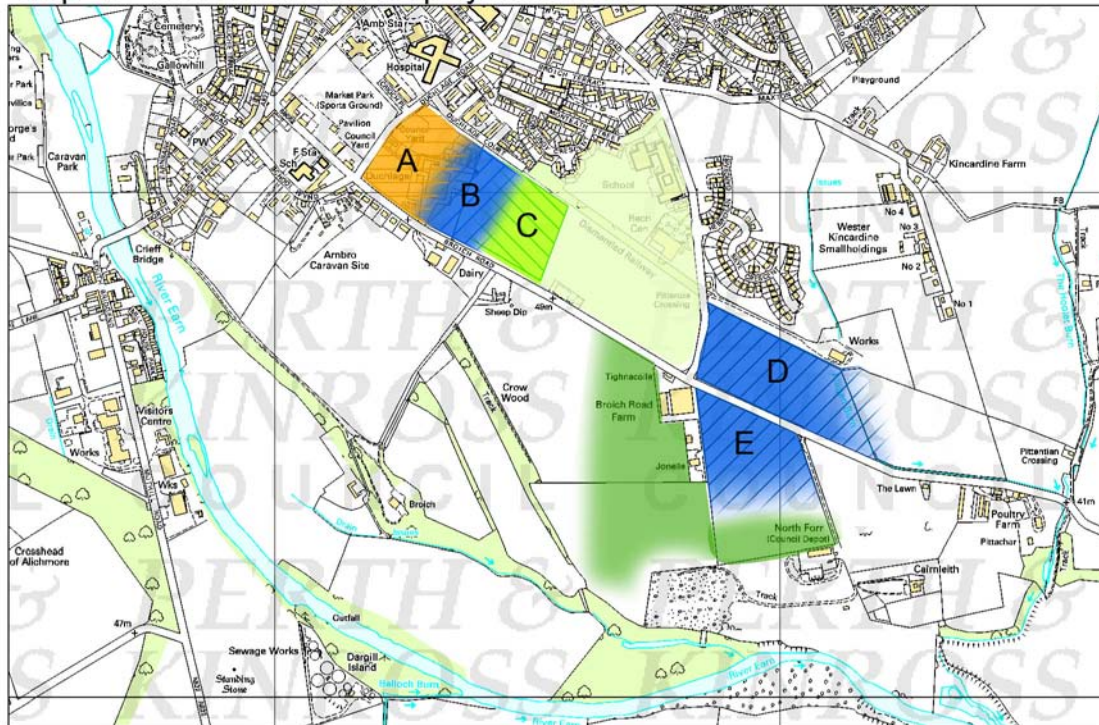




These key areas include:

- Duchlage – 1ha
- North of Broich Road – 4ha
- North Forr – 4ha

Map 45 - Crieff retail and employment sites



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- Site A - 2.8ha retail land
- Site B - 1ha employment land
- Site C - 4ha primary school
- Site D - 4ha employment land
- Site E - 3ha employment land
- Open space wedge
- Existing Community Campus

↑ Scale:  
1:15,000

**Q45 – Do you agree that the site options identified for employment land within Crieff have potential? If not, why not, and what other sites would you suggest?**



## Landward Employment Land

5.5.19. There is currently a limited marketable supply of approximately 1.2ha in Aberuthven and 0.3ha in Comrie. There is also a site in Blackford that is currently reserved for business expansion. Further employment opportunities are also available at Cultybraggan and Comrie, and it is assumed this will meet 2ha of the demand during the life of the Plan.

The area North of Main Street, Aberuthven could provide approximately 1ha of employment land (see Map 40).

## Retail

5.5.20. It is recognised that a medium sized food store is required within Crieff and would reduce the need to travel to Perth or Stirling for convenience shopping needs. A site at the southern end of Crieff close to the new community campus has been identified as the preferred location for such a food store. This matter is currently the subject of a legal challenge which should be resolved prior to the publication of the Proposed Plan. The site is shown on Map 45. Comparison goods development should continue to be contained within the town centre although there may be limited scope for bulky goods retailing from the identified site.

5.5.21. While there currently may not be a need for an additional food store in Auchterarder, there may be in the future when development of the expansion area occurs. On this basis consideration could be given to looking at options available for a food store within Auchterarder and in particular a potential location within or on the edge of the town centre. Comparison goods development should continue to be contained within the town centre.

## Infrastructure

5.5.22. To support the future housing needs of Crieff a new primary school is required. A site within Crieff was previously identified but was not considered fit for purpose. A site for the new primary school has been identified on Duchlage Road adjacent to the Community Campus and this will be carried through to the Local Development Plan (see Map 45).

5.5.23. The Auchterarder Expansion Framework sets out the infrastructure contributions to support this planned development of 800 dwellings and benefit the wider area. These include the provision of public open space and facilities, a commuted sum per dwelling towards the cost of community facilities and improvements to the A9 junctions at Loaninghead and Shinafoot.

5.5.24. The Community School at Auchterarder was designed to meet the requirement of the development framework. A number of developments which have been granted permission in the school catchment area may take the school up to or perhaps beyond capacity. This issue requires close monitoring to make sure the school is operating efficiently.



5.5.25. The junctions onto the A9 at Auchterarder are a recognised traffic accident area and the Trunk Roads authority identified a need on safety grounds for a series of improvements including the upgrading of the existing junction at Loaninghead (currently under construction) and the creation of a new grade-separated junction at Shinafoot to support new development in this area (see Map 44).

5.5.26. The upgrading of the A9 junctions will allow further development to take place in addition to that identified in the development framework. To reflect the wider benefit provided by the junction upgrade a developer contributions policy has been adopted by the Council. This policy seeks a financial contribution from new development which does not form part of the development framework from within Auchterarder and the wider Strathearn area towards the cost of delivering the A9 junction improvements. This policy will be rolled into the LDP as Supplementary Guidance.





## 5.6. Strathmore and the Glens Area

5.6.1. The Strathmore and the Glens area forms the eastern part of Perth and Kinross and borders with the Cairngorms National Park in the north, and Angus to the east. It extends to some 234sq. miles or 605sq. kilometres. To the north the area includes Glenshee and Strathardle, with most development within this area in the lower ground of the valleys. Blairgowrie lies on the Highland boundary fault and is seen as a gateway to the Eastern Highlands.

5.6.2. To the east, Alyth also sits on the Highland boundary fault, but it serves a smaller hinterland than Blairgowrie. At the heart of Strathmore is the former burgh of Coupar Angus which was formerly an important route and market centre serving a rich hinterland. The southern part of the area is lowland in character and forms part of the fertile valley which runs from Perth northeast into Angus and Aberdeenshire. The river Isla flows southeast to join the Tay close to Meikleour. To the south of Strathmore, the area runs into the Sidlaw hills.

5.6.3. The LDP will have to strike a balance between identifying sufficient land to accommodate development needs while protecting the area's assets on which the quality of life enjoyed by residents and the tourist industry depend.

### Housing

5.6.4. The TAYplan Main Issues Report suggests an average annual build rate for Strathmore & Glens 130 units (Excluding National Park Area). The total requirement for the 14 year period from 2010 – 2014 is 1,820 units. The effective supply at 2010 was 520 units. This leaves a requirement to provide an additional 1300 units. As explained in Chapter 3, it is expected that around 10% of the land supply will come from 'windfall' sites leaving a requirement to allocate an additional 1120 units.

Figure 31 – Potential housing land requirement for Strathmore & the Glens Housing Market Area 2010 – 2024. (All figures rounded to nearest 10)

Settlement	Housing Land Requirement	Effective Supply	Allowance from Windfall Sites	Additional Allocations Required
Total	1,820	520	180	1,120

### Options for Locating New Housing Development

5.6.5. The TAYplan hierarchical approach suggests that it would reasonable to seek to concentrate the higher percentage of new housing development in Blairgowrie / Rattray, Alyth and Coupar Angus since this is where local services and employment are concentrated, and the best public transport connections are found.

5.6.6. The two options identified centre on the proportion of the additional housing allocation which should be directed towards the Landward part of the



Strathmore and the Glens area. The two options presented seek to allocate 10% or 20% of development to the landward area.

5.6.7. Blairgowrie / Rattray as a second tier settlement would take the largest proportion of new development. Ideally, the remainder should be split between the third tier settlements of Alyth and Coupar Angus however the SEPA flood risk maps identifies a large proportion of the land in and around the Coupar Burn as being at risk of flooding. The housing allocation in both options has been limited to 100 houses in Coupar Angus to reflect this constraint.

**Figure 32 – Additional allocations 2010 - 2014**

Settlement	Additional allocations required Option 1 (10% to landward area)	Additional allocations required Option 2 (20% to landward area).
Strathmore & Glens Housing Market Area	1,120	1,120
Blairgowrie / Rattray	700	650
Coupar Angus	100	100
Alyth	220	150
Landward	110	220

## Preferred Option

5.6.8. Given the limited range of potential sites in the Landward area the preferred way forward is Option 1 allocating only 10% of the additional requirement to the landward settlements (110 houses).

Details of how these options could potentially be met are discussed below.

**Q46 – Do you agree with the preferred option to allocate 90% of the additional housing allocation to Blairgowrie/Rattray, Alyth and Coupar Angus and the remaining 10% to the Landward area? If not, why not, and what alternative would you suggest?**

## Detailed Housing Site Options – Blairgowrie and Rattray (Map 46)

5.6.9. It should be noted that it is unlikely that significant numbers of houses can be accommodated on brownfield land within the settlement, therefore the majority of new development is likely to be on greenfield land adjacent to either settlement.

5.6.10. At this stage in the LDP process, we are primarily looking for feedback on the proposal to allocate land for either 650 or 700 houses in Blairgowrie and Rattray.

5.6.11. In addition, we would also welcome comments relating to the individual sites contained in the following maps which show possible housing sites with the



potential to accommodate up to 840 houses. With a requirement to identify land for between 650 and 700 houses this means the Proposed Plan could exclude one or more of the suggested sites. The identified sites are considered to be capable of development without significant environmental impact. These sites are:

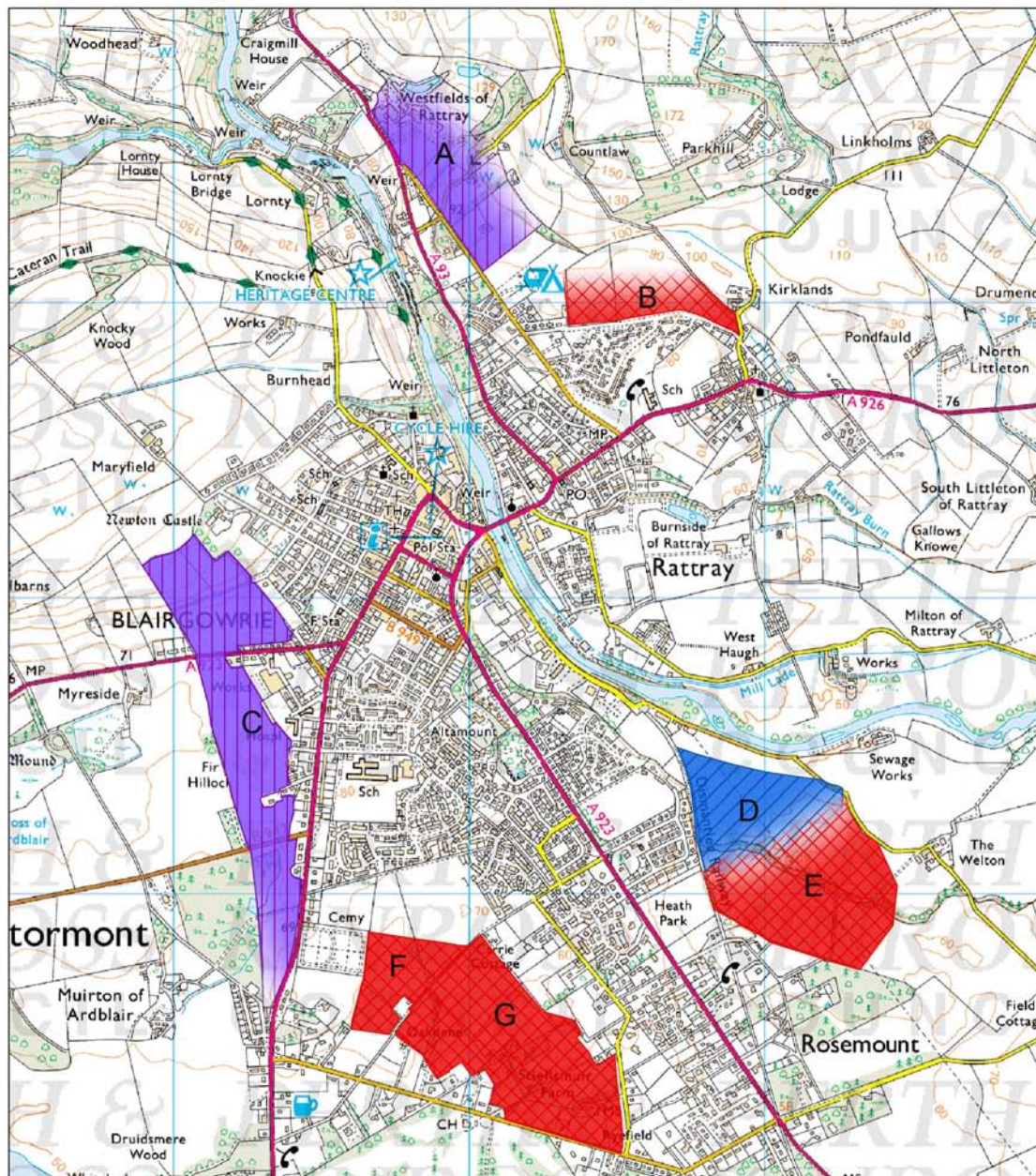
A	Westfield 80 (Part of a mixed development including employment uses)
B	Glenalmond Road, 130
C	West Blairgowrie, 200 (Part of a mixed development including employment uses)
E	Welton Road, 150
F	Beeches south phase 3, 80
G	Rosemount – Beeches south, 300

It should be noted that site G, Beeches south, if carried forward to the Proposed Plan would represent a fundamental shift from the previous Local Plan strategy, which sought to protect the open areas of Rosemount allowing only very low density development in a limited number of areas.





Map 46 - Blairgowrie/Rattray housing and employment sites



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- Site A - 80 houses as part of a mixed use development
- Site B - 130 houses
- Site C - 200 houses as part of a mixed use development
- Site D - 9ha employment land
- Site E - 150 houses
- Site F - 75-85 houses
- Site G - 70-300 houses

↑ Scale:  
1:24,000

**Q47 – Which sites identified in Blairgowrie/Rattray have potential for housing development? What alternatives would you suggest?**



## Detailed Housing Site Options – Alyth (Map 47)

5.6.12. It should be noted that it is unlikely that significant numbers of houses can be accommodated on brownfield land within the settlement therefore the majority of new development is likely to be on adjacent greenfield.

5.6.13. At this stage in the LDP process, we are primarily looking for feedback on the proposal to allocate land for either 150 or 220 new houses in Alyth. The effective housing land supply in Alyth has increased by 90 with the approval of two applications on the western boundary of the town. This reduces the total number of additional houses to be accommodated to 60-130 and to provide for these 3 areas have been identified with potential to accommodate up to 155 houses between them.

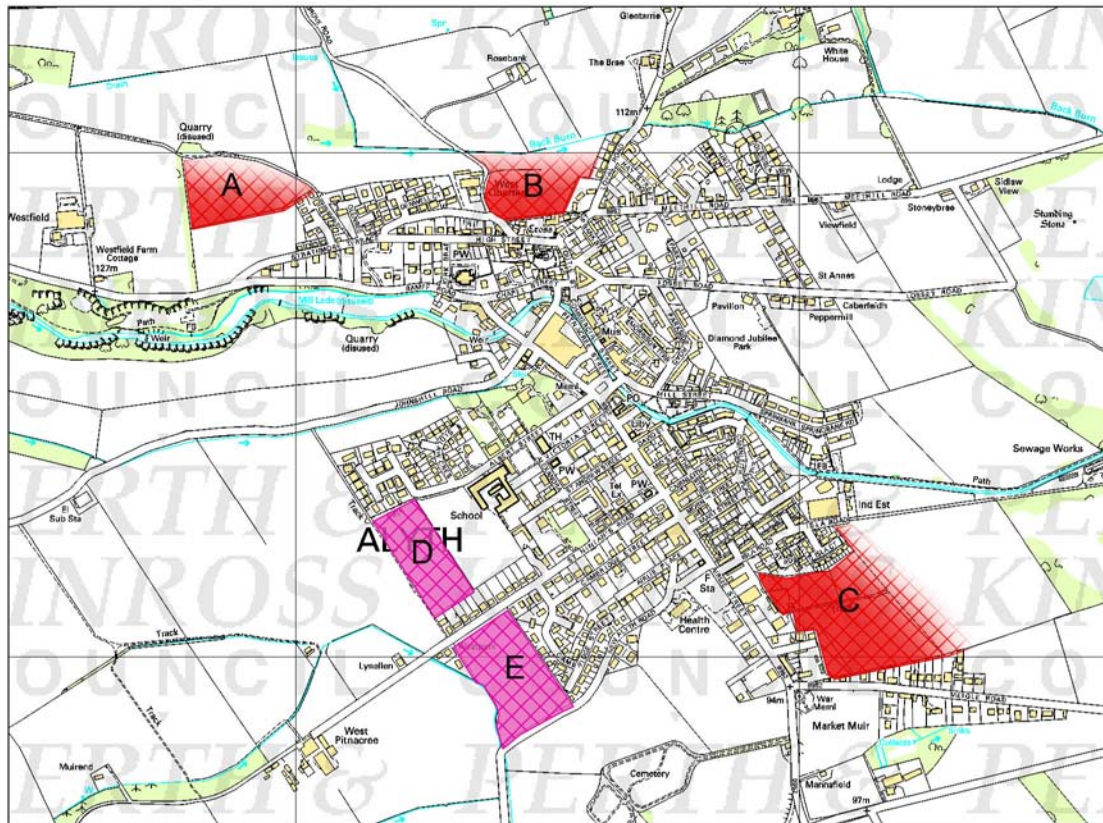
5.6.14. In addition, we would also welcome comments relating to the individual sites contained in the following maps which show possible housing sites with a potential to accommodate 155 houses. This means the Proposed Plan could exclude one of the suggested sites. The identified sites are considered to be capable of development without significant environmental impact. These sites are:

A	Glenree 35 houses
B	Alyth Glebe 20 houses
C	Isla Road/Annfield place 100 houses





Map 47 - Alyth housing sites



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- Site A - 35 houses
- Site B - 20 houses
- Site C - 100 houses
- Site D and E approved and contributing to numbers

↑ Scale:  
1:15,000

**Q48 – Which of the sites identified in Alyth have potential for housing development? What alternatives would you suggest?**





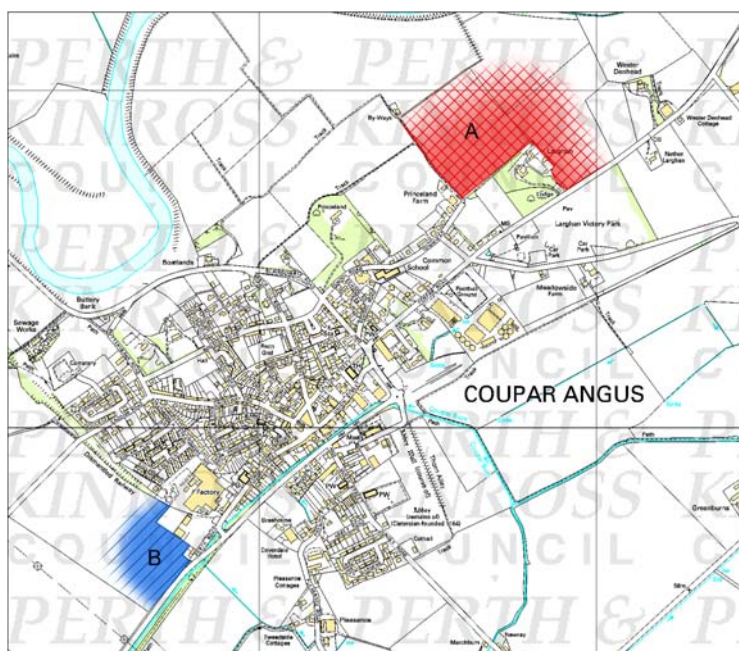
## Detailed Housing Site Options – Coupar Angus (Map 48)

5.6.15. It should be noted that it is unlikely that significant numbers of houses can be accommodated on brownfield land within the settlement therefore the majority of new development is likely to be on adjacent greenfield.

As noted above large areas surrounding the Coupar Burn and the River Erich have been identified as areas of flood risk. In accordance with National Policy these areas are not appropriate for housing purposes. In addition there are constraints associated with the setting of the former Abbey (a Scheduled Ancient Monument) and the two major employers in the town. This limits opportunities for new development to the east and west of the town. Accordingly only one site has been identified with potential for 100 houses. There are not considered to be any other reasonable options for Coupar Angus.

In addition to this site several other options were identified during the initial request for sites to be considered. Details of all the sites with initial comments on their suitability for inclusion in the Proposed Plan are contained in an accompanying document. Comments on the possible suitability of these sites as alternative to those proposed above would also be welcomed.

Map 48 -Coupar Angus housing and employment sites



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- Site A - 150 houses
- Site B - 3ha employment land

↑ Scale:  
1:15,000

**Q49 – Do you agree that the site identified in Coupar Angus has potential for housing development? If not, why not, and what alternatives would you suggest?**



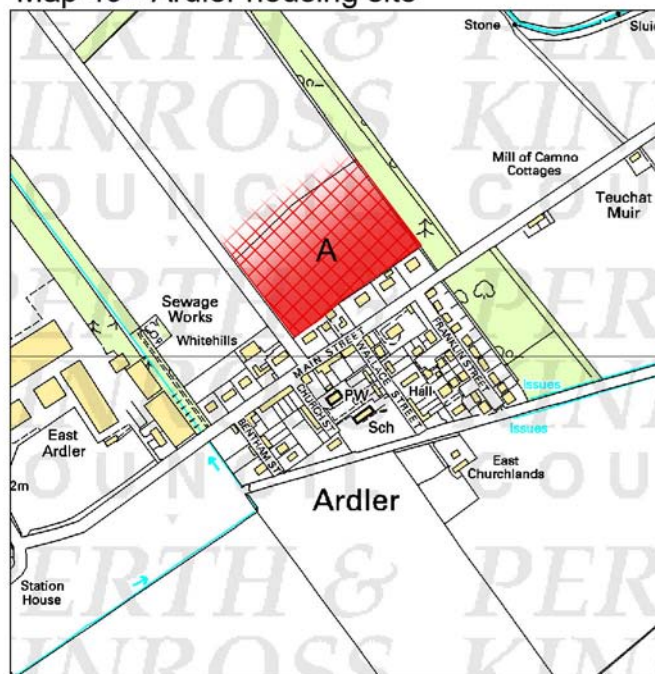
## Detailed Housing Site Options – Landward (Maps 49-53)

5.6.16. At this stage in the LDP process, we are primarily looking for feedback on the proposal to allocate land for either 110 or 220 new houses to the Landward area. The effective housing land supply in the Landward area has increased by 216 houses with the recent approval of a mixed use development to the east of Alyth. To ensure choice in the market and meet local needs it is considered that it is not acceptable to concentrate all of the Landward supply in this one part of Landward area. As a result it is proposed to count only 50 houses from this proposal towards the overall Landward housing supply. This leaves the requirement to identify land for between 60 and 160 houses. The sites in the following settlements are considered to have potential to accommodate the additional housing required.

The individual sites contained in the following maps which have the potential to accommodate the 170 houses. This means the Proposed Plan could exclude one of the suggested sites or allocate all the sites. The identified sites are considered to be capable of development without significant environmental impact. These sites are:

A	Ardler - 20 houses
B	Carsie - 10 houses
C	Meigle - 100 houses
D	New Alyth - 20 houses
E	Spittalfield - 20 houses

Map 49 - Ardler housing site



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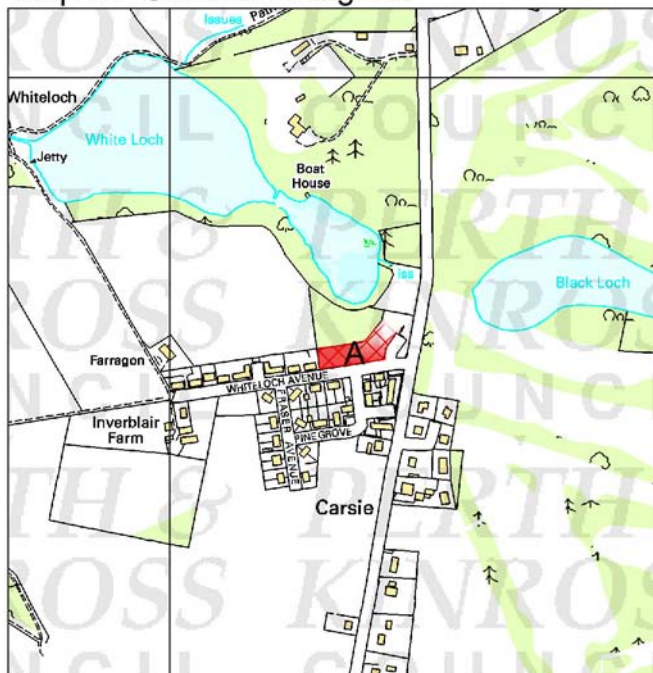
■ Site A - 20 houses

↑ Scale:  
1:10,000





Map 50 -Carsie housing site

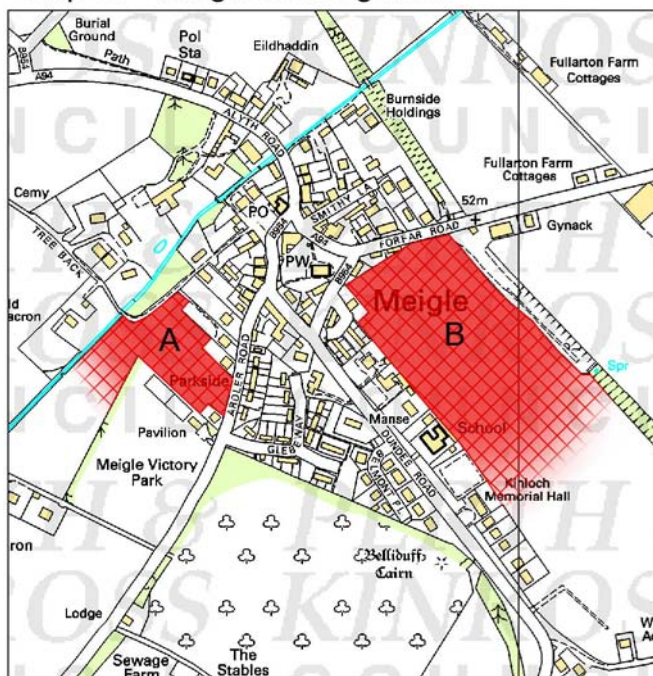


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■ Site A - 10 houses

↑ Scale:  
1:10,000

Map 51 - Meikle housing sites



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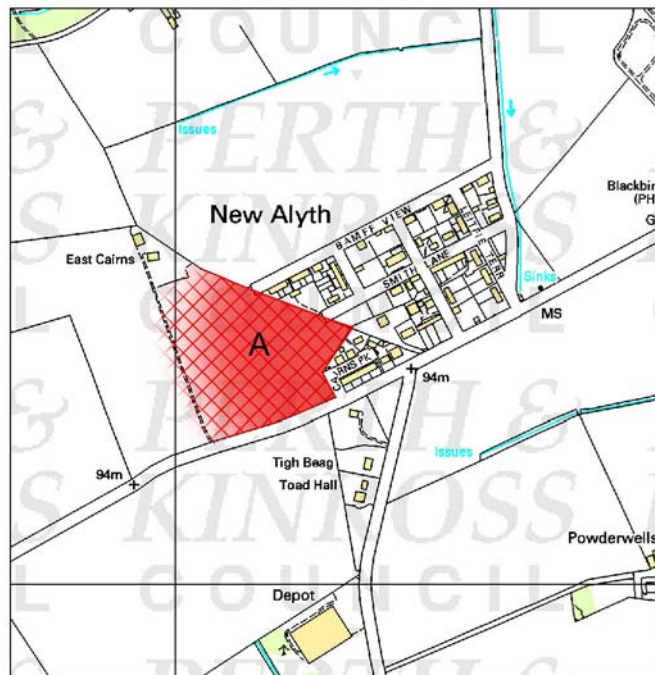
■ Sites A and B - 100 houses

↑ Scale:  
1:10,000





Map 52 - New Alyth housing sites

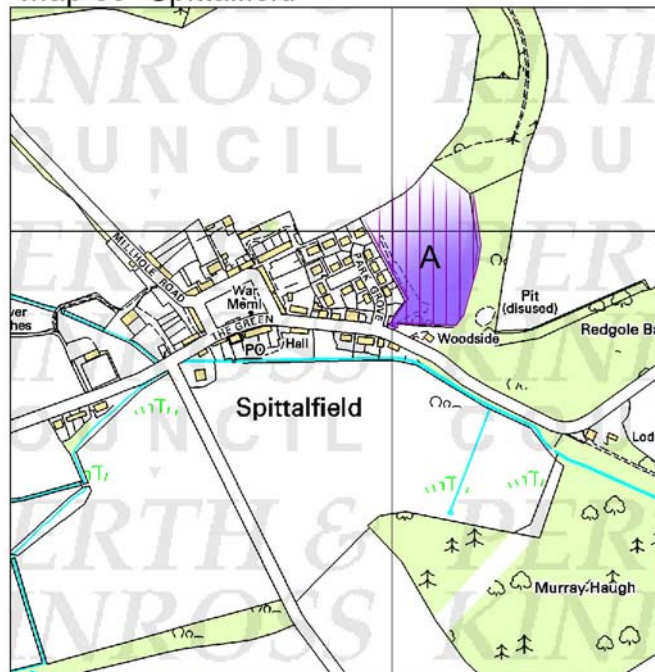


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■ Site A - 20 houses

↑ Scale:  
1:10,000

Map 53 - Spittalfield



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■ Site A - 20 houses as part  
of a mixed use development

↑ Scale:  
1:10,000



**Q50 – Which of the sites identified in the landward area of Strathmore have potential for housing development? What alternatives would you suggest?**

### **Lunan Valley - Housing in the Countryside**

5.6.17. The area between Blairgowrie and Dunkeld (part of which lies within Highland Area) contains the Lunan Valley Lochs, a series of naturally rich eutrophic lochs, whose unique ecology makes it of local, national and international importance. The Lochs and surrounding area enjoy statutory protection both as a Special Area of Conservation (SAC) and as Sites of Special Scientific Interest (SSSIs). The Lochs have been degraded over the last century by the addition of phosphates through man's activities. The Proposed Plan will need to ensure that disturbance from human activity in the area and additional phosphates from new development do not endanger the ecology of the Lochs system and its catchment.

5.6.18. To afford further protection to the Lunan Valley Lochs there is a need to ensure that additional phosphate pollution does not enter the catchment area and ultimately the Lochs. Consideration needs to be given to whether new development permitted under the Council's Housing in the Countryside Policy, will be acceptable within the catchment area. One option would be to permit such development under the same basis throughout Perth & Kinross making no reduction within the catchment area. The risk associated with this option is that phosphate levels in the Lunan Valley Lochs increases. The preferred option is therefore to limit housing in the countryside to conversions or replacement buildings, excluding infill and brown field development categories.

5.6.19. There is also the potential for development within the small settlements in the catchment area to contribute to an increased phosphate loading on the Lochs therefore, it is proposed to retain the majority of the existing small settlement boundaries within the Lunan Valley Lochs Catchment area with boundaries drawn tightly to limit further development opportunities.

**Q51 – Do you agree with the proposed approach to housing development in the Lunan Valley Lochs catchment?**

### **Economic Development Land Strategy (Maps 46 & 48)**

5.6.20. The potential need for additional employment land in the Strathmore and the Glens area amount to approximately 11.86ha. This emphasises the need to protect existing employment land from competing uses and the Proposed Plan will require to identify and protect such sites.

5.6.21. There is a healthy demand in Blairgowrie for employment land for SMEs which is expected to increase with the projected population growth. The strategy therefore seeks to direct 75% of the requirement for additional employment land to Blairgowrie (8.9ha). Two potential locations capable of meeting the shortfall have been identified on Map 46. Both options are mixed use areas capable of providing both housing and employment land.



5.6.22. The current supply in the Alyth area together with the potential supply at the Strathmore Golf Development is considered adequate for Alyth (2ha).

5.6.23. It is important that land is also identified in Coupar Angus which is capable of providing some land for employment use and which is flexible to accommodate different types of employment uses. A potential location for 3ha of additional employment land has been identified on Map 48.

**Q52 – Do you agree with the proposal to direct 75% of the requirement for additional employment land within the Strathmore and the Glens Area to Blairgowrie? If not, why not?**

**Q53 – Do you agree that the site options identified in Blairgowrie and Coupar Angus for employment land have potential to meet the additional requirement? If not what alternatives would you suggest?**

## Retailing

5.6.24. There are not considered to be any main issues relating to retailing in the area at present.







## 6. Policy Framework

6.1. In addition to the main issues specifically addressed in this report and the site options considered in the spatial strategy, consultees have drawn attention to a significant number of other issues which need to be addressed in the Local Development Plan.

6.2. A number of these issues will be best addressed through the policy framework in the Local Development Plan and the following table summarises the current policies contained in Local Plans and assesses whether they are likely to be carried forward to the Local Development Plan either in current or modified form. The table also indicates areas where issues are likely to require a new or significantly changed policy framework.

6.3. This assessment of policies comes from both the comments received from the pre-MIR consultation process and also from the Monitoring Reports which have been provided to analyse existing Local Plans.

6.4. The form and content of the LDP will differ from existing Local Plans, with more guidance being provided through Supplementary Guidance, allowing the Plan to be a more focused document. Supplementary Guidance can cover a variety of issues and will be used to remove a wide range of detailed policy from the LDP. Where guidance is intended to be statutory i.e. part of the Plan and used to assist decision making on planning applications, the main principles or context for the guidance must be established within the Plan itself. New guidance will therefore be referenced in the Proposed Plan and produced alongside it so that it is consulted upon and given the same status as the content of the LDP when it is adopted. Existing Supplementary Guidance will be reviewed against any new or emerging policy and strategic issues and if appropriate revised and consulted on.

6.5. Comments on whether the table summarises adequately the policy issues required to be addressed in the Local Development Plan would be welcomed.



Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
General Development	Development Criteria	✓			✓	
	Light Pollution				✓	Include in Sustainable Construction / Placemaking Supplementary Guidance.
	Health and Safety Consultation Zone	✓				
	Flood Risk	✓			✓	<p>An updated policy as the current policy is not fully embedded in all the Local Plans.</p> <p>Section 1 of the Flood Risk Management (Scotland) Act 2009 places new duties on the local authority (and others) to exercise their flood risk related functions with a view to reducing overall flood risk. The policy will be updated to take into account the new legislation and to take forward flood policy currently in the Structure Plan this can then be carried forward as policy in new LDP. The aims of the policy will be to:</p> <ul style="list-style-type: none"> <li>• emphasise the avoidance of flood risk;</li> <li>• take a catchment based approach to the management of flood risk;</li> <li>• consider how development can promote sustainable flood management;</li> <li>• provide a commitment to avoiding built development in Greenfield areas at risk of flooding as well as protecting areas already at risk of flooding; and</li> <li>• give advice on resilience of construction in areas at risk.</li> </ul>



Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
General Development	Design and Landscaping		✓		✓	Include in Placemaking Guide.
	Noise Pollution				✓	Supplementary Guidance is proposed to separate existing or proposed developments that generate a high level of noise from noise sensitive ones. In addition, to cover mitigating circumstances, guidance will be needed to regulate the adverse effect of the noise or to promote an alternative design solution. Criteria for whether a noise impact assessment is required should also be included.
	Air Quality			✓	✓	All local authorities must regularly review and assess present and future air quality in their area. Based on recent samples, it is known that local air quality in Perth and Kinross is very good except at a few traffic hotspots in Perth and to address this latter issue Perth has been declared an Air Quality Management Area.
						A new policy to ensure that sensitive receptors are not located in areas where air quality is already poor will also be developed and to identify appropriate mitigation measures where required.
						Criteria for whether an Air Quality Assessment is required will be included as Supplementary Guidance.
	Contaminated Land			✓	✓	To encourage the appropriate reuse of land where contamination is suspected (and to prevent the creation of new contamination), it will be necessary to develop a policy that requires suitable measures to address any significant risks. Assessment criteria should be included as supplementary guidance. Reference should be made to the Council's Contaminated Land Strategy.

Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
General Development	Climate change			✓	✓	The Town and Country Planning (Scotland ) Act as amended requires the planning system to contribute to reducing CO <sub>2</sub> emissions by developing policies which ensure that all new buildings avoid a specified and rising proportion of the projected greenhouse gas emissions from their residual energy use. A policy and Supplementary Guidance will be produced to provide guidance on the installation and operation of low and zero-carbon generating technologies; encourage the use of Combined Heat and Power and for example the provision of district heating systems in larger developments and Supplementary Guidance on forests and woodlands to encourage new planting in appropriate places, protecting and improving the quality of the current woodland resource.
				✓	✓	A policy will also be developed to protect carbon rich soils and the optimal use of agricultural land.
	Mixed Use Areas			✓	✓	A new policy proposed to promote the integration of employment generating opportunities together with housing reducing the potential need to travel between home and employment. The policy framework will provide clarity over the wide range of uses (such as offices, light industry, surgeries, and leisure uses) acceptable in these areas providing they are compatible with the amenity of adjoining uses.
	Town Centre Uses	✓				To be carried forward with minor updating to take account of current guidance.
	Design Guidance			✓	✓	To be brought forward through the Placemaking Guide and / or Sustainable Construction Supplementary Guidance.

Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
General Development	Developer Contributions			✓	✓	Incorporate the current non statutory policy into the Proposed Plan and update the supplementary guidance to take into account the new Scottish Government SPP and revised Circular.
	Developer Contributions (continued)			✓	✓	<p>The aim of the policy is to support the delivery of developer contributions where infrastructure constraints are identified to provide a means to enable development to proceed and to meet the needs of the local community associated with new development by securing contributions towards the provision of infrastructure and services.</p> <p>The Council has developed Planning Guidance notes for individual areas of infrastructure service provision where developer contributions may be required to help mitigate the impact of development. These cover Education Contributions and the Auchterarder A9 Junction improvements. Future Planning Guidance will be produced relating to open space, waste, community facilities and Perth traffic and transport proposals.</p>
Housing	Residential Policies	✓			✓	To be carried forward with minor updating to rationalise the policies supplemented by the Placemaking Guide.
	Travelling People			✓	✓	A new policy identifying the criteria for establishing privately run sites to meet the recognised demand to accommodate Gypsies/Travellers and supplemented with Supplementary Guidance.
	Housing in the Countryside	✓			✓	The current policy is considered to be largely robust, although consideration should be given to tightening in specific areas for environmental reasons as discussed earlier in this report. Supplementary Guidance is being prepared on design aspects of the policy.



Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
	Affordable Housing	✓			✓	Incorporate the current non statutory policy into the Proposed Plan and update the supplementary guidance to take into account the new Scottish Government SPP and revised PAN, this can then be carried forward as policy in new LDP (after consultation).
Housing	Housing with care			✓	✓	<p>A new policy aimed at taking account of the increasing need for sheltered/care in the community and supported retirement living developments due to the increase in an ageing population. Aims to increase supply, any policy may need to require these developments:</p> <ul style="list-style-type: none"> <li>• to be in sustainable locations;</li> <li>• to create an appropriate environment;</li> <li>• to take account of the effect they will have on local support services and facilities; and</li> <li>• to meet an identified local need.</li> </ul>
Retailing & Employment	Retail Policies		✓			Require to be updated in light of current guidance and the retail hierarchy needs to be refreshed. The boundary of Perth city centre needs to be extended to include the St. Catherine's retail park. An updated policy framework which will address issues from the monitoring reports by amalgamating the industrial and business designations and introducing a wider range of acceptable uses in these areas taking account of recent employment trends. The policy will also provide clarity on the acceptable type and levels of retailing from these areas.
	Employment Land Policies		✓			

Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
	Rural Businesses			✓	✓	Requires more detailed guidance. In addition to existing criteria need to consider: <ul style="list-style-type: none"> <li>• sustainability of proposed business and impact on existing local services within adjacent settlements;</li> <li>• requirement of a justification for minor applications and business plan for major applications to consider viability of development;</li> <li>• acceptability of cross-subsidy in particular residential development;</li> <li>• impact of rural business on adjacent residential amenity; and</li> <li>• cumulative effect of rural diversification.</li> </ul>
Community Development	Social, Community, Recreational and Educational Facilities			✓	✓	The policy should be strengthened to safeguard and encourage the development of future community facilities and local service provision and prevent the loss of existing provision. This is aimed at retaining and enhancing the sustainability and viability of the area's communities.
Tourism	Caravan Site and Chalet Development	✓				
	Tourism and recreation		✓			Policy to be added to with regard to support for existing key destination resorts through encouragement of enhancing facilities and the protection of the assets upon which they depend. Policy will take a cautious approach to new tourism based developments which are dependent on cross subsidy from significant volumes of new housing, where there is no known demand.

Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
Roads & Infrastructure	Private Drainage		✓		✓	Updating required with regard to drainage within the Loch Leven Catchment. Detail to be moved to Supplementary Guidance.
	Surface Water Drainage	✓			✓	Detail to be moved to Supplementary Guidance.
	Parking Policies and Standards		✓		✓	An updated policy is required setting out the requirement for new developments to provide suitable parking provision and take into account public transport where appropriate. Detailed background provided through Supplementary Guidance within the Placemaking Guide.
Roads & Infrastructure	Cycling		✓		✓	An updated policy is required to encourage active travel and require provision for cyclists and pedestrians in new developments. Detail to be provided in Supplementary Guidance.
	Transport Policies			✓	✓	Due to increased congestion in Perth city centre and the background increase in traffic growth throughout Perth and Kinross an updated policy required is required. This policy will aim to encourage the improved use of public/active transport and require the introduction of green travel plans where a new development could increase the congestion within Perth city centre.
	Telecommunications	✓			✓	To be carried forward with minor updating, supporting supplementary guidance through Place Making supplementary guidance.



Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
Resource Use	Waste			✓	✓	Structure Plan policy carried forward into LDP with minor updating. Supplementary Guidance to be prepared on designing waste infrastructure into new developments. Need to address Zero Waste Plan objectives.
	Renewable Energy		✓		✓	Rewording of Structure Plan policy to remove ambiguity. Supplementary Guidance will be developed to provide a spatial strategy for wind energy developments over 20 MW. Supplementary Guidance to be developed on siting, design and construction for micro and small scale renewables.
	Minerals	✓				Structure Plan policies to be carried forward to the LDP with minor updating.
	Prime Agricultural Land	✓				To be carried forward with minor updating to take account of current guidance to reaffirm the importance of protecting prime quality agricultural land.
Resource Use	Forestry		✓		✓	Need for new Supplementary Guidance to replace the Indicative Forestry Strategy to take account of new PAN/Circular on subject and the Scottish Forestry Strategy. The Guidance will seek to balance forestry and other land uses by identifying appropriate locations for woodland expansion and management practices in existing woods to optimise the contribution that our woods and forests can make to public, environmental and economic benefits. As well as encapsulating a vision for the area's forests, it also provides a guide to decision-makers by identifying priorities for action and prospective grant support for funding those priorities.

Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
Open Space and Recreation	Recreation and Open Space		✓		✓	A significant update to the open space policy is required because there is a need to strengthen the protection of a wide range of defined types of open space within settlements and to prevent their piecemeal loss to development. It should also aim to ensure that where development is proposed, the loss is justified and that compensatory provisions are made. The policy also needs to encourage the provision of new open space and children's play areas in association with development, preferably on-site. Supplementary Guidance is also required to set out specific requirements for the provision of open space as part of new development and make clear how much, of what type and quality and what the accessibility requirements are. It could also help decision making by identifying key background information on existing open space such as any open space strategy, assessment of existing provision and future requirements.
	Public Access		✓		✓	A significant update to the countryside access policy is required to refer to the Core Path Plan, which is being prepared in accordance with legislation. The aim of the policy should be to set out how access issues should be considered and core and other important routes and access rights protected in development proposals.
Environmental Protection	Tree Preservation Orders	✓				

Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
	International Nature Conservation Sites	✓			✓	
	Protected Species and Habitats	✓			✓	
	NNR's and SSSI's	✓			✓	
	Local Wildlife Sites	✓			✓	



Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
Environmental Protection	Biodiversity			✓	✓	Policies in previous Plans have tended to be aimed at protection and enhancement of specifically designated sites; the biodiversity duty which the Council must fulfil makes it quite clear that all biodiversity should be protected and where possible enhanced, not just that which occurs on designated sites. Aim of policy will be to guide development so that it: <ul style="list-style-type: none"> <li>• avoids adverse impacts on important biodiversity resources;</li> <li>• secures appropriate mitigation and compensation where harm cannot be avoided for reasons that outweigh nature conservation interests;</li> <li>• guides the achievement of appropriately located biodiversity enhancements and</li> <li>• provides for the enhancement of biodiversity in all development proposals.</li> </ul>
	Biodiversity (continued)			✓	✓	(i) The policy is likely to be criteria-based and should define clearly the circumstances in which planning permission will, or will not, be granted and should focus on achieving the outcomes required to meet the authority's spatial vision and objectives for biodiversity. It will need to reflect and be consistent with national and local biodiversity priorities and objectives, including those of the Tayside Biodiversity Plan.
	Woodland Protection			✓	✓	To be covered by Supplementary Guidance on Forests and Woodland (see forestry comment above).
	Local Nature Conservation Sites				✓	Supplementary Guidance to cover management and improvement.

Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
	Local Landscape Areas			✓	✓	New policy to designate and explain level of protection given to the area and also explain the reasons of designation.
	Green Corridors			✓	✓	New policy to identify and promote green networks linking habitats and open space in and around Perth and the larger villages. Supplementary Guidance would then be targeted to specific areas such as the lade.
Cultural Heritage	Conservation Areas	✓			✓	Policies to be carried forward with minor updating. Supplementary Guidance should provide further details on the framework for the protection, conservation and enhancement of all elements of the historic environment to allow the assessment of the impact of proposed development on the historic environment and its setting.
Cultural Heritage	Gardens and Designed Landscapes	✓			✓	It could also guide decision making by referring to key background information and encouraging appropriate methods for detailed assessment. There is a wide range of different elements to the historic environment of international, national regional and local significance.
	Archaeology and Ancient Monuments	✓			✓	Existing policy provides an overview but Supplementary Guidance will take account of the detailed requirements of the Scottish Historic Environment Policy.
	Listed Buildings	✓			✓	New policy to set out the type of development appropriate for the Green Belt including agriculture, horticulture, forestry, improved public access, appropriate outdoor sports development, roads and other infrastructure which must be located in the green belt and alterations extensions and changes of use for residential use.
Policies Specific to Planning Areas	Perth Green Belt			✓	✓	

Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
	Airport Safeguarding – Perth, Portmoak, Balado, Errol			✓	✓	Scottish Government Circular 2/2003 sets out that operators of licensed aerodromes which are not officially safeguarded, and operators of unlicensed aerodromes and sites for other aviation activities should take steps to protect their locations from the effects of possible adverse development by establishing an agreed consultation procedure between themselves and the planning authority or authorities. An existing safeguarding zone is in operation around Portmoak Airfield. An updated policy is required extending this safeguarding to other aerodromes in Perth and Kinross such as Perth and Balado. The need to include Errol airfield will also be investigated. Each safeguarding will be tailored specifically towards individual aerodromes and Supplementary Guidance will set out the detail of each safeguarding zone.
Policies Specific to Planning Areas	Perth Motor Mile			✓		New policy to support motor sales in designated areas along Dunkeld Road and Crieff Road and protect the trees and grass verge along road. Identification of article 4 relating to change from car showroom.
	Perth City Centre Pubs and Clubs			✓		New policy which sets criteria for new pubs, clubs and commercial leisure uses within the City Centre with restrictions below existing residential property and where problems of noise and disturbance cannot be addressed.



Policy Group	Policy Area	Carried forward with minor changes	Significant update	New Policy	Link in Plan for Supplementary Guidance	Comment on likely changes / new policy direction
	Perth Harbour Uses			✓		Policy to redefine and reduce harbour area in line with consultants study, reinforce policy to protect harbour uses within this area and confirmation that Council will promote an Article 4 direction to control uses which are not related to the harbour function
	Lunan Valley and Loch Leven Catchment Areas	✓		✓	✓	<ul style="list-style-type: none"> <li>A new policy to protect the water environment, linking in to the requirements of the water framework directive and River Basin Management Plans- to cover water quality generally for all rivers, lochs, estuaries ground water and coastal waters. A specific policy relating to the Lunan Valley and Loch Leven areas.</li> </ul>
Policies Specific to Planning Areas	Blairingone Ground Conditions	✓				



## Glossary

<b>Affordable housing</b>	Housing of a reasonable quality that is affordable to people on modest incomes. Social rented housing or housing which costs less than market value, including shared ownership/equity products; some affordable housing needs are also met in the private rented sector at rents below market levels.
<b>Allocation</b>	Land identified as appropriate for a specific land use.
<b>Alternatives</b>	See Options.
<b>Biodiversity</b>	The variety of life on Earth at all its levels, from genes to ecosystems, and the ecological and evolutionary processes that sustain it
<b>Brownfield land</b>	Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused building and developed land within the settlement boundary where further intensification of use is considered acceptable
<b>Climate Change</b>	A change in the “average weather” that a given region experiences. Average weather includes all the features we associate with the weather such as temperature, wind patterns and precipitation.
<b>Convenience shopping</b>	Broadly defined as food shopping, drinks, tobacco, newspapers, magazines, and confectionery, purchased regularly for relatively immediate consumption.
<b>Density</b>	The intensity of development in a given area. Usually measured as net dwelling density, calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children’s play areas, where these are provided.
<b>Effective housing land supply</b>	Effective housing land supply is the part of the established housing land supply which is free or expected to be free of development constraints in the period under consideration, and will therefore be available for the construction of housing
<b>Environmental Report</b>	Document required by the Environment Act as part of an environmental assessment, which identifies, describes and evaluates the likely significant effects on the environment of implementing a plan or programme.





<b>Flood risk</b>	The combination of the probability of a flood and of the potential adverse consequences, associated with a flood, for human health, the environment, cultural heritage and economic activity
<b>Greenfield Sites</b>	Sites which have never been previously developed, or are fully restored derelict land.
<b>Green Infrastructure</b>	The network of protected sites, green spaces and linkages which provide which provide for multi-functional uses relating to ecological services, quality of life and economic value.
<b>Housing market area (HMA)</b>	A geographical area which is relatively self-contained in terms of reflecting people's choice of location for a new home i.e. a large percentage of people settling in the area will have sought a house only in that area.
<b>Infrastructure</b>	Services and facilities needed to allow development to take place. This can include roads, sewers, planting, schools, open space, bus services, community halls, and waste management considerations such as mini-recycling centres etc.
<b>Local Housing Strategy</b>	A statutory document produced by Perth & Kinross Council setting out its aspirations for both public and private housing.
<b>Mitigation</b>	Measures to avoid reduce or offset significant adverse effects on the environment.
<b>Monitoring</b>	Activities undertaken after the decision is made to adopt the plan or programme to examine its implementation. For example, monitoring to examine whether the significant environmental effects occur as predicted or to establish whether mitigation and enhancement measures are implemented and are working.
<b>National Planning Framework</b>	The Scottish Government's strategy for the long-term development of Scotland's towns, cities and countryside. The NPF is about shaping Scotland's future and is concerned with how Scotland develops over the next 20 years and how to make that possible. The NPF identifies key strategic infrastructure needs to ensure that each part of the country can develop to its full potential.
<b>Objective</b>	A statement of what is intended, specifying the desired direction of change.
<b>Options</b>	These are different ways of achieving the objectives of the plan. Options are also referred to as Alternatives. "Options" is the term used in this document.



<b>Out-of-centre</b>	A location that is clearly separate from a town centre but within the urban area, including programmed extensions to the urban area in approved or adopted development plans
<b>Precautionary Principle</b>	The assumption that an activity or development might be damaging unless it can be proved otherwise.
<b>Prime quality agricultural land</b>	Prime agricultural land is agricultural land identified as being of Class 1, 2 or 3.1 in the land capability classification for agriculture as developed by the Macaulay Land Use Research Institute
<b>Retail park</b>	An off-centre group of three or more stores selling primarily non-food goods, with a shared car park.
<b>Scheduled Ancient Monument</b>	A scheduled monument is a monument of national importance that Scottish Ministers have given legal protection under the Ancient Monuments and Archaeological Areas Act 1979.
<b>Sequential test</b>	An approach for selecting sites for new retail, commercial leisure development and other key town centre uses. First preference is given to town centre locations, followed by edge of centre locations, and only then by out-of-centre sites in locations that are, or can be easily accessible by a choice of means of transport.
<b>Supplementary Guidance</b>	Guidance prepared by the Council, which supplements the guidance given in the Local Development Plan, and has equal weight in decision-making.
<b>Sustainable development</b>	This concept recognises that achieving economic growth has to be done in such a way that does not harm the environment or squander the natural resources we depend on, whilst at the same time distributing the wealth this creates equally to improve quality of life now and in the future.
<b>Strategic Environmental Assessment (SEA)</b>	Involves the preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated
<b>SEA Act</b>	Environmental Assessment (Scotland) Act 2005
<b>SEA Directive</b>	Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment”.



<b>Single Outcome Agreement</b>	Is between each Council in Scotland and the Scottish Government, based on the 15 national outcomes. The national outcomes reflect the Scottish Government's National Performance Framework but they also reflect established corporate and community plan commitments across Scotland's Councils and Community Planning Partnerships
<b>Town centre</b>	The term "town centre" is used to cover city, and town centres which provide a broad range of facilities and services and which fulfil a function as a focus for both the community and public transport. Local plans will define the precise boundaries of the centre. It excludes retail parks, neighbourhood centres and small parades of shops of purely local significance.
<b>Vitality and viability (town centres)</b>	Vitality is a reflection of how busy a centre is at different times and in different parts. Viability is a measure of its capacity to attract ongoing investment, for maintenance, improvement and adaption to changing needs.
<b>Wellbeing</b>	A holistic, subjective state which is present when a range of feelings, among them energy, confidence, openness, enjoyment, happiness, calm, and caring, are combined and balanced.
<b>Windfall site</b>	The term 'windfall sites' is used to refer to those sites which become available for development unexpectedly and are therefore not included as allocated land in the development plan. For example, a bus depot may shut down or an industrial site become vacant which may provide a suitable location for housing.

