



Proposed Plan

Local Development Plan

January 2012

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



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Proposed Plan

This document is the Proposed Plan for the Perth and Kinross Local Development Plan. Published on 30 January 2012 together with its supporting documents, it is available in print and to view or download from the Council's website: www.pkc.gov.uk/ProposedLDP

The documents will also be available for inspection at the address below as well as at all local libraries and area offices. If you wish to make representations on the Proposed Plan and/or its Supplementary Guidance, you can do so at any time during the 10 week period of representation. **The closing date for representations is 4.00pm on Tuesday 10th April 2012.**

When making a representation **it is essential that you tell us:**

- what you are commenting on, please refer to paragraph number, Policy or Site reference;
- whether or not you want to see a change;
- what the change is and why.

Representations must be received within the specified time period as late representations can not be considered. Representations should include all the supporting information you would wish to raise at the examination stage as there is no opportunity to submit any further material to the examination beyond this unless required to do so by the Reporter. Representations should be concise and guidance recommends a limit of 2,000 words.

Representations should be submitted using the Online Local Development Plan (interactive web-based facility allowing representations to be made through the Council website) or by completing the electronic form. Only where you do not have access to a computer or the internet should written submissions be made. In this instance you should contact the Development Plan Team at the address below and you will be provided with a paper copy of the representations form to complete and return.

To make your submission please use one of the following:

- Online Local Development Plan or electronic form www.pkc.gov.uk/ProposedLDP
- email developmentplan@pkc.gov.uk
- A paper form to: Development Plan Team, The Environment Service, Perth & Kinross Council, Pullar House, 35 Kinnoull Street, Perth PH1 5GD

Community engagement events have been organised throughout Perth and Kinross, further details of which are available through the Council's website www.pkc.gov.uk/ProposedLDP



What Happens Next

Following close of the period for representations on 10 April 2012, all the representations received will be considered and if as a result significant changes are proposed to the Plan, a modified version will require to be published for a minimum consultation period of 6 weeks prior to submission to the Scottish Ministers. If no modifications are made, the Proposed Plan will be submitted to Scottish Ministers by December 2012 for them to determine whether to appoint an independent reporter(s) to undertake an Examination in Public.



Forewords

I am pleased to introduce the Perth and Kinross Local Development Plan - Proposed Plan. This is the land use Plan which sets out the policies and proposals which the Council wishes to use to guide development across the area up to 2024 and beyond.

The Proposed Plan identifies a Vision for the future development of Perth and Kinross which seeks to promote sustainable economic growth and sustainable development by building upon the special qualities of our area that make it an attractive place to live and do business, whilst at the same time recognising the importance of 'place-making' and 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.

Councillor Ian Miller
Leader of the Council



Welcome to the Proposed Plan for the Perth and Kinross Local Development Plan (LDP). It is the result of extensive dialogue and engagement between the Council, key stakeholders, communities and developers, and follows on from the earlier publication and engagement on the Main Issues Report published in October 2010.

We are committed to continuing to provide effective opportunities for participation and I would therefore encourage anyone with an interest in Perth and Kinross to contribute to the Plan and ultimately the future development of our area.

Councillor John Kellas
Convenor Enterprise & Infrastructure Committee



Contents

| | Page |
|--|------------|
| List of Policies | 5 |
| List of Maps | 7 |
| Settlement Map Legend | 12 |
| Chapter 1: Introduction | 13 |
| The Development Plan | 13 |
| The Local Development Plan | 13 |
| The Proposed Plan | 14 |
| Strategic Environmental Assessment (SEA) | 15 |
| Habitats Regulation Appraisal | 15 |
| How to Use the Plan | 15 |
| Chapter 2: The Vision & Objectives | 17 |
| Introduction | 17 |
| The Local Development Plan Vision Statement | 17 |
| Local Development Plan Key Objectives | 18 |
| Strategy | 19 |
| Chapter 3: Policies | 22 |
| Introduction | 22 |
| Placemaking | 23 |
| Economic Development | 25 |
| Retail and Commercial Development | 29 |
| Residential Development | 31 |
| Transport and Accessibility | 34 |
| Community Facilities, Sport and Recreation | 36 |
| The Historic Environment | 38 |
| The Natural Environment | 40 |
| Environmental Resources | 47 |
| Environmental Protection and Public Safety | 50 |
| Chapter 4: Perth and Kinross Spatial Strategy | 61 |
| Introduction | 61 |
| TAYplan Spatial Strategy | 61 |
| Local Development Plan Spatial Strategy | 63 |
| Chapter 5: Perth Area Spatial Strategy | 67 |
| Chapter 6: Highland Perthshire Area Spatial Strategy | 151 |
| Chapter 7: Kinross-shire Area Spatial Strategy | 197 |
| Chapter 8: Strathearn Area Spatial Strategy | 239 |
| Chapter 9: Strathmore and the Glens Area Spatial Strategy | 273 |
| Glossary | 301 |
| Appendix 1: List of Supplementary Guidance | 310 |
| Appendix 2: Schedule of Land Ownership | 312 |
| Appendix 3: HSE Consultation Zones | 314 |



List of Policies

| | Page |
|---|-----------|
| Placemaking | 23 |
| PM1: Placemaking | 23 |
| PM2: Design Statements | 24 |
| PM3: Infrastructure Contributions | 24 |
| Economic Development | 25 |
| ED1: Employment and Mixed Use Areas | 25 |
| ED2: Communications Infrastructure | 26 |
| ED3: Rural Business and Diversification | 26 |
| ED4: Caravan Sites, Chalets and Timeshare Developments | 27 |
| ED5: Major Tourism Resorts | 28 |
| Retail and Commercial Development | 29 |
| RC1: Town and Neighbourhood Centres | 29 |
| RC2: Perth City Centre Secondary Uses Area | 30 |
| RC3: Commercial Centres | 30 |
| RC4: Retail and Commercial Leisure Proposals | 30 |
| Residential Development | 31 |
| RD1: Residential Areas | 31 |
| RD2: Pubs and Clubs – Residential Areas | 31 |
| RD3: Housing in the Countryside | 32 |
| RD4: Affordable Housing | 32 |
| RD5: Gypsy/Travellers' Sites | 33 |
| RD6: Particular Needs Housing Accommodation | 33 |
| Transport and Accessibility | 34 |
| TA1: Transport Standards and Accessibility Requirements | 35 |
| Community Facilities, Sport and Recreation | 36 |
| CF1: Open Space Retention and Provision | 36 |
| CF2: Public Access | 37 |
| CF3: Community Facilities | 37 |
| The Historic Environment | 38 |
| HE1 Scheduled Monuments and Non Designated Archaeology | 38 |
| HE2 Listed Buildings | 38 |
| HE3 Conservation Areas | 39 |
| HE4 Gardens and Designed Landscapes | 39 |
| HE5 Protection, Promotion and Interpretation of Historic Battlefields | 39 |
| The Natural Environment | 40 |
| NE1: Environment and Conservation Policies | 41 |
| NE2: Forestry, Woodland and Trees | 42 |
| NE3: Biodiversity | 43 |
| NE4: Green Infrastructure | 43 |
| NE5: Green Belt | 44 |
| NE6: Perth Lade Green Corridor | 46 |



| | |
|--|--------------------------|
| Environmental Resources | Page 47 |
| ER1: Renewable and Low Carbon Energy Generation | 47 |
| ER2: Electricity Transmission Infrastructure | 47 |
| ER3: Minerals and Other Extractive Activities – Safeguarding | 48 |
| ER4: Minerals and Other Extractive Activities – Supply | 48 |
| ER5: Prime Agricultural Land | 49 |
| ER6: Managing Future Landscape Change to Conserve and Enhance the Diversity and Quality of the Area's Landscapes | 49 |
| Environmental Protection and Public Safety | 50 |
| EP1: Climate Change, Carbon Reduction and Sustainable Construction | 50 |
| EP2: New Development and Flooding | 51 |
| EP3: Water Environment and Drainage | 54 |
| EP4: Health and Safety Consultation Zones | 54 |
| EP5: Nuisance from Artificial Light and Light Pollution | 54 |
| EP6: Lunan Valley Catchment Area | 55 |
| EP7: Drainage within the Loch Leven Catchment Area | 56 |
| EP8: Noise Pollution | 56 |
| EP9: Waste Management Infrastructure | 57 |
| EP10: Management of Inert and Construction Waste | 58 |
| EP11: Air Quality Management Areas | 58 |
| EP12: Contaminated Land | 60 |
| EP13: Airfield Safeguarding | 60 |
| EP14: Blairingone Ground Conditions | 60 |



List of Maps

| | Page |
|---|----------------------------------|
| Policy Maps | |
| Green Belt | 45 |
| Indicative Flood Risk Areas | 53 |
| Perth Air Quality Management Area | 59 |
| Perth Retail Centres | 76 |
| Landward Area maps | |
| Perth Area | 73 |
| Highland Perthshire Area - West | 155 |
| Highland Perthshire Area - East | 156 |
| Kinross-shire Area | 201 |
| Strathearn Area | 243 |
| Strathmore and the Glens Area | 277 |
| Settlement maps | |
| <i>Perth Area</i> | |
| Perth | Separate map at back of document |
| Aberargie | 83 |
| Abernethy | 85 |
| Almondbank, Pitcairngreen and Cromwell Park | 88 |
| Balbeggie | 90 |
| Baledgarno | 91 |
| Bankfoot | 93 |
| Binn Farm | 94 |
| Bridge of Earn and Oudenarde | 97 |
| Burrelton/Woodside | 100 |
| Clathymore | 102 |
| Cottown/Chappelhill | 103 |
| Dalcrue | 105 |
| Damside | 107 |
| Dunning | 109 |
| Errol | 111 |
| Errol Airfield/Grange | 113 |
| Forgandenny | 116 |
| Forteviot | 117 |
| Glenfarg | 119 |
| Guildtown | 121 |
| Inchture | 123 |
| Invergowrie | 125 |
| Kinfauns | 127 |
| Kinnaird | 128 |
| Kinrossie | 130 |
| Longforgan | 132 |
| Luncarty | 134 |
| Methven | 137 |
| Perth Airport | 139 |
| Rait | 140 |
| Scone | 143 |
| St Madoes/Glencarse | 145 |
| Stanley | 147 |
| Tibbermore | 148 |
| Wolfhill | 150 |



| | Page |
|---|------|
| <i>Highland Perthshire Area</i> | |
| Aberfeldy | 160 |
| Birnam and Dunkeld | 163 |
| Pitlochry | 167 |
| Acharn | 169 |
| Ballinluig | 172 |
| Balnaguard | 173 |
| Butterstone | 174 |
| Camserney | 175 |
| Coshiville | 176 |
| Croftinloan/Donavoured/East Hugh/Ballyoukan | 177 |
| Dull | 178 |
| Fearnan | 180 |
| Fortingall | 181 |
| Grandtully, Strathtay and Little Ballinluig | 183 |
| Inver | 185 |
| Kenmore | 187 |
| Kinloch Rannoch | 189 |
| Kinnaird | 190 |
| Logierait | 191 |
| Murthly | 193 |
| Trochry | 194 |
| Tummel Bridge | 195 |
| Weem and Boltachan | 196 |
| <i>Kinross-shire Area</i> | |
| Kinross/Milnathort | 209 |
| Balado | 212 |
| Blairingone | 214 |
| Carnbo | 215 |
| Cleish | 216 |
| Crook of Devon | 218 |
| Drunzie | 219 |
| Glenlomond | 220 |
| Greenacres | 221 |
| Hattonburn | 223 |
| Keltybridge and Maryburgh | 224 |
| Kinnesswood | 226 |
| Ochil Hills Hospital | 228 |
| Powmill | 231 |
| Rumbling Bridge | 233 |
| Scotlandwell | 235 |
| Wester Balgedie | 237 |




































| | Page |
|--------------------------------------|------|
| <i>Strathearn Area</i> | |
| Auchterarder | 247 |
| Crieff | 253 |
| Aberuthven | 256 |
| Blackford | 258 |
| Braco | 259 |
| Comrie | 261 |
| Cultybraggan | 262 |
| Fowlis Wester | 263 |
| gWest | 265 |
| Gilmerton | 266 |
| Gleneagles | 268 |
| Greenloaning | 269 |
| Muthill | 271 |
| St David's | 272 |
| <i>Strathmore and the Glens Area</i> | |
| Alyth and New Alyth | 281 |
| Blairgowrie/Rattray | 285 |
| Coupar Angus | 288 |
| Ardler | 291 |
| Bridge of Cally | 293 |
| Caputh | 294 |
| Carsie | 295 |
| Concraigie | 296 |
| Craigie | 297 |
| Kettins | 298 |
| Kinloch | 299 |
| Kirkmichael | 300 |
| Meigle | 302 |
| Meikleour | 303 |
| Spittalfield | 305 |





Settlement Map Legend

| Site Reference | LDP Land Uses | Policy Reference | Designations | Policy Reference |
|----------------|--|------------------|---|------------------|
| |  Settlement Boundary | |  Scheduled Ancient Monument | Policy HE1 |
| | Residential | Policy RD1 |  Conservation Area | Policy HE3 |
| H1 - H70 |  Housing - proposal | |  Garden and Designed Landscape | Policy HE4 |
| |  Significant Housing Planning Consent | |  Special Area of Conservation | Policy NE1A |
| Op1 - Op24 |  Opportunity - proposal | |  Special Protection Area | Policy NE1A |
| E1 - E38 |  Employment - proposal | Policy ED1A |  Site of Special Scientific Interest | Policy NE1B |
| |  Employment - existing | Policy ED1A |  National Scenic Area | Policy NE1B |
| |  Motor Mile | Policy ED1C |  Green Belt | Policy NE5 |
| MU1 - MU7 |  Mixed Use - proposal | Policy ED1B |  Pipeline Consultation Zone | Policy EP4 |
| |  Tourism | Policy ED4 |  Lunan Valley Catchment Area | Policy EP6 |
| RT1 |  Park and Ride - proposal | |  Loch Leven Catchment Area | Policy EP7 |
| |  Cross Tay Link Road band of search | | | |
| |  Transport Infrastructure | Policy TA1 | | |
| |  New Road | | | |
| |  Indicative New Road (Blairgowrie, Kinross and Luncarty) | | | |
| |  Retail | | | |
| |  Town and Neighbourhood Centre | Policy RC1 | | |
| |  City Centre Secondary Uses | Policy RC2 | | |
| |  Commercial Centre | Policy RC3 | | |
| |  Indicative Landscaping | | | |
| |  Open Space | Policy CF1 | | |
| |  Perth Lade Green Corridor | Policy NE6 | | |
| |  Waste Management Site | Policy EP9 | | |

1. Introduction

1.1 The Development Plan

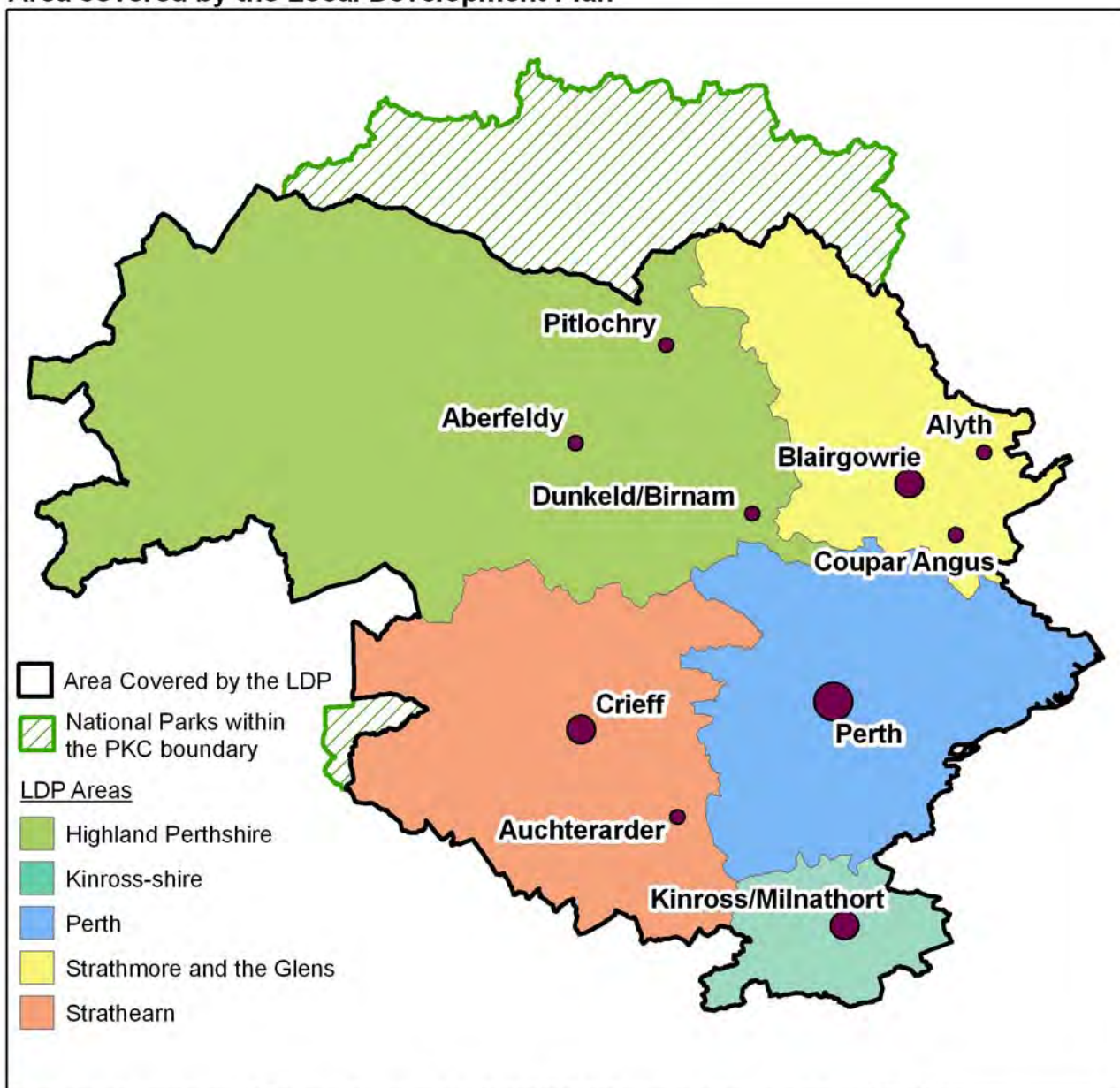
- 1.1.1 The Scottish Government believes that the planning system is essential to achieving its central purpose of sustainable economic growth. This involves promoting and facilitating development while protecting and enhancing the natural and built environment.
- 1.1.2 A main delivery tool is the Development 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 and 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 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 Proposed Plan strategy as a result of modification may require to be reflected in the Local Development Plan. Further details of TAYplan can be found at the following link:
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 part of northern Perthshire including the Blair Atholl area and Upper Glenshee is contained within the Cairngorms National Park. 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 and Kinross Local Development Plan.



Area covered by the Local Development Plan



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1.3 The Proposed Plan

- 1.3.1 The Plan sets out how we aim to work towards our vision for Perth and Kinross. It shows which land is being allocated to meet the area's development needs to 2024 and beyond and it sets out the planning policies we will apply in promoting the sustainable growth of the area over this period.
- 1.3.2 The Plan contains a spatial strategy which explains our overall view of where development should go and the principles behind that. We have identified future development sites and the scale of development we expect to see on each of the identified sites. We have also specified what developers require to do when designing and delivering development, emphasising the need for masterplans, for all the major sites. Our policies explain what uses are acceptable in different areas and set out the requirements for different types of development. More information and advice is contained in Supplementary Guidance, both statutory and non statutory. Statutory Guidance is that which has been referenced in the Plan, consulted upon as required by the Development Planning Regulations, sent to Scottish Ministers and formally adopted by the



Council. Non statutory guidance is that which is not referenced in the Plan or formally consulted upon. Both types of guidance can relate to a specific site or to a specific type of development. An Action Programme will be prepared, which sets out what actions are required for the policies and proposals in the Plan to be delivered, who is responsible for them and the expected timescale for doing this. The Action Programme will be monitored and updated regularly and published every two years.

1.4 Strategic Environmental Assessment (SEA)

1.4.1 The development of the Proposed Plan 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 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 Addendum No 2 is published in tandem with the Proposed Plan 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 Proposed Plan. Comments on the SEA Environmental Report should be submitted in the same format and within the same consultation period as the Proposed Plan.

1.5 Habitats Regulation Appraisal (HRA)

1.5.1 A Habitat Regulations Appraisal for a development plan is mandatory under The Conservation (Natural Habitats, & c.) Regulations 1994, as amended. Whilst it is not necessary to prepare the HRA until the Proposed Plan has to be submitted to Scottish Ministers it is considered advantageous to prepare it at this stage as it has helped inform and influence the Proposed Plan by ensuring that all policies and proposals will not have a significant adverse effect on the conservation objectives and qualifying features of the Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) within or in close proximity to Perth and Kinross. It also identifies what mitigation measures are necessary to ensure compliance with the Regulations or has ensured the removal of sites or policies which would not comply with the Regulations following mitigation. It may be necessary to update the HRA following the consultation on the Proposed Plan and the finalised HRA will be submitted to Scottish Ministers at the same time as the Proposed Plan is submitted to them.

1.6 How to use the Plan

1.6.1 The Plan consists of 4 main sections: Introduction; The Vision and Objectives; Policies; and Spatial Strategy including specific land allocations. The policies have been split into topic groupings and the Spatial Strategy section split by area as follows: Perth; Highland Perthshire; Kinross-shire; Strathearn; and Strathmore & the Glens. Within each area the Spatial Strategy is set out along with an area wide (Landward) map and detailed Settlement Statements for the towns, villages and small settlements. Each Settlement Statement consists of written text and accompanying map.

1.6.2 It should be noted that the Plan should be read in its entirety and that individual policies and land allocations do not set out the whole picture for the various types of development. The Vision and Objectives and the Spatial Strategy are intended to be as much part of the decision making process on development proposals as the detailed Policies and Supplementary Guidance.

1.6.3 If you are interested in a specific site use the Contents page to identify the relevant section of the Plan, refer to the relevant map, identify the site and then refer to the appropriate key. You should also refer to the Spatial Strategy for the area, the relevant settlement statement and the policy section of the Plan as, even if the site isn't allocated for a specific use, there is information of general relevance.



- 1.6.4 If you are interested in a particular topic then reference should be made to the Policy Section. The Contents page at the beginning of the document sets out the order of the various topics.
- 1.6.5 If you have any questions about how to use the Plan please contact the Local Development Plan Team by email DevelopmentPlan@pkc.gov.uk or by telephone on 01738 475300.



2. The Vision and Objectives

2.1 Introduction

2.1.1 The Local Development Plan gives a local context to the Visions set out in the Strategic Development Plan and the Council's Corporate Plan.

2.1.2 *"By 2032 the TAYplan region will be sustainable, more attractive, competitive and vibrant without creating an unacceptable burden on our planet. The quality of life will make it a place of first choice where more people choose to live, work and visit, and where businesses choose to invest and create jobs."*

TAYplan, 2011, *Proposed Strategic Development Plan*, p6

2.2 The Local Development Plan Vision Statement

2.2.1 The Vision recognises the considerable strengths of our area and the many challenges it faces. We recognise the area has experienced significant population growth in recent years and 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 our environment is protected and improved. Our vision is of a Perth and Kinross which is dynamic, attractive and effective which protects its assets whilst welcoming population and economic growth.

2.2.2 The majority of that growth focuses on Perth City and its Core area. This will build upon its key role as the hub of the area. It will ensure that the growth in employment opportunities keeps pace with population growth thereby creating the critical mass to deliver improved retail, leisure and cultural facilities to serve the City and its hinterland. This will be complemented by development 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 We have 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 Our rural spaces are not just the source of our food and other raw materials; they supply and support our 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 wellbeing of all of us and our future prosperity.

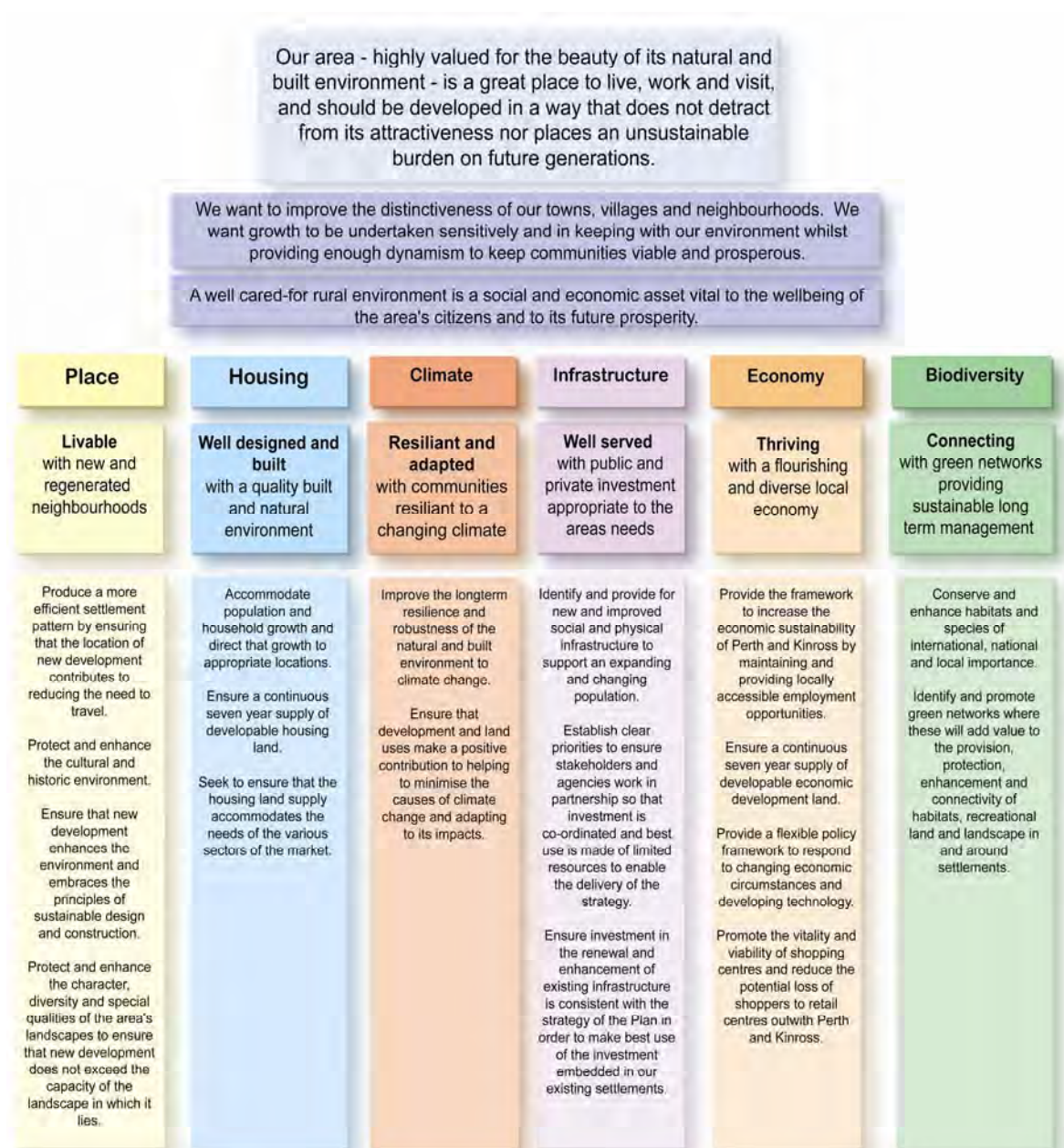
2.2.5 We attach significance to environmental concerns and wish to reduce our impact on our local and global environment. In particular we want to put a Plan in place that will allow us to adapt and prepare for future changes to our climate.

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

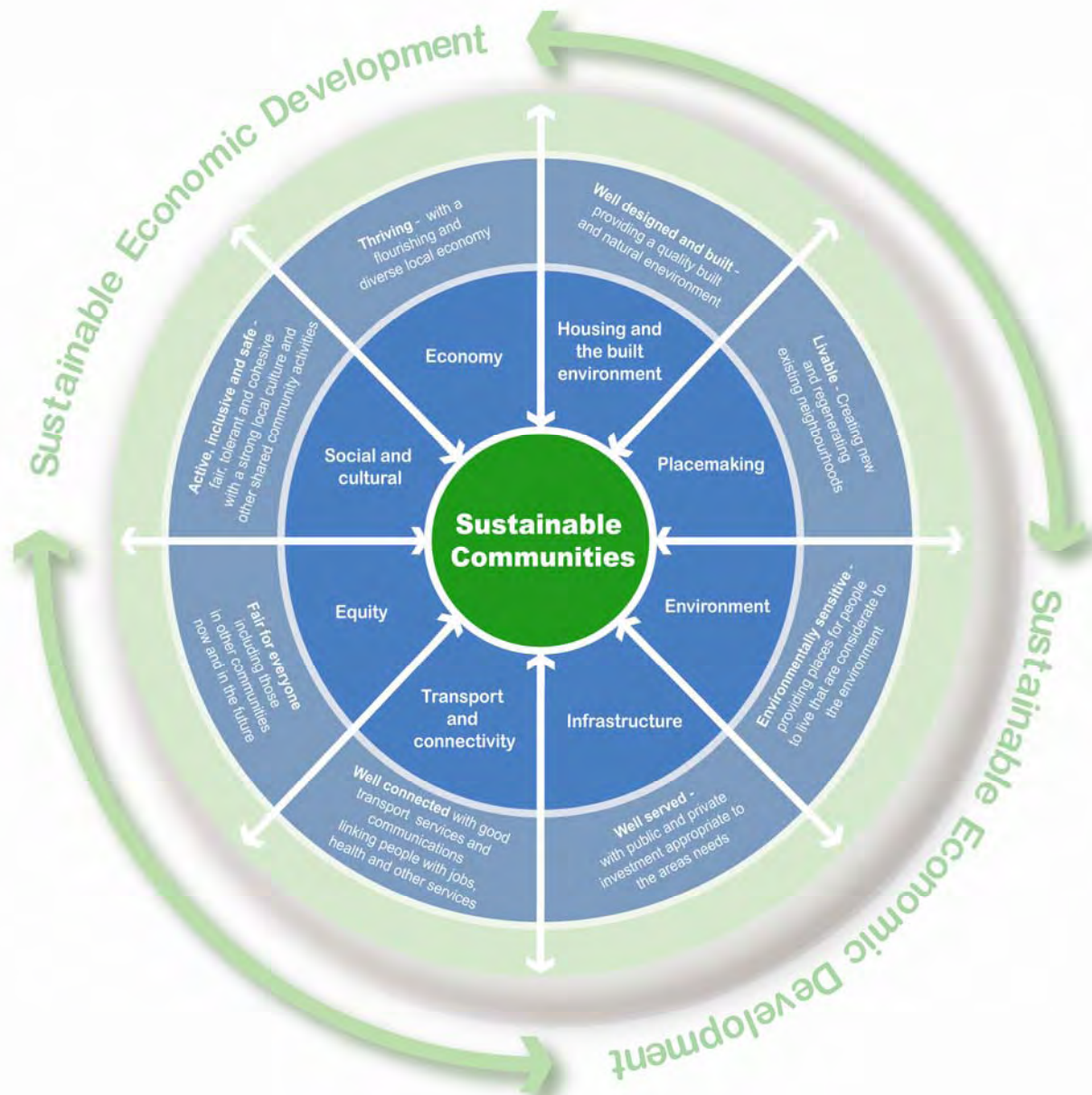


2.4 Strategy

Sustainable Economic Growth

2.4.1 We recognise that growing the economy requires an integrated approach. It is not enough to identify land on which new jobs can be created. We must also manage and enhance the area so that it remains attractive to investors as a place to do business; attractive to residents as a place to live and work and attractive to tourists as a place to visit. To achieve this, we must deliver a plan which promotes the principles of sustainable development as embedded in National Planning Policy.

2.4.2 The diagram below sets out how the key components of sustainable economic growth help deliver a sustainable Perth and Kinross.



The Challenges

2.4.3 The main purpose of the planning system is to make decisions about future development, and the use of land in our towns, cities and countryside. It decides where development should happen, where it should not and how development affects its surroundings. It balances competing demands to make sure that land is used and developed in the public's long-term interest. The effect of our plan should be to help increase sustainable economic growth. This



means that the plan should help build a growing economy, but at the same time protect our environment for future generations and make sure that communities can enjoy a better quality of life. Consequently, delivering the Plan's vision for Perth and Kinross has a range of challenges which must be addressed and turned into opportunities.

Demographic Change

2.4.4 Meeting the needs of a growing and changing population is one of the many challenges we face. We have experienced growth for a sustained period and the area continues to be one of the fastest growing in Scotland. Whilst the current economic climate may be slowing that the population increased by 2.5% in the three years to 2010 (Source GROS 2010).

2.4.5 For future growth projections TAYplan has adopted the Scottish Governments 2006-based projection. These suggest a population for Perth and Kinross of 163,327 by 2024, an increase of over 16,000 from the 2010 mid-year estimated population (Source GROS 2010). However, these are based on past trends which coincided with a period of significant economic growth in Scotland coupled with high levels of in-migration.

What is the impact of the current economic downturn?

2.4.6 As suggested by the previous paragraphs the level of in-migration to Perth and Kinross has been dependent upon a mobile population. The level of affluence and the availability of mortgage finance facilitated mobility amongst the population. However, the current economic downturn has had a major effect on the availability of mortgages reducing the mobility of the population. Therefore the biggest driver of population growth in Perth and Kinross, in-migration, is likely to be curtailed in the short and possibly medium term.

2.4.7 However, 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 industry to access finance which is fundamentally inhibiting the delivery of housing. If economic recovery is faster than anticipated then population growth in Perth and Kinross is likely to resume with an associated upturn in house building.

2.4.8 We therefore need this plan to be able to respond to any economic upturn and ensure that the lack of effective housing land does not become a constraint on general economic recovery.

Climate Change

2.4.9 Coping with a changing climate is likely to be one of the greatest challenges of the 21st century and it is recognised that the climate of Scotland is already changing affecting many aspects of our society, environment and economy and therefore our day-to-day lives.

2.4.10 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. Decisions still need to be made now and many of these decisions will last for many decades. These decisions need to be robust under uncertainty, allow flexibility and scope for adjustments as the climate impacts become more certain. Consequently, the Plan factors climate change into both the suite of policies and the spatial strategy by ensuring we minimise adverse effects, build resilient communities while lessening people's need to travel to get to work or shop, and supporting the development of renewable and low carbon energy.

Creating Quality Places

2.4.11 Another challenge we face is ensuring that we create positive environments that nurture and inspire us, as individuals and as communities. We need to ensure that both our existing and newly created buildings and settlements are well designed, energy efficient, function well and reflect and enhance the local context in relation to the natural and built assets of our area. They may be urban or rural environments or the space between our towns and villages, but above all they are places in which we can feel comfortable in whilst fulfilling our daily needs. This is often referred to as 'placemaking'.



Infrastructure Needs and Constraints

- 2.4.12 The increase in the population of Perth and Kinross together with a change in the household composition has meant that much of our infrastructure is at capacity; thus constraining and impacting upon the viability of new development across our area.
- 2.4.13 To deliver sustainable development, essential infrastructure needs to be in place or at least be capable of being delivered to support the development. Whilst all development sites require a degree of infrastructure investment, where infrastructure costs are high this could render many developments uneconomic. Overcoming these infrastructure constraints will require co-operation between the public and private sector and it will be essential that those who may benefit from the investment in infrastructure also share the cost of its provision.
- 2.4.14 It is recognised that the provision of infrastructure in the current economic climate presents one of our greatest challenges to the delivery of our Plan. It is clear that in addition to developer contributions, other funding models are required. Some are tried and tested, such as joint ventures between the public and private sectors and others such as Tax Incremental Funding mechanisms are new.



3. Policies

3.1 Introduction

3.1.1 Policies should be read in their entirety.

3.1.2 The following Local Development Plan policies are grouped by topic:

- Placemaking
- Economic Development
- Retail and Commercial Development
- Residential Development
- Transport and Accessibility
- Community Facilities, Sport and Recreation
- The Historic Environment
- The Natural Environment
- Environmental Resources
- Environmental Protection and Public Safety.

3.1.3 The policies aim to give clear guidance on where development will be encouraged, and also where and in what circumstances it will not be permitted.

3.1.4 It is particularly important that individual policies are not taken in isolation because in each circumstance it is likely that several policies will be relevant. In most cases it will be necessary for development proposals to comply with all relevant policies in order to be acceptable to the Council as Planning Authority.

3.1.5 It is, however, for the Council to consider and weigh the merits of any development proposals against the relevant policies in determining applications for Planning Permission, except where higher legislation dictates otherwise.

3.1.6 Supplementary Guidance (SG) is available for a number of the policies. SG explains in detail how development proposals will be assessed against relevant policies. Where a policy is to be supplemented by guidance the policy will indicate the scope of that guidance. A list of topics covered by SG is included at Appendix 1.



3.2 Placemaking

- 3.2.1 Sustainable economic growth with high environmental quality is an important component in attracting investment into an area.
- 3.2.2 The sustainable development of Perth and Kinross requires the provision of services in appropriate locations to meet the increasing needs of the expanding population, resulting in the requirement to invest in new infrastructure to meet future needs. The following policies reinforce other policies within the Plan, and together these ensure that new development safeguards and enhances environmental quality, creating quality places and mitigating potential negative impacts.
- 3.2.3 Placemaking is now a term widely used to describe a comprehensive policy approach to the design, development, management and maintenance of the places in which we live to reflect local context. Central to the creation of sustainable communities is the desire to live in an attractive place which provides for our social, economic and environmental needs. Creating and maintaining sustainable communities are also key national and local policy objectives through Community Planning and Development Planning frameworks.
- 3.2.4 Fundamental to successful placemaking is an understanding of what makes places special, how places function and how best to involve those involved in the development industry such as architects, agents, developers and funders; as well as the communities themselves.
- 3.2.5 A local Placemaking Guide for Perth and Kinross was approved by the Council in November 2009 for the design, management and maintenance of public spaces, buildings, roads and new development. The Guides will be supported by the development and subsequent approval of SG to be used in determining planning applications.

Policy PM1: Placemaking

Policy PM1A

Development must contribute positively, to the quality of the surrounding built and natural environment. All development should be planned and designed with reference to climate change, mitigation and adaptation.

The design and siting of development should respect the character and amenity of the place, and should create and improve links within and, where practical, beyond the site. Proposals should also incorporate new landscape and planting works appropriate to the local context and the scale and nature of the development.

Policy PM1B

All proposals should meet all the following placemaking criteria:

- (a) Create a sense of identity by developing a coherent structure of streets, spaces, and buildings, safely accessible from its surroundings.
- (b) Consider and respect site topography and any surrounding important landmarks, views or skylines.
- (c) The design should complement its surroundings in terms of appearance, height, scale, massing, materials, finishes and colours.
- (d) Respect an existing building line where appropriate, or establish one where none exists. Access, uses, and orientation of principal elevations should reinforce the street or open space.
- (e) All buildings, streets, and spaces (including green spaces) should create safe, accessible, inclusive places for people, which are easily navigable, particularly on foot, bicycle and public transport.
- (f) Buildings and spaces should be designed with future adaptability in mind wherever possible.
- (g) Existing buildings, structures and natural features that contribute to the local townscape should be retained and sensitively integrated into proposals.



Policy PM1C

For larger developments (more than 200 houses or 10 ha) the main aim is to create a sustainable neighbourhood with its own sense of identity. Neighbourhoods should seek to meet the key needs of the residents or businesses within or adjacent to the neighbourhood, ie local shopping, recreation, recycling etc. In most cases this will best be achieved by the development of a masterplan.

Note: The Placemaking Guide for Perth and Kinross will form the basis of Supplementary Guidance, and further guidance is contained within the Scottish Government publication '*Designing Streets: A Policy Statement for Scotland*'.

Policy PM2: Design Statements

Design statements will normally need to accompany a planning application if the development:

- (a) comprises five or more dwellings; or
- (b) is a non-residential use greater than 0.5 ha in area; or
- (c) affects the character and/or appearance of a Conservation Area, Historic Garden, Designed Landscape, or the setting of a Listed Building or Scheduled Monument.

A design statement may also be required to accompany a Planning Application for other forms of development where design sensitivity is considered a critical issue. If applicants are uncertain as to whether a design statement is expected, or on the level of scope and detail that will be appropriate, then the views of the Council should be sought.

Note: Further guidance can be found in Planning Advice Note (PAN) 68 Design Statements.

Policy PM3: Infrastructure Contributions

Where the cumulative impact of new developments will exacerbate a current or generate a future need for additional infrastructure provision or community facilities, planning permission will only be granted where contributions which are reasonably related to the scale and nature of the proposed development are secured. In calculating the impact of new developments the Council will look at the cumulative long-term effect of new development. Contributions will be sought for:

- (a) the provision of on-site facilities necessary in the interests of comprehensive planning; and/or
- (b) the provision, or improvement of, off-site facilities and infrastructure where existing facilities or infrastructure will be placed under additional pressure.

The requirements of this policy may be secured through legal agreements to deliver planning obligations and will be concluded between the applicant and the Council, prior to the issue of planning permission.

Note: Supplementary Guidance explaining how Developer Contributions will be implemented is published, with detailed contribution policies for Primary Education and the Auchterarder A9 junction with this Plan. Further Supplementary Guidance covering other issues including: Transport, Infrastructure and Community Facilities and Green Infrastructure will be developed during the Plan period.



3.3 Economic Development

- 3.3.1 The objective of Scottish Government Economic Strategy (2011) is to build a more dynamic and faster growing economy that will increase prosperity, help tackle Scotland's health and social challenges and establish a fairer and more equal society. Sustainability is vital to help protect the environment and ensure that future generations can enjoy a better quality of life.
- 3.3.2 Scottish Planning Policy (SPP) identifies that Planning Authorities need to adopt a flexible approach to ensure any changing circumstances are accommodated for new economic opportunities to be realised. It goes on to require development plans to identify major locations that will contribute to the economic success of the area and ensure there are serviced marketable sites in locations for a variety of users.
- 3.3.3 Perth and Kinross's businesses are the key driver of sustainable economic growth in the region. Maintaining and improving their competitiveness is vital to the local economy.
- 3.3.4 In addition the Plan needs to create an environment where existing businesses can grow, or new ones can be established. With a relatively low supply of readily available economic development land, a Plan priority is to identify new opportunities through its spatial strategy. In addition, the suite of Economic Development Policies seeks to create a positive and flexible framework to encourage new wealth creation opportunities throughout the Plan area.
- 3.3.5 Through the spatial strategy and general policies, the Plan promotes mixed use sites that will help minimise the need to travel by car and encourage travel by walking, cycling and public transport. The Plan recognises that whilst most sites should be within or on the edge of existing settlements some more rural locations are appropriate for tourism and rural land use based businesses.
- 3.3.6 Tourism in particular accounts for 13% of all employment in Perth and Kinross and general support for tourism-related developments and facilities will be given.
- 3.3.7 Continued investment in Perth and Kinross's communications infrastructure - in particular broadband and 3/4G mobile internet services - are critical to maintaining and improving economic competitiveness.
- 3.3.8 The following section sets out the spatial policy framework for economic development in accordance with the Scottish Government Economic Strategy, SPP and TAYplan.

Policy ED1: Employment and Mixed Use Areas

Policy ED1A

Areas identified for employment uses should be retained for such uses. Within these areas any proposed development must be compatible with surrounding land uses. In addition all the following criteria will be applied to development proposals in these areas (individual sites may also have specific requirements):

- (a) Proposals should not detract from the amenity of adjoining, especially residential, areas.
- (b) The local road network should be suitable for the traffic generated by the proposals.
- (c) There should be good walking, cycling and public transport links to new employment generating uses.
- (d) Proposals for retail uses in employment areas will not generally be acceptable unless they are ancillary to an acceptable use on the site.

Policy ED1B

Areas identified for mixed use are intended to promote the integration of employment-generating opportunities with housing, thereby reducing the potential need to commute between home and employment.



Within these areas a range of uses such as housing, offices, light industry, surgeries and leisure uses would be acceptable providing they are compatible with the amenity of adjoining uses and meet the criteria (a)-(d) above. Proposals for a mixed use opportunity site that comprises predominantly one use will not be acceptable.

Note: Supplementary Guidance will expand on the type of employment uses most suited to the relevant areas

Policy ED1C

In Perth, within the area of Dunkeld Road identified as motor mile, encouragement will be given to motor vehicle sales/servicing and associated uses. There will be a presumption against any change of use to Class 1 retailing. The Council will encourage improvements to make motor mile more attractive for motor vehicle sales. The trees and verges along the road frontage will be retained.

Note: An Article 4 Direction relating to retail use applies in Dunkeld Road and planning permission is required for a change of use from car showroom to shop in this area irrespective of size (see Technical Appendix for area).

Policy ED2: Communications Infrastructure

The Council is supportive of the expansion of the communication network (telecommunications, broadband and digital infrastructure) provided it can be achieved without a detrimental impact on the natural and built environment. It is particularly supportive of the expansion of rural broadband and mobile internet services.

Equipment should be designed and positioned as sensitively as possible although some technical requirements may limit this. The visual impact of communications infrastructure will play a significant part in the determination of planning applications.

The siting and design of communication infrastructure should consider all the following series of options when selecting sites:

- (a) Installation of smallest suitable equipment.
- (b) Concealing/disguising masts, antennas, equipment houses.
- (c) Site/mast sharing.
- (d) Installation on existing building and structures.
- (e) Installation of ground based masts.

In all cases the Council will require the removal of the development and associated equipment and the restoration of the site whenever the consent expires or the project ceases to operate for a specific period.

Policy ED3: Rural Business and Diversification

The Council will give favourable consideration to the expansion of existing businesses and the creation of new ones in rural areas. There is a preference that this will generally be within or adjacent to existing settlements. Sites outwith settlements may be acceptable where they offer opportunities to diversify an existing business or are related to a site specific resource or opportunity. This is provided that they will contribute to the local economy through the provision of permanent employment, visitor accommodation, additional tourism or recreation facilities, or involves the re-use of existing buildings.

New tourism related development will be supported where it can be demonstrated that it improves the quality of new or existing visitor facilities, allows a new market to be exploited or extends the tourism season.

Proposals whose viability requires some mainstream residential development will only be supported where this fits with the Plan's housing policies.



All proposals will be expected to meet all the following criteria:

- (a) The proposed use is compatible with the surrounding land uses and will not detrimentally impact on the amenity of residential properties within or adjacent to the site.
- (b) The proposal can be satisfactorily accommodated within the landscape capacity of any particular location.
- (c) The proposal meets a specific need by virtue of its quality or location in relation to existing business or tourist facilities.
- (d) Where any new building or extensions are proposed they should achieve a high quality of design to reflect the rural nature of the site and be in keeping with the scale of the existing buildings.
- (e) The local road network must be able to accommodate the nature and volume of the traffic generated by the proposed development in terms of road capacity, safety and environmental impact.
- (f) Outwith settlement centres retailing will only be acceptable if it can be demonstrated that it is ancillary to the main use of the site and would not be deemed to prejudice the vitality of existing retail centres in adjacent settlements.
- (g) Developments employing more than 25 people in rural locations will be required to implement a staff travel plan or provide on-site staff accommodation.

Policy ED4: Caravan Sites, Chalets and Timeshare Developments

Policy ED4A: Existing Caravan Sites

Encouragement will be given to the retention and improvement of existing caravan and camping sites provided the improvements are compatible with adjoining land uses and the site makes a positive contribution to the local economy.

Policy ED4B: New or Expanded Transit and Touring Caravan and Camping Sites

Proposals for new or expanded transit and touring caravan and camping sites will be supported where the proposals are compatible with Policy PM1.

Policy ED4C: Chalets, Timeshare and Fractional Ownership

The Council will give favourable consideration to new chalet and timeshare/fractional ownership developments where it is clear these cannot be used as permanent residences. Such developments must also:

- (a) involve the expansion of an existing hotel, guest house, chalet park, caravan park or timeshare or fractional ownership development where the development does not constitute either over-development of the site or its setting; or
- (b) replace static caravans with more permanent structures; or
- (c) meet a specific need by virtue of its quality or location in relation to existing tourism facilities.

In all cases:

In the event of land ceasing to be used as a caravan and camping, chalet or timeshare or fractional ownership development site, there shall be no presumption in favour of permanent residential development.



Policy ED5: Major Tourism Resorts

The Plan area includes a number of significant resort complexes which play a significant role in the local, national and international tourism economy. The improvement or expansion of these facilities will be encouraged and the landscape setting which is integral to their tourism offer will be protected from developments with the potential to adversely impact upon it. Specifically these major resorts are:

- (a) Crieff Hydro
- (b) Dunkeld House
- (c) The Gleneagles Hotel
- (d) gWest
- (e) Taymouth Castle Estate



3.4 Retail and Commercial Development

- 3.4.1 The pattern of retailing rapidly changes in response to consumer demand and advances in technology. Alternative forms of retailing such as home shopping on the Internet, the growth of factory outlets, and new retail/service sector operators, will have an impact on high street shopping. Nonetheless, retail and commercial development continues to be an important element of Perth and Kinross's economic fabric providing employment and vital services to the local community and visitors alike.
- 3.4.2 Perth is the sub-regional retail centre in the TAYplan area. It complements and competes with Dundee and also increasingly faces competition from Dunfermline and Stirling following their recent and ongoing improvements. Continued improvement to the quality range, type of floorspace and shopping environment is required to help Perth compete and maintain its status as a quality retail destination. Its reputation for speciality shops is a key asset and will be promoted to distinguish it from other competing centres.
- 3.4.3 The distribution of shopping facilities within Perth and Kinross fits into a hierarchy, with the highest order centre being Perth with its city centre; commercial centres at St Catherine's Retail Park, Crieff Road, and Dunkeld Road together with neighbourhood shopping centres at Bridgend, Craigie, and Rannoch Road.
- 3.4.4 Across the remainder of the area there is a traditional and evident hierarchy of town (Aberfeldy, Alyth, Auchterarder, Blairgowrie, Coupar Angus, Crieff, Dunkeld, Kinross, Pitlochry) and villages, each fulfilling a niche in the overall provision of retail facilities.
- 3.4.5 In order to support the vitality and viability of the network of centres, retail or commercial leisure development will be focussed within the areas shown on the proposals maps. Such development will help support the role and function of the centre and should be of an appropriate scale and character to the centre.
- 3.4.6 The following section sets out the retail policy framework for Perth and Kinross, in line with SPP.

Policy RC1: Town and Neighbourhood Centres

Within the areas identified as Town and Neighbourhood Centres, the Council will encourage uses within Class 1 (retail) of the Town and Country Planning (Use Classes) (Scotland) Order 1997 and will support development where larger retail floorplates are created and/or which creates additional retail floor space.

The Council will also encourage ground floor uses within Classes 2 & 3 (building societies, estate agents, restaurants and cafes etc) of the Town and Country Planning (Use Classes) (Scotland) Order 1997 providing they contribute to the character, vitality and viability of the retail area and satisfy all the following criteria:

- (a) There is a high and continuous degree of public contact involved in the normal day to day running of the use.
- (b) Changes of use away from the above uses on the ground floor will be discouraged unless it can be demonstrated that the proposal would not be detrimental to the character, vitality and viability of the centre and it can be demonstrated that there is no commercial demand for the existing use.
- (c) An attractive shop frontage treatment is provided which is appropriate to the prime retail location.
- (d) Residential amenity is protected.

The use of pavement areas for restaurant/café/bar uses will also be acceptable in the prime retail area provided such uses do not adversely affect pedestrian flows and fit with design guidance.

On the upper floors, particularly where property is under-utilised, the Council will encourage the retention and development of housing and other uses complementary to towns.



Policy RC2: Perth City Centre Secondary Uses Area

Within the area identified for City Centre Secondary Uses, the Council will encourage a mix of appropriate uses including shops, residential, offices, restaurants, pubs and clubs. The use of pavement areas for restaurant/café/bar uses will also be acceptable provided they do not adversely affect pedestrian flows and subject to design.

Particular encouragement will be given to development that maintains or creates small specialist shopping units. Proposed uses must not adversely affect the amenity of existing surrounding property.

Policy RC3: Commercial Centres

Proposals for retail units will be promoted in the commercial centres shown on the proposals map. However, certain uses will be restricted in some of the commercial centres based on their planning consents and legal agreements for planning obligations. The Council supports improvements to the commercial centres including increased floor space provided parking provision and landscaping is not compromised.

Policy RC4: Retail and Commercial Leisure Proposals

Retail and commercial leisure facilities will be expected to locate in town and neighbourhood centres or other commercial centres.

Proposals for any retail and leisure development of 1,500 square metres or more gross floor space outwith a defined town centre boundary, and not in accordance with the development plan, will require a transport, retail or leisure impact assessment. Any detrimental effects identified in such an assessment will require mitigation.

For smaller developments, the requirement for an impact assessment will be at the discretion of the Council.

Proposals on edge of centre or out of centre locations will only be acceptable where:

- (a) It can be demonstrated that a proposal helps meet quantitative and qualitative deficiencies in existing provision.
- (b) It is supported by a favourable sequential assessment.
- (c) It is of an appropriate scale.
- (d) It provides improved distribution and accessibility of shopping provision.
- (e) It provides for accessibility to public transport and non car modes of transport.
- (f) Any detrimental effects identified in the transport assessment are mitigated.
- (g) It has been demonstrated that there will be no significant impact (individual or cumulative) on any of the centres within the network of centres.



3.5 Residential Development

3.5.1 At the core of the Scottish Government's explanation of the purpose of the planning system is the need to protect and enhance the built environment where people live, work and spend their leisure time. In Perth and Kinross the majority of people live in clearly defined residential areas either in the city, towns or surrounding villages. The protection and enhancement of these areas is an important objective and one of the broad principles outlined in SPP.

3.5.2 The majority of the population either live in Perth, smaller towns or defined villages. However, some households need to live or would like to live in more dispersed settlements or individual houses throughout the rural area. SPP indicates that rural housing has a role in the overall housing land supply in supporting prosperous and sustainable communities. However, there is also need to protect and enhance environmental and landscape quality by ensuring that inappropriate development does not compromise what makes Perth and Kinross such an attractive place to live, work and visit.

3.5.3 SPP also allows the Local Development Plan to set out the requirements for the provision of affordable housing where there is a shortage - as is the case in Perth and Kinross - and this approach is endorsed by TAYplan. SPP also indicates that development plans should address the residential needs of other specialist groups, such as gypsy travellers and the elderly, and there are significant communities of both these groups in Perth and Kinross.

3.5.4 The following section sets out the policy framework for these issues in line with Scottish Planning Policy and TAYplan.

Policy RD1: Residential Areas

The Plan identifies areas of residential and compatible uses where existing residential amenity will be protected and, where possible, improved. Small areas of private and public open space will be retained where they are of recreational or amenity value. Changes away from ancillary uses such as employment land, local shops and community facilities will be resisted unless there is demonstrable market evidence that the existing use is no longer viable.

Generally encouragement will be given to proposals which fall into one or more of the following categories of development and which are compatible with the amenity and character of the area:

- (a) Infill residential development of a similar density to its environs.
- (b) Improvements to shopping facilities where it can be shown that they would serve local needs of the area.
- (c) Proposals which will improve the character and environment of the area or village.
- (d) Business, home working, tourism or leisure activities.
- (e) Proposals for improvements to community and educational facilities.

Policy RD2: Pubs and Clubs – Residential Areas

Pubs, clubs and other leisure uses which support the evening economy are best located in town centres except where they serve a local market. There will be a general presumption against the siting of these below existing residential property, and there will be a presumption against the siting of these in the midst of other (particularly residential) uses where problems of noise or disturbance cannot be satisfactorily addressed.



Policy RD3: Housing in the Countryside

The Council will support proposals for the erection, or creation through conversion, of single houses and groups of houses in the countryside which fall into at least one of the following categories:

- (a) Building Groups.
- (b) Infill sites.
- (c) New houses in the open countryside on defined categories of sites as set out in section 3 of the Supplementary Guidance.
- (d) Renovation or replacement of houses.
- (e) Conversion or replacement of redundant non-domestic buildings.
- (f) Development on rural brownfield land.

This policy does not apply in the Green Belt and its application is limited within the Lunan Valley Catchment Area to economic need, conversions or replacement buildings.

Note: Further guidance defining these categories and criteria to be met by all proposals is contained within Supplementary Guidance

Policy RD4: Affordable Housing

Residential development, including conversions, consisting of 5 or more units should include provision of an affordable housing contribution amounting to an equivalent of 25% of the total number of units proposed. Whenever practical, the affordable housing should be integrated with and indistinguishable from the market housing.

If the provision of the affordable housing on-site is not possible the Council will seek off-site provision. Failing that, and in appropriate circumstances, a commuted sum will be required from developers.

The details of provision, including tenure, house size and type, will be a matter for agreement between the developer and the Council and based upon local housing need and individual site characteristics.

Note: Supplementary Guidance sets out how the Council aims to implement the above policy in line with the provision of the SPP and PAN 02/2010. This Supplementary Guidance informs the amount and type of affordable housing appropriate to each case.



Policy RD5: Gypsy/Travellers' Sites**Policy RD5A: Existing sites**

Existing authorised Gypsy/Travellers' sites will be protected and there will be a presumption against their conversion to other uses

Policy RD5B: New sites

The Council will assess applications for permanent sites and temporary 'short-stay' sites in small groupings; generally considered to be between 1-10 pitches. Proposals for the development of a site for Gypsy/Travellers' accommodation on unallocated land will be supported provided:

- (a) The Council is satisfied the number and nature of the pitches provided on the site is appropriate to the site size and general area.
- (b) The site will not detract from the physical character, and there is no more than a minimal effect on the appearance of the wider area; the site is, or can be, adequately screened and landscaped.
- (c) The use of the site must be environmentally compatible with, and not negatively affect or be affected by, the neighbouring land uses.
- (d) The needs of the residents of the site, temporary or permanent, for essential services can be met appropriately by local facilities; these include rubbish collection, access to water and drainage.
- (e) There is satisfactory access and the site does not generate traffic of an amount or type inappropriate for the roads in the area.
- (f) The site can be adequately secured to provide a safe environment for the residents using the site.

Note: All authorised sites will require a caravan site licence from the Council, as per the Caravan Sites and Control of Development Act 1960; the licence deals with the management of the site so further detail on this has not been duplicated in the policy.

Any non-domestic waste (ie commercial and industrial), will be the responsibility of the landowner to dispose of appropriately.

Policy RD6: Particular Needs Housing Accommodation

The Council will support proposals for particular needs housing and accommodation which fall into one or more of the following categories:

- (a) Residential developments supporting housing for particular needs, such as housing for the frail, elderly or special needs, and housing for varying needs must be suitably located for both residents and visitors, providing both high quality care and minimal impact on the environment; and should be located in residential areas where residents have access to local services and facilities and are integrated within the local community.
- (b) Houses in Multiple Occupation (HMOs), including change of use and new build applications, where a need for such accommodation can be demonstrated; and it does not affect the residential amenity of an area by creating problems with waste collection, or parking/road safety issues.

In all cases Development must be compatible with the residential nature of the area.



3.6 Transport and Accessibility

- 3.6.1 National Planning Framework 2 recognises Perth as a key strategic node in the Scottish transport network because of its location at the heart of the trunk road and rail network linking North and North East Scotland to the central belt.
- 3.6.2 SPP identifies a need to shift to more sustainable modes of transport to help meet the Scottish Government's greenhouse gas emission targets. Tackling congestion will also help support sustainable economic growth. SPP comments that planning authorities should support development that reduces the need to travel and facilitates travel by walking, cycling and public transport and freight movement by rail and water.
- 3.6.3 Perth and Kinross is subject to significant development pressures, particularly in relation to the supply of residential and employment land around Perth. This demand, coupled with topography constraints and very limited investment in the road network, has led to significant congestion problems at various locations during peak travel times. The future development of Perth and Kinross requires major road infrastructure investment as well as improvements to walking, cycling and public transport routes. A vision for the future transport network has been developed in Perth & Kinross Councils 'Shaping Perth's Transport Future – A Transport Strategy for Perth and the wider region' (2010). The overarching vision is to *"provide a transport system in and around Perth that will support sustainable economic growth, protect and improve the environment and improve social inclusion and accessibility."*
- 3.6.4 The following section sets out the transport and accessibility policy framework for Perth & Kinross, in line with the SPP and the Regional Transport Strategy.



Policy TA1: Transport Standards and Accessibility Requirements

Policy TA1A: Existing Infrastructure

The Plan identifies existing transport infrastructure; encouragement will be given to the retention and improvement of these facilities provided the improvements are compatible with adjoining land uses.

Policy TA1B: New Development Proposals

All development proposals that involve significant travel generation should be well served by, and easily accessible to all modes of transport. In particular the sustainable modes of walking, cycling and public transport should be considered, in addition to cars. The aim of all development should be to reduce travel demand by car, and ensure a realistic choice of access and travel modes is available. Development proposals should:

- (a) be designed for the safety and convenience of all potential users;
- (b) incorporate appropriate mitigation on site and/or off site, provided through developer contributions where appropriate, which might include improvements and enhancements to the walking/cycling network and public transport services, road improvements and new roads;
- (c) incorporate appropriate levels of parking provision to the maximum parking standards laid out in SPP;
- (d) fit with the strategic aims and objectives of the Regional Transport Strategy;
- (e) apply maximum on-site parking standards to help encourage and promote a shift to the more sustainable modes of travel of walking, cycling and public transport.

In certain circumstances developers may be required to:

- (a) prepare and implement travel plans to support all significant travel generating developments;
- (b) prepare a Transport Assessment and implement appropriate mitigation measures where required.

Development for significant travel generating uses in locations which would encourage reliance on the private car will only be supported where:

- (a) direct links to the core paths networks are or can be made available;
- (b) access to local bus routes with an appropriate frequency of service which involve walking no more than 400m are available;
- (c) it would not have a detrimental effect on the capacity of the strategic road and/or rail network;
- (d) the transport assessment identifies satisfactory mechanisms for meeting sustainable transport requirements.

Where site masterplans are prepared, they should include consideration of the impact of proposals on the core paths network and local and strategic transport network.

Cycling and Walking

Development proposals which take into account and promote cycling and walking will be supported. Particular attention must be paid to access arrangements and cycle parking facilities.

Car Parking

Development proposals should apply maximum on-site parking standards, including disabled parking, to help encourage and promote a shift to the more sustainable modes of travel of walking, cycling and public transport.

Where an area is well served by sustainable transport modes, more restrictive standards may be considered appropriate. In rural areas where public transport is infrequent, less restrictive standards may be applied.

Developers of town centre sites will be required to contribute to the overall parking requirement for the centre in lieu of individual parking provision.

Note: Supplementary guidance will explain when a travel plan and transport assessment is required.



3.7 Community Facilities, Sport and Recreation

3.7.1 A high quality environment and a strong cultural identity are key assets in promoting sustainable economic growth and community development and to provide a context for development.

3.7.2 Community sport and recreation facilities contribute to this cultural identity offering opportunities for a wide range of social interaction and are important to local identity. They also help support healthier living and active travel.

3.7.3 The Council in consultation has drawn up a Core Paths Plan under the terms of the Land Reform Act 2003. This plan is intended to provide a network of paths sufficient for the purpose of giving the public reasonable access throughout the area, whether on foot, by bike, wheelchair or horse. It also provides access to inland water.

3.7.4 The following policy framework for development is intended to protect and enhance facilities.

Policy CF1: Open Space Retention and Provision

Policy CF1A: Existing areas

The Plan identifies Sports Pitches, Parks and Open Space. Development proposals resulting in the loss of these areas will not be permitted, except in circumstances where one or more of the following apply:

- (a) The proposed development is ancillary to the principal use of the site as a recreational resource.
- (b) The proposed development involves a minor part of the site which would not affect its continued use as a recreational resource.
- (c) The facility which would be lost would be replaced by provision of one of comparable or greater benefit and in a location which is convenient for its users, or by the upgrading of an existing provision to provide a better quality facility, either within the same site, or at another location which is convenient for its users.
- (d) A playing field strategy prepared in consultation with sportscotland has demonstrated that there is a clear excess of sports pitches to meet current and anticipated future demand in the area, and that the site could be developed without detriment to the overall quality of provision.

Policy CF1B: Open Space within New Developments

The Council will seek the provision of appropriate areas of informal and formal open space that is accessible to all users as an integral part of any new development where existing provision is not adequate.

Where it is physically impossible or inappropriate to meet the open space provision onsite, consideration may be given to the provision of a suitable alternative.

In areas where there is an adequate quantity of accessible open space in a locality, a financial contribution towards improvement or management of existing open space may be considered an acceptable alternative.

Note: A revision of the Play Area Strategy will be developed through Supplementary Guidance which will cover:

- The amount of open space required for proposed developments.
- Whether on site or off site provision is most appropriate.
- Maintenance arrangements.
- Financial contributions for off site provision.



Policy CF2: Public Access

Development proposals that would have an adverse impact upon any (proposed) core path, asserted right of way or other well used route, or that would otherwise unreasonably affect public access rights will be refused, unless those impacts are adequately addressed in the plans and suitable alternative provision is made.

Policy CF3: Community Facilities

Development involving the loss or change of use of land or buildings presently used or last used for community purposes will only be permitted where:

- (a) it would not seriously affect the availability of community facilities in the locality; and
- (b) no suitable alternative community uses can be found for the land or buildings in question; or
- (c) the proposal would result in the provision of alternative facilities of equivalent community benefit.



3.8 The Historic Environment

3.8.1 The Historic Environment is an important part of Perth and Kinross's cultural heritage; it helps to enhance the local distinctiveness of the area; and contributes towards the achievement of sustainable economic growth by playing a key role in supporting the growth of the area's tourism and leisure industry.

3.8.2 SPP identifies the historic environment as including ancient monuments, archaeological sites and landscape, historic buildings, townscapes, parks, gardens and designed landscapes and other features of both a statutory and non-statutory designation. The SPP comments that planning authorities can help safeguard historic assets through the land use planning system, and continues that development plans should provide the necessary framework for the protection, conservation and enhancement of all elements of the historic environment.

3.8.3 The following section sets out the historic environment policy framework for Perth and Kinross, in line with the SPP and Scottish Historic Environment Policy (SHEP).

Policy HE1: Scheduled Monuments and Non-Designated Archaeology

Policy HE1A: Scheduled Monuments

There is a presumption against development which would have an adverse effect on the integrity of a Scheduled Monument and its setting, unless there are exceptional circumstances.

Policy HE1B: Non-Designated Archaeology

The Council will seek to protect areas or sites of known archaeological interest and their settings. Where development is proposed in such areas, there will be a strong presumption in favour of preservation in situ. Where, in exceptional circumstances, preservation of the archaeological features is not feasible, the developer, if necessary through appropriate conditions attached to the granting of planning permission, will be required to make provision for the survey, excavation, recording and analysis of threatened features prior to development commencing.

If discoveries are made during any development, work should be suspended, the local planning authority should be informed immediately and mitigation measures should be agreed.

Policy HE2: Listed Buildings

There is a presumption in favour of the retention and sympathetic restoration, correct maintenance and sensitive management of listed buildings to enable them to remain in active use, and any proposed alterations or adaptations to help sustain or enhance a building's beneficial use should not adversely affect its special interest.

Encouragement will be given to proposals to improve the energy efficiency of listed buildings within Perth and Kinross, providing such improvements do not impact detrimentally on the special interest of the building.

The layout, design, materials, scale, siting and use of any development which will affect a listed building or its setting should be appropriate to the buildings character, appearance and setting.



Policy HE3: Conservation Areas**Policy HE3A: New Development**

There is a presumption in favour of development within a Conservation Area that preserves or enhances its character or appearance. The design, materials, scale and siting of new development within a conservation area, and development outwith an area that will impact upon its special qualities should be appropriate to its appearance, character and setting.

Where a Conservation Area Appraisal has been undertaken for the area, the details contained in that appraisal should be used to guide the form and design of new development proposals.

Applications for Planning Permission in Principle in Conservation Areas will not be considered acceptable without detailed plans, including elevations, which show the development in its setting.

Policy HE3B: Demolition within Conservation Areas

When assessing applications for the demolition of unlisted buildings in Conservation Areas, the Council will give careful consideration to the merits of the building and its contribution to the character and appearance of the Conservation Area. Where a building is considered to be of value, either in itself or as part of a group, there will be a presumption in favour of its retention, restoration for the current or another appropriate use.

In those exceptional circumstances where demolition is considered acceptable and is to be followed by the redevelopment of the site, the application for proposed demolition should be accompanied by a detailed application for the replacement development. This is to allow for their consideration in parallel, and to ensure that the replacement scheme will enhance or preserve the character of the area and avoid the formation of gap sites.

Note: The Council has produced a series of Conservation Area Appraisals for a number of the Conservation Areas within Perth and Kinross. These Appraisals serve as Supplementary Guidance to the Plan, and will assist decision-making in development management.

Policy HE4: Gardens and Designed Landscapes

The Council will seek to protect and enhance the integrity of those sites included on the current Inventory of Gardens and Designed Landscapes.

Policy HE5: Protection, Promotion and Interpretation of Historic Battlefields

The Council will seek to protect those battlefields listed on the Inventory of Historic Battlefields.

The Council encourages the creation of a Conservation Plan for historic battlefield sites as a means of developing an overall vision and strategy for protecting, conserving and enhancing public awareness of battlefields through a partnership approach.



3.9 The Natural Environment

- 3.9.1 The Natural Environment provides the essential elements of life and other important benefits such as climate regulation, flood protection, energy sources, a range of cultural and recreational benefits and the quality of life we derive from attractive landscapes.
- 3.9.2 Ensuring the natural environment is adequately valued in policy and decision-making is crucial to the continuation of these essential services. One way of doing this is by using the Ecosystems Services Approach – a framework for making decisions about the management of land, water and living resources in an integrated way that promotes the conservation and sustainable use of natural assets.
- 3.9.3 Government policy and legislation has established the foundation for environmental policies on matters as diverse as pollution and waste, planning and land use, wildlife and protected areas, and climate change. Everyone has a responsibility to manage these in a more integrated way ensuring stewardship of farmland, biodiversity and the scenic beauty of our landscapes.
- 3.9.4 Whilst it is sometimes thought that the management of our natural environment imposes a cost on development, that need not be the case. With careful planning and design the value and attractiveness of development can be enhanced for the benefit of the developer, the wider community and the natural environment. Consequently, the following suite of policies seeks to ensure that resources are used and managed in a sustainable way for the benefit of current and future generations.



Policy NE1: Environment and Conservation Policies**Policy NE1A: International Nature Conservation Sites**

Development which could have a significant effect on a site designated or proposed under the Habitats or Birds Directive (Special Areas of Conservation and Special Protection Areas) or a Ramsar Site, will only be permitted where the Appropriate Assessment indicates that:

- (a) it will not adversely affect the integrity of the site;
- (b) there are no alternative solutions; and
- (c) there are imperative reasons of overriding public interest.

Policy NE1B: National Designations

Development which would affect a National Scenic Area, Site of Special Scientific Interest or National Nature Reserve, will only be permitted where the Council as Planning Authority is satisfied that:

- (a) the proposed development will not adversely affect the integrity of the area or the qualities for which it has been designated; or
- (b) any such adverse effects are clearly outweighed by social, environmental or economic benefits of national importance.

Policy NE1C: Local Designations

Development which would affect an area designated as being of local nature conservation or geological interest will not normally be permitted, except where the Council as Planning Authority is satisfied that:

- (a) the objectives of designation and the overall integrity of the designated area would not be compromised; or
- (b) any locally significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social and economic benefits.

Policy NE1D: European Protected Species

Planning permission will not be granted for development that would, either individually or cumulatively, be likely to have an adverse effect on European protected species (listed in Annex IV of the Habitats Directive (Directive 92/43/EEC)) unless the Council as Planning Authority is satisfied that:

- (a) there is no satisfactory alternative, and
- (b) the development is required for preserving public health or public safety or for other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment.

In no circumstances can a development be approved which would be detrimental to the maintenance of the population of a European protected species at a favourable conservation status in its natural range.

Planning permission will also not be granted for development that would be likely to have an adverse effect on species protected under the Wildlife and Countryside Act 1981 (as amended) unless the Council as Planning Authority is satisfied that:

- (c) the development is required for preserving public health or safety or other imperative reasons of overriding public interest ; and, in the case of development affecting a protected species;
- (d) there is no other satisfactory solution.



Policy NE2: Forestry, Woodland and Trees

Policy NE2A

The Council will support proposals which:

- (a) deliver forests and woodlands that meet local priorities as well as maximising the benefits for the local economy, communities and environment;
- (b) protect existing woodland, especially woods with high natural, historic and cultural heritage value;
- (c) seek to expand woodland cover, particularly in association with larger scale development proposals and/or developments on the edges of settlements, near to existing woodland or identified green corridors, in the greenbelt and in areas of degraded landscape;
- (d) encourage the protection and good management of amenity trees, or groups of trees, important for amenity or because of their cultural or historic interest;
- (e) ensure the protection and good management of amenity trees, safeguard trees in Conservation Areas and on development sites and secure new tree planting in association with development;
- (f) seek to secure establishment of new woodland in advance of major developments where practicable.

Policy NE2B

Tree surveys should accompany all applications for planning permission where there are existing trees on a site. In exceptional cases where the loss of individual trees or woodland cover is unavoidable, the Council will require mitigation measures to be provided.

Note: The Council is preparing as Supplementary Guidance a Forestry and Woodland Strategy which will provide locational guidance and seeks to:

- promote multi-objective forest and woodland management that delivers environmental, economic and social benefits;
- enhance the condition of existing woodland cover and expand them to develop habitat networks that complement the landscape character and other landuses;
- enhance landscapes through sensitive restructuring or removal of inappropriately sited and commercially unviable forest blocks;
- encourage sustainable forestry that contributes to adaptation and mitigation of a changing climate;
- enhance habitat connectivity both within and between river catchments using the most appropriate species and or land management options;
- conserves and expand riparian woodlands using appropriate native species for the benefit of biodiversity and flood alleviation purposes;
- promote community participation in forest and woodland planning and management;
- promote the value of forests and woodlands as a sustainable tourism asset.



Policy NE3: Biodiversity

The Council will seek to protect and enhance all wildlife and wildlife habitats, including grasslands, wetlands and peat-lands and habitats that support rare or endangered species.

The Council will apply the principles of the Tayside Biodiversity Partnership Planning Manual and will take account of the Tayside Local Biodiversity Action Plan (LBAP) when making decisions about all applications for development

Proposals that have a detrimental impact on the ability to achieve the guidelines and actions identified in these documents will not be supported unless clear evidence can be provided that the ecological impacts can be satisfactorily mitigated. In particular developers may be required to:

- (a) ensure a detailed survey is undertaken by a qualified specialist where one or more protected or priority species is known or suspected. Large developments that will have an impact on the environment may require an Environmental Impact Assessment;
- (b) demonstrate all adverse effects on species and habitats have been avoided wherever possible. A Landscape Plan may be required to demonstrate the impact of the development and how good design and site layout can enhance the existing biodiversity;
- (c) include mitigation measures and implementation strategies where adverse effects are unavoidable;
- (d) enter into a Planning Obligation or similar to secure the preparation and implementation of a suitable long-term management plan or a site Biodiversity Action Plan, together with long-term monitoring.

Note: Supplementary Guidance on biodiversity has been prepared for householder and developer as a guide to

Policy NE4: Green Infrastructure

Development will contribute to the creation, protection, enhancement and management of green infrastructure by the:

- (a) incorporation of green infrastructure into new developments, particularly where it can be used to mitigate any negative environmental impact of the development;
- (b) incorporation of high standards of environmental design;
- (c) protection of the countryside from inappropriate development whilst supporting its positive use for agriculture, recreation, biodiversity, health, education and tourism;
- (d) protection, enhancement and management of open spaces and linkages for active travel or recreation, including links between open spaces and the wider countryside;
- (e) protection, enhancement and management of existing species and habitats and the creation of new habitats and wildlife corridors, including trees, hedgerows and woodlands where appropriate ;
- (f) protection, enhancement and management of watercourses, floodplains and wetlands which are important contributors to the network of blue and green corridors for the alleviation of flood risk, wildlife, recreation and the amenity needs of the community.

Note: Supplementary Guidance will be prepared expanding on how development can comply with this policy.



Policy NE5: Green Belt

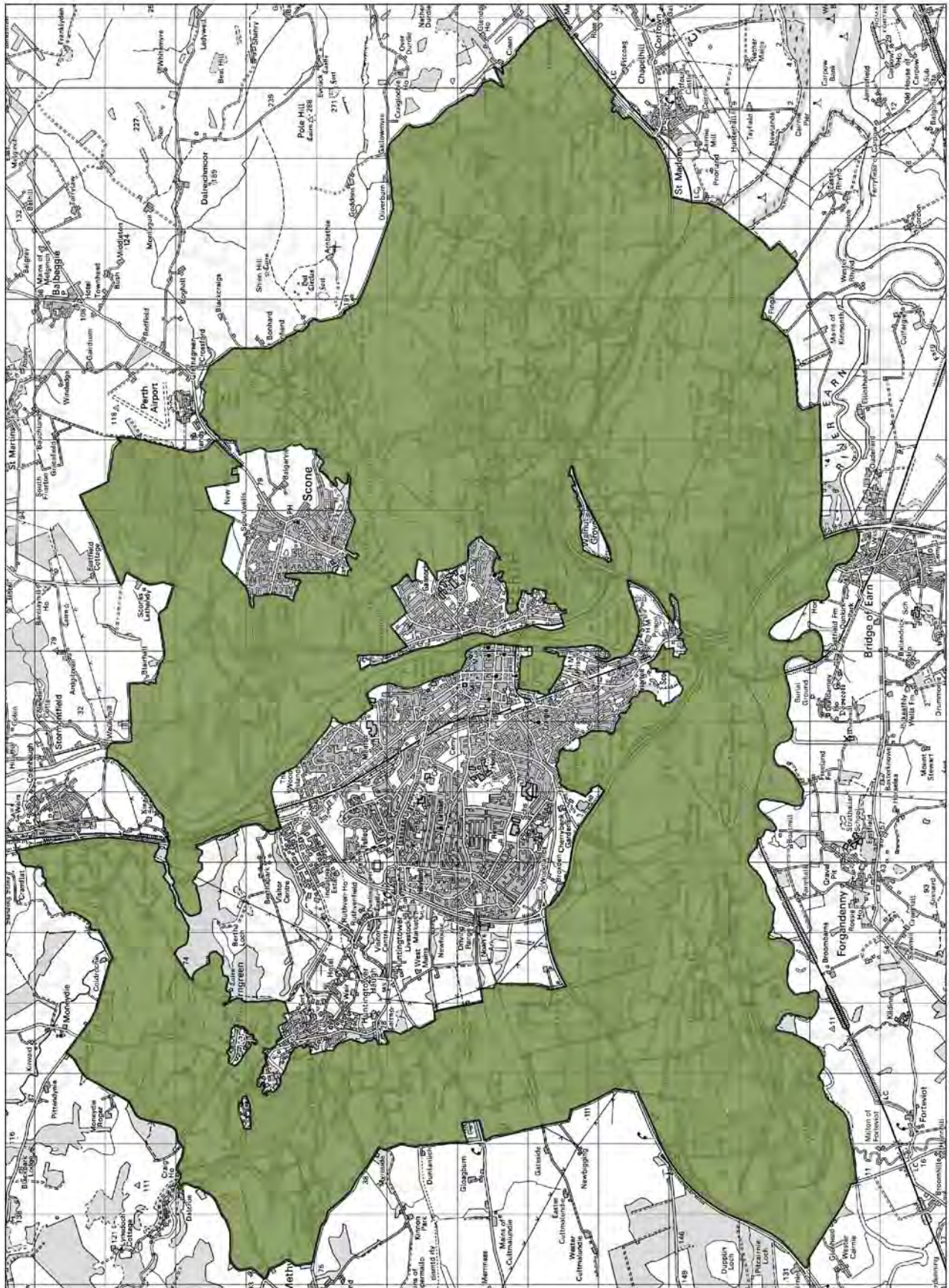
Within the area designated as Green Belt, development will only be permitted where:

- (a) it can be demonstrated that the development is essential for agriculture, horticulture (including allotments) or forestry operations that are appropriate to the Green Belt; or
- (b) It constitutes woodlands or forestry, including community woodlands; or
- (c) It constitutes uses which advance the Council's aims of improving public access to the countryside around Perth and are appropriate to the character of the Green Belt, including recreational, educational and outdoor sports development including modest related buildings which are located and designed in such a way as not to detract from the character of the Green Belt; or
- (d) For buildings, where it involve alterations, extensions and changes of use to existing buildings these must not detract from the character of the Green Belt, (in the case of changes of use to residential property, these will only be permitted where the building is of suitable architectural quality); or
- (e) For essential infrastructure such as roads and other transport infrastructure, masts and telecom equipment it must be demonstrated that they require a Green Belt location and
- (f) For all development within the Green Belt appropriate measures may require to mitigate any adverse impact on the character of the Green Belt.

- Notes:**
1. The Housing in the Countryside Policy does not apply in the Green Belt.
 2. The Council, in partnership with landowners and others, will seek to prepare Supplementary Guidance which will take the form of a management plan for the Green Belt with the aim of developing the following:
 - A sustainable rural economy
 - Increased recreational usage
 - Landscape enhancement where appropriate
 - Improved path network providing links to the wider countryside
 - Links to relevant Green networks within settlements



Green Belt



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Scale:

← 1:80,000



Policy NE6: Perth Lade Green Corridor

The Council will seek to protect and enhance the Perth Lade Green Corridor. Development that is likely to have an adverse effect on its connectivity, biodiversity or amenity value will not be supported.

The Council will support the creation of new links and improvements to the Perth Lade Green Corridor through the granting of planning consents and the development of master planning for Ruthvenfield Road and the Tulloch Marshalling Yards. The Council will also promote and encourage development which complies with the Lade Management Plan 2011-2031.



3.10 Environmental Resources

Policy ER1: Renewable and Low Carbon Energy Generation

Policy ER1A: New proposals

Proposals for the utilisation, distribution and development of renewable and low carbon sources of energy, including large-scale freestanding installations, will be supported where they are well related to the resources that are needed for their operation. In assessing such proposals, the following factors will be considered:

- (a) The individual or cumulative effects on biodiversity, landscape character, visual integrity, the historic environment, cultural heritage, tranquil qualities, wildness qualities, water resources and the residential amenity of the surrounding area.
- (b) The contribution of the proposed development towards meeting carbon reduction targets.
- (c) The connection to the electricity distribution or transmission system.
- (d) The transport implications, and in particular the scale and nature of traffic likely to be generated, and its implications for site access, road capacity, road safety, and the environment generally.
- (e) The hill tracks and borrow pits associated with any development.
- (f) The effects on carbon rich soils.
- (g) Any positive or negative effects they may have on the local or Perth & Kinross economy either individually or cumulatively.
- (h) The reasons why the favoured choice over other alternative sites has been selected.

Proposals for the development of renewable or low carbon sources of energy by a community may be supported where the development does not meet all of the above requirements, provided it has been demonstrated that there will not be significant environmental effects and the only community significantly affected by the proposal is the community proposing and developing it.

Policy ER1B: Extensions of Existing Facilities

Proposals for the extension of existing renewable energy facilities will be assessed against the same factors and material considerations as apply to proposals for new facilities.

In all cases the Council will require the removal of the development and associated equipment and the restoration of the site whenever the consent expires or the project ceases to operate for a specific period.

Note: Supplementary Guidance will provide a spatial framework for wind energy developments and further explain the locational, technological, environmental and design requirements for developers to consider in making their applications.

Policy ER2: Electricity Transmission Infrastructure

Proposals for electricity transmission infrastructure (including lines, towers/pylons/poles, substations, transformers, switches and other plant) will be supported. In environmentally sensitive locations appropriate mitigation will be required and should be considered as part of the preparation of any proposal. Underground alternatives to overhead route proposals will generally be supported where they would not have a significantly detrimental impact on the environment. Where new infrastructure provision will result in existing infrastructure becoming redundant, the Council will seek the removal of the redundant infrastructure as a requirement of the development.



Policy ER3: Minerals and Other Extractive Activities – Safeguarding**Policy ER3A: Sterilisation of Mineral Deposits**

Planning permission will not be granted for development which would sterilise important economically workable mineral deposits unless:

- (a) there is an overriding need for the development and prior extraction of the mineral cannot reasonably be undertaken; or
- (b) extraction of the mineral is unlikely to be practicable or environmentally acceptable.

Policy ER3B: Advance Extraction

The extraction of proven mineral deposits in advance of other planned development will be permitted provided that:

- (a) prior extraction would not unduly prejudice the timing and viability of the proposed development;
- (b) a significant part of the extraction site would be sterilised by development;
- (c) there would not be a significant adverse effect on local communities or the environment.

Policy ER4: Minerals and Other Extractive Activities - Supply**Policy ER4A: Extraction**

Favourable consideration will be given to proposals for the extraction of minerals, where:

- (a) it can be demonstrated that there are local, regional and/or national market requirements for the mineral that cannot be satisfied by greater efficiency at existing workings or other alternative sources; or
- (b) it would assist in maintaining, as a minimum, a ten-year landbank for aggregates within a recognised market area.

And in all cases, their impact on local communities and the environment has been assessed and does not have an adverse effect having regard to all the following:

- (i) the effect on local communities and neighbouring land uses by reason of noise, dust, vibration or other pollution or disturbance;
- (ii) the visual effect of the proposals;
- (iii) the transport implications, and in particular the scale and nature of traffic likely to be generated, and its implications for site access, road capacity, road safety, and the environment generally;
- (iv) the effect on the quality and quantity of water resources including the ecology of water courses and wetlands, and on water supply and flood protection interests;
- (v) ensuring there are no unacceptable adverse cumulative impacts arising from development proposals.

ER4B: Restoration

Restoration, after use and aftercare proposals will require to be agreed in advance of operations. After excavation ceases, restoration will be completed in the shortest time practicable. Financial bonds for restoration will be required.

ER4C: Efficiency and Waste

Greater efficiency in the use of primary mineral resources is encouraged. Minerals and other extractive development will minimise the production of waste. Construction activities will be encouraged to use recycled aggregate/other materials where possible.



Policy ER5: Prime Agricultural Land

Outside the identified settlements development on prime agricultural land will not be permitted unless it is necessary to meet a specific established need such as a major infrastructure proposal and there is no other suitable site available on non prime land. Small scale development directly linked to rural business, including housing, may also be acceptable on prime agricultural land, providing it is compatible with all other aspects of the policy framework of the plan and there are no other suitable non prime land sites available, and it does not adversely affect the viability of the agricultural unit. Renewable energy generation or mineral extraction may also be permitted on prime agricultural land provided appropriate restoration proposals are implemented when the use ceases.

Note: Small scale is generally single buildings.

Policy ER6: Managing Future Landscape Change to Conserve and Enhance the Diversity and Quality of the Area's Landscapes

Development and land use change should be compatible with the distinctive characteristics and features of Perth & Kinross's landscapes. Accordingly, development proposals will be required to conserve and enhance the landscape qualities of Perth and Kinross. They will need to demonstrate that either in the case of individual developments, or when cumulatively considered alongside other existing or proposed developments:

- (a) they do not erode local distinctiveness, diversity and quality of Perth and Kinross's landscape character areas, the historic and cultural dimension of the area's landscapes, visual and scenic qualities of the landscape, or the quality of landscape experience;
- (b) they safeguard views, viewpoints and landmarks from development that would detract from their visual integrity, identity or scenic quality;
- (c) they safeguard the tranquil qualities of the area's landscapes;
- (d) they safeguard the relative wildness of the area's landscapes;
- (e) they provide high quality standards in landscape design, including landscape enhancement and mitigation schemes when there is an associated impact on a landscape's qualities;
- (f) they incorporate measures for protecting and enhancing the ecological, geological, geomorphological, archaeological, historic, cultural and visual amenity elements of the landscape; and
- (g) they conserve the experience of the night sky in less developed areas of Perth and Kinross through design solutions with low light impact.

Note: Until it is possible to assess the acceptability of development proposals against Perth and Kinross-wide Supplementary Guidance on Landscape, priority will be given to safeguarding and enhancing the landscape of National Scenic Areas. The Tayside Landscape Character Assessment will be used for assessing development proposals, along with other material considerations.



3.11 Environmental Protection and Public Safety

3.11.1 The environmental protection group of policies encompass climate change, sustainable development, and the control of pollution, drainage and flooding. SPP requires the Council to ensure the plan:

- contributes to sustainable development through influencing the location, layout and design of new development; and protects The Historic Environment,
- tackles climate change, in particular reduces emissions of the greenhouse gases that contribute to climate change.

3.11.2 The following section sets out the environmental protection policy framework for Perth and Kinross.

Policy EP1: Climate Change, Carbon Reduction and Sustainable Construction

Sustainable design and construction will be integral to new development in Perth and Kinross. Applications for development may require a Sustainability Statement to demonstrate how developments will uphold sustainable construction principles and contribute to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions. Consequently, all relevant applications must be accompanied by a sustainability statement and label under the Building Standards Technical Handbook Section 7 – Sustainability.

The specified level of sustainability for a dwelling or non-domestic property should be selected from the following table which also shows standard expected by which date.

| | Domestic | Non-domestic |
|------|---|--|
| 2012 | Bronze This is the baseline level for sustainability achieved where the dwelling meets the functional standards set out in Sections 1-6 of the Technical Handbook. | Bronze This is the baseline level for sustainability achieved where the building meets the functional standards set out in Sections 1-6 of the Technical Handbook. |
| 2014 | Bronze Active In addition, the dwelling includes the use of a low and zero carbon generating technology. | Bronze Active In addition, the building includes the use of a low and zero carbon generating technology. |
| 2016 | Silver Where the dwelling complies with each of the 8 aspects below: <i>Aspect 1</i> - Carbon dioxide emissions; <i>Aspect 2</i> - Energy for space heating; <i>Aspect 3</i> - Energy for water heating; <i>Aspect 4</i> - Water use efficiency; <i>Aspect 5</i> - Optimising performance; <i>Aspect 6</i> - Flexibility and adaptability; <i>Aspect 7</i> - Wellbeing and security; <i>Aspect 8</i> - Material use and waste | Silver Carbon Dioxide emissions equivalent to a 50% improvement on the 2007 standards. |
| 2018 | Silver Active In addition, the dwelling includes the use of a low and zero carbon generating technology. | Silver Active In addition, the dwelling includes the use of a low and zero carbon generating technology. |



| | | |
|------|---|--|
| 2020 | Gold Aspect 1 - Carbon dioxide emissions; Aspect 2 - Energy for space heating; Aspect 3 - Energy for water heating; Aspect 4 - Water use efficiency; Aspect 5 - Optimising performance; Aspect 6 - Flexibility and adaptability; Aspect 7 - Wellbeing and security; Aspect 8 - Material use and waste | Gold Carbon Dioxide emissions equivalent to a 75% improvement on the 2007 standards. |
| 2022 | | Platinum Carbon Dioxide emissions equivalent to a 100% improvement on the 2007 standards. |

All new development will be required to provide satisfactory arrangements for the storage and collection of refuse and recyclable materials as an integral part of its design. Major developments should include communal facilities for waste collection and recycling where appropriate. New homes and workplaces should allow for the provision of high-speed broadband access to enable provision of next generation broadband.

Note: Supplementary Guidance will expand on the above requirements including:

- identifying the type of development which will require to submit a sustainability statement;
- where combined heat and power technologies may be appropriate.

Policy EP2: New Development and Flooding

There will be a general presumption against proposals for built development or land raising on a functional flood plain and in areas where there is a significant probability of flooding from any source, or where the proposal would increase the probability of flooding elsewhere. In addition, built development should avoid areas at significant risk from landslide, coastal erosion and storm surges.

Where a risk of flooding is known or suspected the Council will use the flood risk framework shown in the diagram overleaf and considers that areas of:

- (i) medium to high flood risk are not suitable for essential civil infrastructure;
- (ii) low to medium flood risk are suitable for most forms of development; and
- (iii) little or no flood risk shown present no flood related constraints on development.

All development within areas of medium to high flood risk must incorporate a 'freeboard' allowance and the use of water resistant materials and forms of construction appropriate to its function, location, and planned lifetime relative to the anticipated changes in flood risk arising from climate change.

To allow for adaption to increased flood risk associated with climate change, development should not:

- (a) Increase the rate of surface water run-off from any site;
- (b) Reduce the naturalness of the river;
- (c) Add to the area of land requiring flood protection measures;
- (d) Affect the flood attenuation capability of the functional flood plain; nor
- (e) Compromise major options for future shoreline or river management.



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|---|---|---|
| | | |
| <p>Category i Medium to High Flood Risk (annual probability of watercourse, tidal or coastal flooding greater than 0.5% or 1:200)</p> <p>Development within the Perth and Kinross built-up area for residential, institutional, commercial and industrial development (including access roads/paths, parking and waste storage areas) may be acceptable provided:</p> <ol style="list-style-type: none"> 1. flood protection measures for an event with a 0.5% annual probability already exist, are under construction or have been committed to; 2. a Flood Risk Assessment is undertaken (supplemented usually by a Drainage Impact Assessment); and 3. development within rural areas should be located outwith the functional 0.5% (1:200) flood plain 4. flood resilient materials and construction methods are used where appropriate. | <p>Category ii Low to Medium Flood Risk (annual probability of watercourse, tidal or coastal flooding in the range 0.1% – 0.5% or 1:1000 – 1:200)</p> <p>Suitable for most forms of development. They are not appropriate locations, however, for essential civil infrastructure. If the Council is satisfied that there is no viable alternative location, or that such facilities already exist and are proposed to be extended, the facilities (including access roads/paths, parking and waste storage areas) must be capable of remaining operational and accessible during extreme flooding events.</p> <p>Flood resilient materials and construction methods will be encouraged.</p> | <p>Category iii No Flood Risk (annual probability of watercourse, tidal or coastal flooding of less than 0.1% or 1:1000)</p> <p>No flood related constraints on development</p> |



Scale:
← 1:480,000



Policy EP3: Water Environment and Drainage**Policy EP3A: Water Quality**

Proposals will need to have regard to the Scotland River Basin Management Plan and any associated Area Management Plans; specifically they must ensure either that they result in sustainable improvements to a water body's status over time, or, alternatively, no deterioration in the water body status occurs, unless the activity proposed is of significant specified benefit to society or the wider environment.

Policy EP3B: Foul Drainage

Foul drainage from all developments within and close to settlement envelopes that have public sewerage systems will require connection to the public sewer.

Private drainage provision such as septic tanks will only be considered in settlements as a temporary measure if there are capacity constraints prior to connection to the public sewerage system. In such cases the drainage system must be designed and built so that it allows easy connection to the public sewer and adoption by Scottish Water.

In settlements where there is little or no public sewerage system, a private system may be permitted provided it does not have an adverse effect on the natural and built environment, surrounding uses and amenity of the area. For a private system to be acceptable it must comply with the Scottish Building Standards Agency Technical Handbooks.

Policy EP3C: Surface Water Drainage

All new development will be required to employ Sustainable Urban Drainage Systems (SUDS) measures.

Policy EP3D: Reinstatement of Natural Watercourses

The Council will not support development over an existing culvert or the culverting of watercourses as part of a new development unless there is no practical alternative. Where deemed necessary it will be essential to provide adequate access for maintenance. Existing culverts should be opened and redundant water engineering structures removed whenever possible to benefit wildlife and improve amenity.

Policy EP4: Health and Safety Consultation Zones

The proposals and inset maps contained in the Plan and Appendix 3 identify Consultation Zones for pipelines and other notifiable installations. The consultation zones are the responsibility of the Health and Safety Executive and identify areas within which they must be consulted over certain types of development proposals. The consultation zones therefore form part of the Local Development Plan and are a material consideration in the determination of planning and other applications for consent.

Policy EP5: Nuisance from Artificial Light and Light Pollution

The Council's priority will be to prevent a statutory nuisance from occurring first and foremost. Consent will not be granted for proposals where the lighting would result in obtrusive and/or intrusive effects. Proposed lighting equipment should comply with current standards, including approved design standards. The Council may secure the regulation of lighting installations and their maintenance through the use of conditions attached to the granting of planning permission.

Note: Further guidance on the design and standards required for lighting proposals is contained within the Scottish Government's Guidance Note - Controlling Light Pollution and Reducing Lighting Energy Consumption (March 2007); the Council may attach conditions to the granting of planning permission to ensure operators comply with these standards, and those contained within any relevant future publications.



Policy EP6: Lunan Valley Catchment Area

The Council will protect and seek to enhance the nature conservation and landscape interests of the Lunan Valley Catchment Area. Within the area:

- (a) there will be a presumption against built development except: within settlements; for renovations or alterations to existing buildings; and developments necessary for economic need which the developer can demonstrate will have no adverse impact on the environmental assets of the area nor are likely to result in an unacceptable increase in traffic volumes;
- (b) Recreational pursuits like power water sports, likely to cause disturbance in and around sites of nature conservation interest, will be discouraged;
- (c) Tree planting should be predominantly native species, including Scots Pine, except in cases where it can be proved that the landscape diversity will be improved by the use of a more varied range of species. All planting should be designed to complement the landscape.

Note: The Policy on housing in the countryside is limited to economic need, conversions or replacement buildings within the Lunan Valley Catchment Area.



Policy EP7: Drainage within the Loch Leven Catchment Area

Note: Development within the catchment must comply with the general drainage policies as well as policies relating to the catchment area.

Policy EP7A: Total phosphorus from built development must not exceed the current level permitted by the discharge consents for Kinross and Milnathort waste water treatment works together with the current contribution from built development within the rural area of the catchment. Where improvements reduce the phosphorus total from the built development, there will be a presumption in favour of retaining such gains to the benefit of the ecological recovery of Loch Leven.

All applicants will be required to submit details of the proposed method of drainage with their application for planning consent and adopt the principles of best available technology, not entailing excessive costs, to the satisfaction of the Planning Authority in conjunction with SEPA.

Policy EP7B: Developments within the Loch Leven catchment area will be required to connect to a publicly maintained drainage system incorporating phosphorus reduction measures. Exceptions will only be permitted where one of the following criteria can be met:

- (a) where drainage can be diverted outwith the catchment; or
- (b) where, for a non-residential development, it is not economic to connect to the public system and where the developer is able to implement acceptable mitigation measures consistent with the Council's published Supplementary Guidance.

Applications for planning consent not connecting to the Kinross or Milnathort waste water treatment works will be required to provide an assessment of phosphorus input for the development. Evidence of phosphorus impact of the development will be required from a suitably qualified person. In cases of great complexity or uncertainty the Precautionary Principle will be adopted.

Policy EP7C: For proposed developments which are likely to breach policies EP7A and EP7B, unless mitigation measures can be implemented that are capable of removing 125% of the phosphorus likely to be generated by the development from the catchment; and the proposed development is otherwise acceptable in terms of Council policy, then they will be refused. The requirements of this policy may be secured by means of legal agreements to deliver planning obligations concluded between the applicant and the Council, prior to the issue of planning permission. The delivery of agreed phosphorus mitigation will be required before the occupation of any new dwelling.

Mitigation measures should not include measures which are already committed in a spending programme and likely to be implemented by a statutory body within three years of the determination of the application.

Note: Supplementary Planning Guidance details the procedures to be adopted for drainage from development in the Loch Leven area (produced by SEPA/SNH & the Council).

Policy EP8: Noise Pollution

There will be a presumption against the siting of development proposals which will generate high levels of noise in the locality of existing or proposed noise sensitive land uses and similarly against the locating of noise sensitive uses near to sources of noise generation.

In exceptional circumstances, where it is not feasible or is undesirable to separate noisy land uses from noise sensitive uses, or to mitigate the adverse effects of the noise through the negotiation of design solutions, the Council may use conditions attached to the granting of planning consent, or if necessary planning agreements, in order to control noise levels. A Noise Impact Assessment will be required for those development proposals where it is anticipated that a noise problem is likely to occur.



Policy EP9: Waste Management Infrastructure

Policy EP9A: Existing Waste Management Infrastructure

There will be a presumption in favour of retention of the key waste management sites identified in the Plan which support the delivery of Zero Waste.

Policy EP9B: New Waste Management Infrastructure

The development of waste management infrastructure, including any activity ancillary to any industrial or commercial process, will be supported by the Plan where:

- (a) the proposal accords with the principles of the Zero Waste Plan and makes a positive contribution to the provision of a network of waste management installations;
- (b) an outline of the main alternatives available in terms of location, technology and design and an indication of the main reasons for the applicant's choice, taking into account the environmental, social and economic effects is supplied;
- (c) the developer, in considering alternative site locations, takes account of potential impacts of alternative project options in respect of any adverse effects on different groups of the population;
- (d) potential impacts on pollution and noise in respect of any adverse effects on the community are taken into account;
- (e) applicants demonstrate in their application documents how the design process was conducted and how the proposed design evolved. Applicants should set out the reasons why the favoured choice has been selected;
- (f) the proposal takes account of waste arisings, current and planned waste infrastructure and identifies need;
- (g) the location offers a good standard of accessibility;
- (h) the proposal provides a sufficient landscape buffer and screening, where appropriate;
- (i) the proposal is located in close proximity to an existing waste management installation and/or within an industrial area unless it can be demonstrated that there is an overriding site specific locational need or benefit to locate elsewhere;
- (j) proposals must be compatible with surrounding development and the underlying land allocation where this is not employment;
- (k) the proposal demonstrates satisfactory mitigation measures for any unacceptable impacts arising from the development with respect to air emissions, noise, odour, dust, litter, vermin, insects, birds, visual impact, traffic, natural or built heritage, leachate, operational hours, water resources or cumulative impacts; and
- (l) the potential for heat and/or electricity generation has been fully explored and provided where viable (including the potential for local or district heating schemes or co-location of industrial processes where the heat could be utilised).

The Environmental Statement (ES) for each project should include the above information.

The applicant should provide environmental information proportionate to the infrastructure where EIA is not required.

Where appropriate, restoration, aftercare and after-use proposals should be agreed in advance of operations. Restoration bonds will be required to be lodged.

Note: Supplementary Guidance will give further guidance on the above.



Policy EP10: Management of Inert and Construction Waste

Applications for the recycling and processing of inert and construction waste which are environmentally acceptable will be supported where:

- (a) they are located in an appropriate industrial area or on appropriate brownfield land;
- (b) they are located at an existing active mineral or landfill site and the facility will be removed on the completion of the landfill or mineral extraction operation;
- (c) on operational mineral and landfill sites the operations would not prejudice or delay the approved restoration of the site; and
- (d) they are accompanied by a revised scheme for the restoration of the whole site with appropriate phasing.

Policy EP11: Air Quality Management Areas

Within or adjacent to designated Air Quality Management Areas, where areas of degraded air quality are already identified, development proposals which would adversely affect air quality may not be permitted. Within these areas, where a development has the potential to adversely affect air quality, or where its scale requires a Transport Assessment, applicants will be required to identify any impact on air quality and appropriate mitigation measures. Proposals and mitigation measures must not conflict with the actions proposed in the Air Quality Action Plan. In addition, there will be a presumption against locating development catering for sensitive receptors in these areas which may result in exposure to elevated pollution levels.

- Notes:** 1: Sensitive receptors include (amongst others) children and older people ie the location of a children's nursery or a care home in areas where high pollution levels are evident may not be appropriate.
- 2: Currently there is only one Air Quality Management Area in Perth (overleaf).



Policy EP12: Contaminated Land

The Council's first priority will be to prevent the creation of new contamination.

Consideration will be given to proposals for the development of contaminated land, as defined under Part IIA, Section 78A(2) of the Environmental Protection Act 1990, where it can be demonstrated to the satisfaction of the Council that appropriate remediation measures can be incorporated in order to ensure the site/land is suitable for the proposed use.

Informal pre-application discussions should take place at the earliest opportunity between the Council, the developer and any other interested parties in order to help identify the nature, extent and type(s) of contamination on the site (including any source, pathways, receptor links) and the most appropriate means of remediation. The Council may attach conditions to the granting of planning consent to ensure that these remediation measures have been completed prior to the commencement of any works on site and/or the occupation of any new units. The Council will adopt the "suitable for use" approach as advocated by Scottish Government Statutory Guidance when dealing with proposals for the development of contaminated land.

Policy EP13: Airfield Safeguarding

Developments will be refused if they are likely to have an impact on the safe operation of aircraft from the following airfields:

- Perth Airport
- Portmoak Airfield
- Balado Airfield
- Strathallan Airfield

Applicants for planning consents within the safeguarding zones of these airfields (as defined in the Supplementary Guidance) may be required to provide an independent assessment of the impact on the safe operation of the existing facility, prepared by a suitably qualified person.

Note: Supplementary Guidance will define the areas where consultations will take place and further expand the limitations of incompatible activities and navigational obstructions etc.

Policy EP14: Blairingone Ground Conditions

Within Blairingone, applications for new development will require to be supported by an engineer's report into the stability of ground conditions with particular regard to old mine workings.



4. Perth and Kinross Spatial Strategy

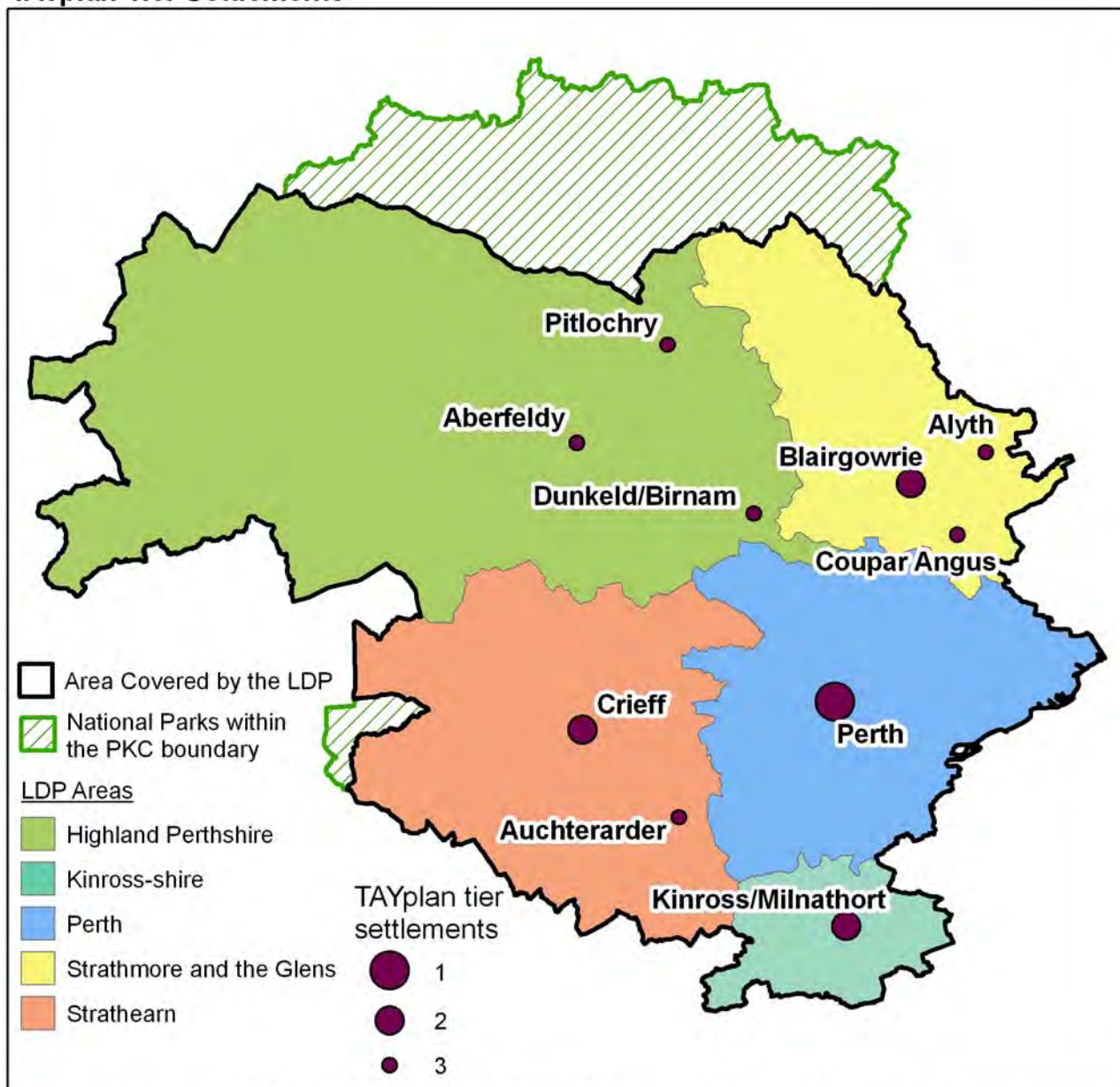
4.1 Introduction

4.1.1 Chapters 4-9 set out the spatial strategy for the Plan area, indicates land use zonings and identifies site specific proposals for implementation during the life of this Plan. Sites already under construction or with planning consent at 1 January 2012 are not identified as proposals but are expected to contribute to the overall land use requirements of the Plan. The maps and text within these Chapters must be read in conjunction with the suite of policies contained in Chapter 3 of this Plan.

4.2 TAYplan Spatial Strategy

4.2.1 The spatial strategy of the Local Development Plan must be consistent with that of the Strategic Development Plan (TAYplan). The TAYplan strategy focuses on locating the majority of new development within Principal Settlements and adopts a 3 tier hierarchical approach as set out in the TAYplan Tier Settlements diagram.

TAYplan Tier Settlements



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- Tier 1 Perth Core Area – will accommodate the majority of new development.
- Tier 2 Existing Regional Service Centres: Kinross/Milnathort, Blairgowrie/Rattray and Crieff – will accommodate a small share of new development.
- Tier 3 Existing Local Service Centres: Auchterarder, Aberfeldy, Pitlochry, Dunkeld/Birnam, Coupar Angus and Alyth – will accommodate a small share of new development which is more about sustaining them.

4.2.2 Below the tiered settlements the Local Development Plan strategy seeks to allocate limited growth to those settlements with a range of facilities capable of serving local needs. The strategy also restricts growth within the smallest and least accessible settlements with little or no local facilities.

4.3 Local Development Plan Spatial Strategy

4.3.1 For ease of use the spatial strategy section has been divided into 5 sub-areas which correspond to the Perth & Kinross Housing Market Areas. The exceptions are that the small part of the Dundee Housing Market Area which extends into Perth and Kinross has been incorporated in the Perth sub-area and those parts which are within the National Parks have been excluded from this Plan. See the TAYplan Tier Settlements diagram.

Employment Land Strategy

4.3.2 Maintaining and improving Perth and Kinross's economic development land provision is a key driver to achieving sustainable economic growth and is a main component of the Plan.

4.3.3 To ensure there is readily available economic development land:

- the Proposed Plan adopts a hierarchical approach with larger employment land allocations in the larger settlements and in particular within the Perth Core Area;
- the Proposed Plan promotes sites that allow existing businesses to expand and for new ones to establish;
- the Proposed Plan creates a positive and flexible framework by allocating a wide range of sites that promotes a variety of employment opportunities within the region;
- sustainability is promoted with new employment allocations situated in areas well linked to existing residential areas and the public transport network;
- rural economic development is also promoted within the Proposed Plan with sites allocated within or on the edge of existing settlements.

4.3.4 To ensure a 5 year employment land supply the following sites have been identified:

| | Total Requirement (ha) | Available within Plan Period (ha) | Additional Land Requirement (ha) |
|--------------------------|------------------------|-----------------------------------|----------------------------------|
| Highland | 5 | 1.27 | 3.73 |
| Kinross | 20 | 14.47 | 5.53 |
| Perth | 70 | 43.51 | 26.49 |
| Strathearn | 20 | 5.84 | 14.16 |
| Strathmore and the Glens | 20 | 9.38 | 10.62 |
| Total | 135 | 74.47 | 60.53 |



Retail Strategy

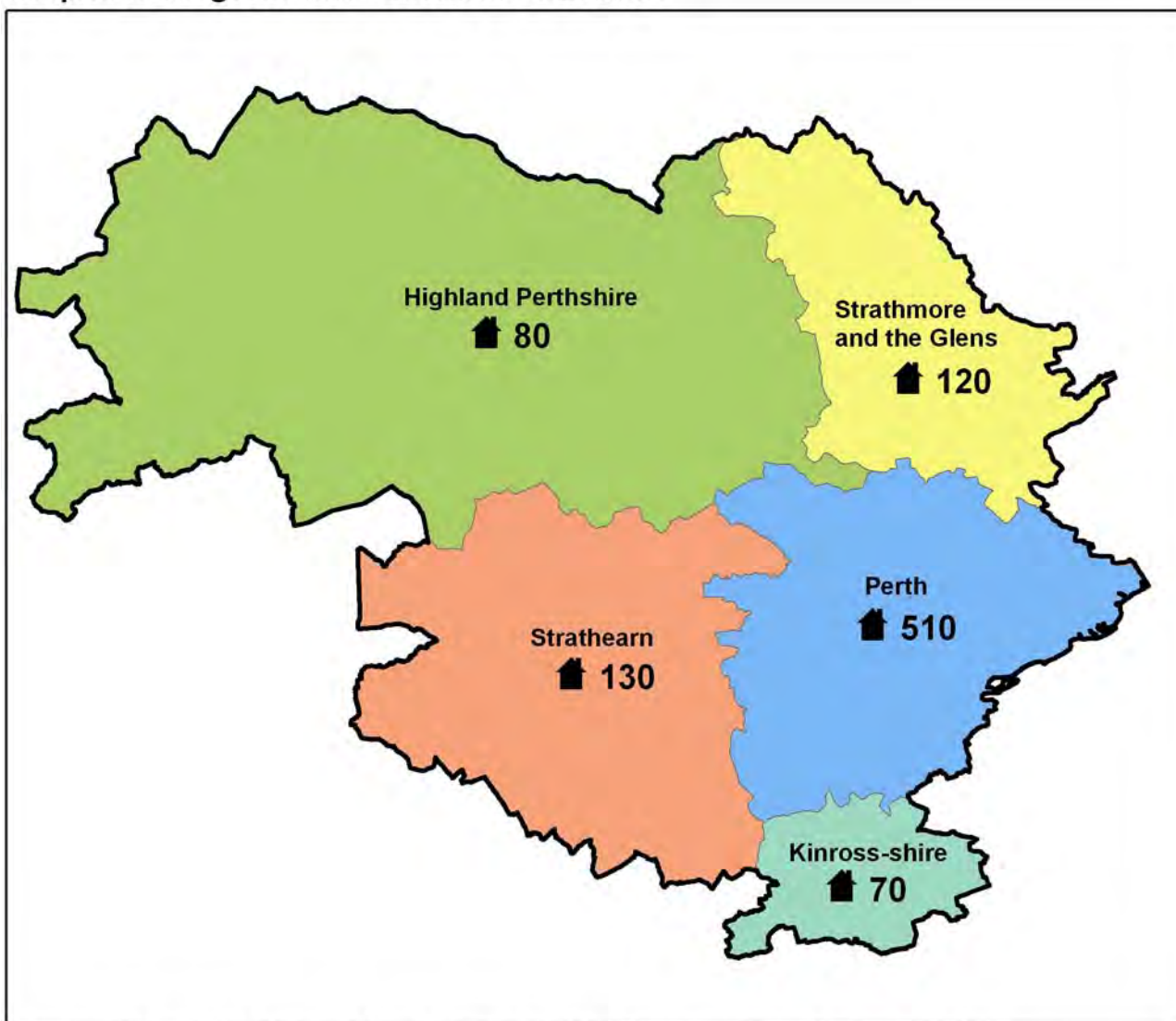
4.3.5 The Plan seeks to support the vitality and viability of the network of centres.

4.3.6 Recent Council studies into the capacity for further retail floorspace have indicated that there is little quantitative need for additional convenience floorspace over the lifetime of the Plan. However, proposals in Perth which improve the quality and distribution and help deliver the long-term strategy could be supported. The retail studies indicate that there is a need for additional comparison retail floorspace and this will be directed to town centres.

Housing Land Strategy

4.3.7 TAYplan has identified anticipated annual build rates (see TAYplan Average Annual LDP Area Build Rates diagram) which will be required to accommodate the projected population increases should they materialise. These estimated build rates have been used to inform the housing land requirement to 2024.

TAYplan Average Annual LDP Area Build Rates



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4.3.8 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. The Council is keen to ensure that housing land supply is more than able to respond to any upturn in the housing market. Accordingly, whilst the Plan seeks to identify a minimum of a 5 year supply of



effective housing land, the Action Programme seeks to increase the effective supply to 7 years by 2015.

TAYplan 2010-24 requirement Effective Housing Land Supply Shortfall

| Housing Market Area | Housing Requirement 2010-2024 | Effective Supply at March 2011 Audit | Additional Houses Required |
|--------------------------|-------------------------------|--------------------------------------|----------------------------|
| Highland Perthshire | 1,120 | 190 | 930 |
| Kinross | 880 | 400 | 480 |
| Perth | 7,240 | 2,990 | 4,250 |
| Strathearn | 1,820 | 1,285 | 535 |
| Strathmore and the Glens | 1,680 | 625 | 1,055 |
| Total PKC | 12,740 | 5,490 | 7,250 |

4.3.9 It is for the Local Development Plan to consider whether in exceptional cases of environmental capacity local circumstances warrant any adjustments to the TAYplan housing land requirement. The Strategic Environmental Assessment has assessed the impact of accommodating 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, 10% of the requirement arising in this area is to be reallocated to the Perth HMA where there are more opportunities to accommodate additional development without having a significant environmental impact.

4.3.10 The Plan also recognises the important contribution to the overall supply which comes from windfall sites, ie those sites that are not specifically identified for development but which become available for development during the life of the Plan. It is expected that more than 10% of the land supply will be met by windfall sites.

4.3.11 Small Sites, ie sites of less than 5 houses, traditionally make a significant contribution to housing land supply but, with the exception of Highland Perthshire, no allowance is made for them in the housing land requirement as they are generally viewed as offering a degree of flexibility. Within the Highland area, 30% of all completions between 2000 and 2009 were on sites of 5 or less, accordingly it is assumed that 15% of the overall requirement will come from this source in Highland Perthshire.

Greenfield Land and Housing Density

4.3.12 Scottish Government guidance and good planning practice encourage new development to utilise brownfield land where possible. However, the availability of brownfield sites in Perth and Kinross is extremely limited. 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.

4.3.13 The indicative figures below identify density ranges which have been used to inform the indicative housing numbers allocated to proposals within the Plan. Figures have been rounded up to the nearest multiple of 5 to emphasise they are indicative and not specific and unless a proposal indicates a maximum there will be flexibility within the defined range as long as this does not compromise good design. Some of the sites could provide for a larger capacity than indicated, the release of which will be addressed through future Plan reviews.



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

Taking a Long Term View

4.3.14 Meeting the land requirements in the Perth Core area in particular will be a major challenge with land for over 4,000 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 and may continue to deliver Perth requirements for a further 10 to 20 years.

Reducing the Need to Travel

4.3.15 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.

4.3.16 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 (ie 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.

4.3.17 The Plan seeks 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;
- locating major expansion areas where improvements to public transport can best be delivered.

Adaptation to Climate Change: Flood Risk

4.3.18 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.

4.3.19 Flood risk management has been 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.

Waste

4.3.20 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).



4.3.21 While the Plan will protect existing waste infrastructure sites, some of which have scope for expanding waste operation, it does not 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. The Council will prepare and publish Supplementary Guidance on waste infrastructure during the life of this Plan.



5. Perth Area Spatial Strategy

5.1 Spatial Strategy

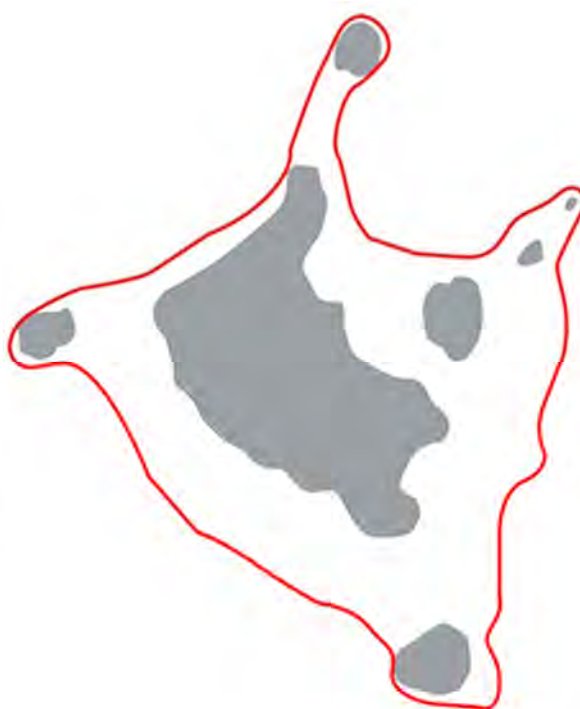
5.1.1 Perth Area includes the City and surrounding villages containing approximately 58% of the Council's population. TAYplan sets the strategic framework for the Local Development Plan and identifies the Perth Core Area as being the location for the majority of development in Perth and Kinross, identifying three strategic development areas at North West Perth, Oudenarde and Invergowrie. These sites alone will not meet the full development requirements for the Perth Area and the Plan adopts the TAYplan hierarchical approach of targeting the larger land releases to the largest settlements. In addition, the strategy firstly seeks to utilise brownfield land within the settlements and secondly, land adjacent to existing settlements. TAYplan indicates "*there will be no need for any new settlements during the life of this Plan*" beyond the strategic development areas identified.

Strategic Development Areas:

- West/North West Perth – 4,000+ houses and 50 ha of employment land.
- Oudenarde 1,200+ houses and 34 ha of employment land.
- The James Hutton Institute at Invergowrie – 5 to 10 ha of employment land for food/agricultural research.

Perth Core Area:

Perth
Scone
Almondbank
Bridge of Earn
Oudenarde
Methven
Stanley
Luncarty
Balbeggie
Perth Airport



5.1.2 TAYplan also indicates that there is a presumption against allocating development land releases in areas surrounding the Dundee and Perth Cores including the Carse of Gowrie where it would prejudice the delivery of the strategic development areas. To be consistent with TAYplan, the Plan only identifies limited development in the Carse of Gowrie at Inchtute and Longforan where phased land release will minimise any impact on strategic land delivery.

Perth Green Belt

5.1.3 The Green Belt is the cornerstone for the spatial strategy for the Perth Area. TAYplan states that a Green Belt shall be designated to manage long-term growth, preserve the setting, views and special character of Perth and sustain the separate identity of Scone.



- 5.1.4 An objective of Green Belt policy will be to strictly control the spread of built development, increase the area's use for leisure and recreational purposes, particularly for managed public access, and facilitate the creation of green corridors with improved biodiversity.
- 5.1.5 National policy and guidance attaches great importance to the need to establish confidence in the permanence of Green Belts. The boundaries which define the area must be clear and generally follow permanent physical features. To create permanence, the Green Belt must allow sufficient land for long-term expansion, possibly in excess of 30 years. The Green Belt is therefore as much about defining the long-term expansion of Perth and surrounding villages, as protecting its landscape setting. The proposed area generally follows the smaller area suggested by the Perth Green Belt Study prepared by David Tyldesley and Associates in June of 2000. The outer boundary identified follows roads, the River Earn and a small section of the Aberdeen to Glasgow railway. The inner boundaries are more complex since they define the limits of urban development in Perth and the surrounding villages. Areas such as those to the east of lie outside the Green Belt as they are felt to have long-term development potential worthy of further examination in future Development Plans.

Employment Land

- 5.1.6 TAYplan endorses national policy indicating that the Plan identify a minimum 5 year supply of employment land within the principal settlements. The Local Plan monitoring report indicated that the loss of employment land to other uses particularly housing, was an issue. This restricted the supply of effective sites for firms who wished to expand or relocate with the consequential negative impact on growth. The Plan therefore contains a more robust policy to protect existing employment areas while allowing more flexibility in what is allowed in these areas making them more attractive to the market.
- 5.1.7 A 5 year supply of employment land for the Perth Area equates to around 70 hectares for the period to 2024. The majority of this will come forward through the development of the strategic development areas but other sites are identified in Perth and the core settlements to give increased choice and flexibility.

| Ref | Location | Size (ha) | Type |
|--|---|-----------|---|
| Strategic Development Areas (TAYplan) | | | |
| E37 | The James Hutton Institute Invergowrie | 52 ha | Specialist employment uses, agriculture/food |
| | Oudenarde | 34 ha | General employment use |
| Perth sites | | | |
| E3 | Arran Road | 18.3 ha | General employment use |
| E2 | Broxden | 4.5 ha | General employment use |
| MU1 | Broxden | 2.4 ha | Mixed use |
| Op8 | Friarton | 6.8 ha | Opportunity site |
| | Friarton Quarry | 21.0 ha | Waste management uses |
| E38 | Ruthvenfield Road | 25 ha | General employment use |
| E1 | The Triangle | 6.8 ha | High amenity/car sales |
| Outwith Perth | | | |
| E4 | Abernethy | 0.5 ha | General employment use |
| E5 & E6 | Almondbank Cromwell Park | 2.0 ha | General employment use |
| | Binn farm | | Waste management uses |
| E8 | Burrelton | 0.5 ha | General employment use |
| E9 | Dalcurue | 3.6 ha | General employment use |
| H27 | Luncarty | 5.0 ha | General employment use |
| MU3 | Perth Airport | 5.2 ha | Mixed use |
| MU4 | Scone | 3.0 ha | Mixed use |



5.1.8 Though the Plan contains a significant oversupply of sites, many are part of large long-term development sites that are likely to be developed towards the end of Plan period and will continue to supply employment land need for a further 10-20 years.

Housing

5.1.9 TAYplan has identified that in order to provide housing to accommodate projected population increases, approximately 510 houses will be required per year. If this build rate is to be achieved it will require the Local Development Plan to identify an effective housing land supply capable of delivering 7,240 houses (including 10% diverted from Kinross-shire).

5.1.10 The additional land required to meet the projected build rate is calculated through the following:
 $(A) - (B + C + D) = E$

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

| Housing Market Area | A Housing Land Requirement 2010-24 | B Completions 2010- 2011 | C Effective Supply 2011 | D windfall Sites | E Additional Allocations Required |
|---------------------|--|--------------------------------|----------------------------------|------------------------|--|
| Perth | 7,240 | 190 | 2,990 | 720 | 3,340 |

5.1.11 A range of housing sites are identified to contribute to the desired 7 year effective land supply.

| Ref | Location | House Numbers to 2024 | House Numbers Beyond 2024 |
|---------------|-----------------------|--------------------------|------------------------------|
| H8 - 11 | Abernethy | 132 | 0 |
| H13 | Balbeggie | 100 | 0 |
| H7 | Bertha Park | 750 | 2,500 |
| H14 | Bridge of Earn | 100 | |
| H15 | Oudenarde | | 400 additional |
| H16 - 17 | Burrelton | 120 | 0 |
| H19 | Clathymore | 16 | 0 |
| H20 | Dunning | 50 | 0 |
| H21 | Errol Airfield/Grange | 16 | |
| H22 | Forgandenny | 30 | 0 |
| H23 | Glenfarg | 33 | 0 |
| H24 | Inchtute | 16 | |
| H35 | Wolfhill | 12 | |
| H27 | Luncarty | 200 | 200+ |
| | Methven | 105 | |
| MU3 | Perth Airport | 50 | |
| | Perth sites | 620 | |
| H70 | Perth West | 550 | 2,500 |
| H29 Op22 | Scone | 450 | 350 |
| H30 - 34 | Stanley | 180 | 120 |
| Totals | | 3,530 | 6,070 |



Affordable Housing

5.1.12 The Perth Area is the major source of supply for affordable housing in the Council's area and the sites listed above will supply 25% of their numbers as affordable housing. The sites identified in the Plan may therefore yield up to 3,400 affordable homes. The majority of the sites will come forward in the strategic development areas and within Perth but the mix of sites will also ensure provision in the surrounding villages.

Air Quality Management

5.1.13 In May 2006, the whole of Perth was declared an Air Quality Management Area (AQMA) as congesting traffic, specifically HGV's, was causing exceedences in acceptable levels of air quality. The Air Quality Management Plan was approved by The Scottish Government and adopted as Council Policy in August 2009. All developments within or adjacent to the AQMA which has potential to affect air quality will be considered against Policy EP11: Air Quality Management Areas.

Transport Infrastructure

5.1.14 The biggest single constraint facing the Perth Area is the capacity of the roads infrastructure in and around Perth. Not only is congestion becoming a problem but the increased pollution levels evident in several areas of the City required the Council to identify Perth as an Air Quality Management Area.

5.1.15 The Council has commissioned traffic modelling work for the Perth Area. This work has demonstrated the combination of background traffic growth and committed development will cause, not only unacceptable congestion, but also further exacerbate the poor air quality. To do nothing is recognised as not an option and the Council has been working with TACTRAN, (the Regional Transport Authority) in consultation with Transport Scotland to identify solutions which will remove constraints on the long-term development of the City and ensure that the national Trunk Road network is not compromised. The package of measures identified are outlined in the Perth Transport Futures document and include:

- (1) improvements to the A9/A85 Crieff Road junction;
- (2) Cross Tay Link Road which connects the A9 to the A93 & A94 requiring the construction of a new bridge across the River Tay north of Perth;
- (3) a package of measures to reduce congestion and improve air quality within Perth City Centre;
- (4) improvements to public transport including new Park & Ride sites surrounding Perth;
- (5) improved pedestrian and cycle facilities.

5.1.16 The Regional Transport Strategy and the Council's Air Quality Action Plan also recognise these projects as a resolution to air quality problems within the City and being essential to the future development of the Perth area. The costs of the proposed works are likely to exceed £140M but without this package of measures the Perth Area could not sustain the level of growth outlined in this Plan and meet the TAYplan strategic requirements. Delivering the required infrastructure is challenging and will require a partnership between the public and private sectors. Accordingly, developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

5.1.17 It is recognised that delivering the key projects will take many years resulting in a number of sites being constrained until the infrastructure is in place or under construction. The major constraints are:

- (1) To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth there will be an embargo on planning consents for further housing for sites of 10 or more outwith Perth on the A93 & A94 corridors, until such time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites.



- (2) To prevent the increased congestion on the Crieff Road area of Perth, there will be an embargo on further planning consents for further development for sites of 0.5 ha or more outwith Perth on the A85 corridor, until such time as the construction of the new A9/A85 junction has commenced.

Proposals for individual sites give further details on the above constraints.

Education Infrastructure

5.1.18 The school estate serving Perth in general has limited capacity to immediately support further growth. During the lifetime of the Plan the capacity of a number of schools will be increased to meet future demands. Development which takes place within school catchments with identified issues will be required to make a contribution to increasing school capacity in line with Council guidance.

5.1.19 Within the strategic expansion areas the provision of new primary schools will be required. The individual requirement will be defined through the masterplan process. To meet the north-west expansion of Perth there will be a requirement for a new secondary school.





Perth Area Landward Map Legend

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



[illegible]

↑ Scale:
1:135,000

5.2 Perth

The Perth settlement map can be found at the back of the document.

5.2.1 Description

With a population of 48,000, Perth is the administrative, cultural and commercial centre of the area. The City, which has just celebrated the 800th anniversary of the granting of its royal charter, grew up around its port and river crossings and was a significant ecclesiastical centre. More recent history has capitalised on transport connections and the city has become an important centre for the road and railway networks.

Until the 19th century, the area defined by the inner ring road largely represented the entire extent of Perth, but as the City expanded, the role of the central area became more specialised in retailing and employment as housing moved to the suburbs. Recently this trend has reversed with a marked increase in central area residents. The construction of the concert hall and the more flexible use of restaurants cafes and bars with the introduction of al-fresco pavement areas has extended the night-time economy improving the quality of the city centre. The creation of a major new civic space in St John's square (subject to formal approval) will further extend the use and attractiveness of the city centre.

Within the City there is limited potential to bring forward brownfield sites for development and, as a consequence, significant green field expansion is required. Options are however constrained by the hills, rivers and trunk roads and railways around the City.

5.2.2 Spatial Strategy Considerations

The Plan identifies a Green Belt around Perth allowing sufficient land for long-term expansion to the north and west of the City. It will also strictly control the spread of built development in sensitive landscapes, particularly in the vicinity of Kinnoull and Corsie Hills.

5.2.3 Employment and Housing Land

The strategy concentrates on the delivery of two key strategic sites to the north-west and north of Perth. These will become the prime source of future employment and housing land during and beyond the Plan period. The concentration of development in this part of the City creates economies of scale around major infrastructure and maximises the potential to improve public transport links, and integrate employment and housing land. It also creates the critical mass to justify key carbon reduction measures such as district heating systems with combined heat and power infrastructure.

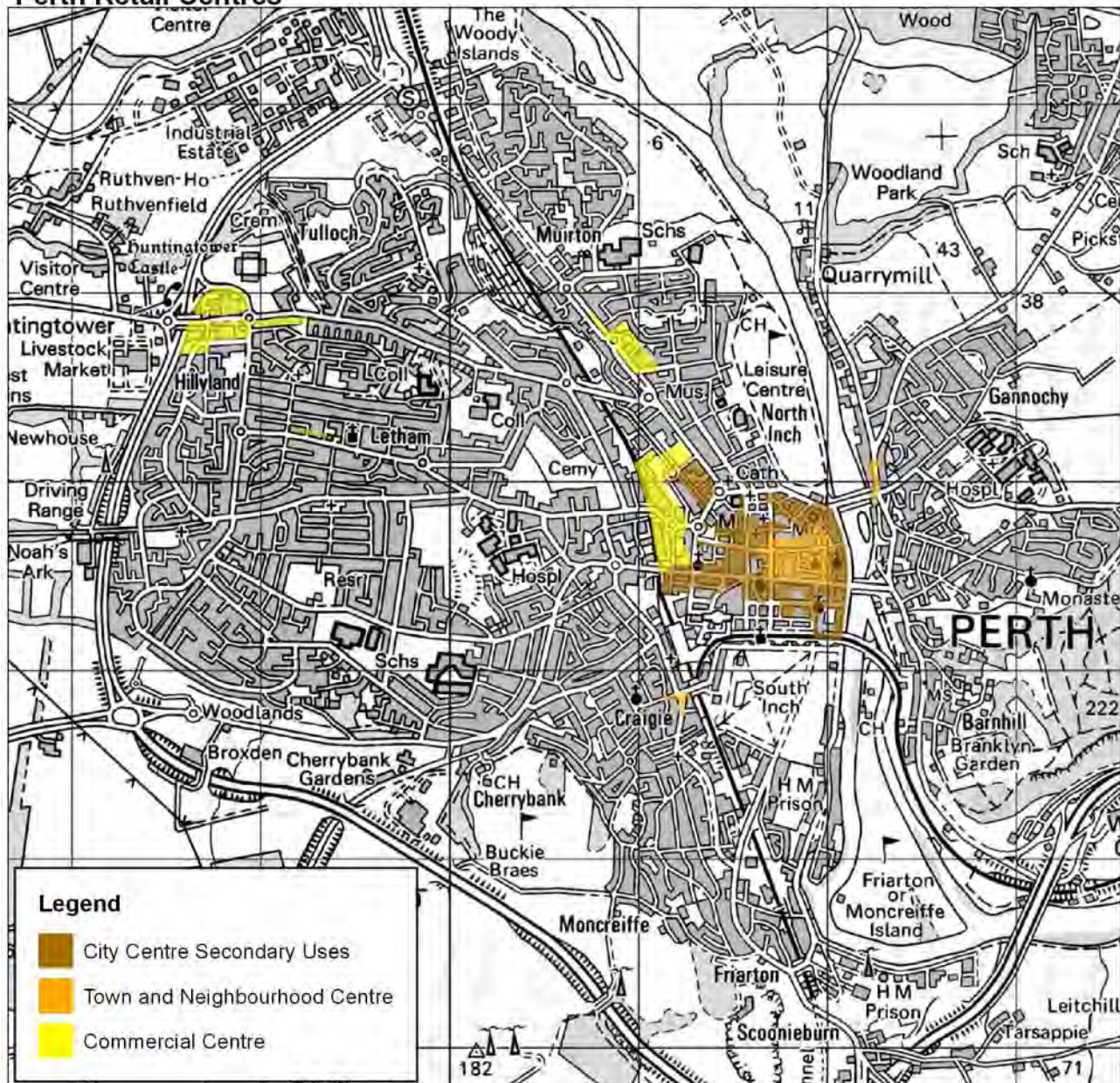
5.2.4 Retailing

Perth city centre is an important sub-regional centre for retailing and the Plan seeks to protect and enhance its vitality and viability. TAYplan requires the Plan to identify a hierarchy of retail centres with Perth city centre as the focus for comparison retailing. The Plan sets out the hierarchy with a geographically tight prime retail core focused around High Street, St John Street, George Street, Mill Street, Scott Street and South Street. Within this area larger retail units are particularly encouraged. The remainder of the city centre is defined by a policy framework which encourages an appropriate mix of uses with particular encouragement given to small specialist retail units. TAYplan also supports the identification of other retail centres in Perth. In line with national guidance, St Catherine's retail park, the area around Tesco and B&Q in the Crieff Road and the area around ASDA in Dunkeld Road are identified as commercial centres. Craigie, Rannoch Road and Bridgend are identified as neighbourhood centres. Small neighbourhood shops are encouraged in residential areas.

The Plan supports improving linkages between the city centre, the retail park and retail development. A mixture of uses at Thimble Row will help meet this aim.



Perth Retail Centres



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Scale:
1:35,000

5.2.5 Infrastructure Considerations

All development will contribute towards the Perth transport infrastructure improvements as set out in Supplementary Guidance to be produced during 2012.

The school estate serving Perth has limited capacity to support further development. Within the strategic expansion areas new primary schools will be required to meet future need. In the longer term consideration may require to be given to identifying a new site for a secondary school and the strategic expansion area at Bertha Park should be investigated as a prime option.

There are no general drainage or water supply issues within the area and all development should connect to Public Waste Water Treatment Works. However, network investigations of the sewerage system and water supply capacity are required to accommodate the scale of development proposed by the Plan.



All developments will be required to incorporate Sustainable Urban Drainage System (SUDS) proposals and may require a Drainage Impact Assessment.

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

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

5.2.6 Long Term Strategic Development Areas

The plan contains two long term proposals to develop new sustainable communities and provide a long term supply of development land extending beyond 2040. Both areas require the development of detailed proposals leading to the preparation and implementation of masterplans. The masterplans together with that for employment site E38 Ruthvenfield Road will require to be integrated to provide for economies of scale and linked service provision. As part of the above process the developers will be expected to demonstrate economic viability and that the site is capable of being delivered without undue strain on the public purse.

It should be noted that not all the areas shown as Long Term Strategic Development Areas are capable of development.

| Ref | Location | Size | Number |
|--|------------|--------------|--|
| H7 | Berthapark | 178 ha (est) | 3,000+ In excess of 25 ha employment land |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ A masterplan will be required for the comprehensive development of this site setting out the phased release of both the housing, community and employment land. ⇒ Flood Risk Assessment which should also investigate the risk of flooding from the Tay and Bertha Loch. ⇒ The open space which abuts the River Almond must be defined by a Flood Risk Assessment and protected in perpetuity as a flood storage area. ⇒ The Cross Tay Link Road junction with A9 and a new crossing of the River Almond will be required at the commencement of development (phasing details to be agreed). ⇒ Facilities to enable expansion area to be connected to Perth's bus network. ⇒ Network of paths and cycle routes providing good active travel links to Perth and Almondbank. ⇒ Green corridors in particular networks to link site with Perth and the wider countryside. ⇒ Enhancement of biodiversity. ⇒ Integration of existing landscape framework into the development, the site and in particular the protection of ancient woodland so that it forms the backdrop to the development. ⇒ New Primary School provision and a potential site for a new Secondary School. ⇒ Park and Ride site. ⇒ The extraction of any viable mineral resources prior to development. ⇒ Investigation of the provision of a district heating system and combined heat and power infrastructure utilising renewable resources. | | | |



| Ref | Location | Size | Number |
|-----|------------|-----------------|---|
| H70 | Perth West | 160 ha (est) | 3,000 + In excess of 25 ha employment land |

Site Specific Developer Requirements

- ⇒ A masterplan will be required for the comprehensive development of this site setting out the phased release of both the housing, community and employment land.
- ⇒ Flood Risk Assessment.
- ⇒ Acceptable multiple vehicular access points to the development site providing access to both the trunk road network and central Perth without detriment to the local and strategic road network.
- ⇒ Facilities to enable expansion area to be connected to Perth's bus network.
- ⇒ Network of paths and cycle routes providing good active travel links to Perth and Green corridors in particular networks to link site with Perth and the wider countryside.
- ⇒ Enhancement of biodiversity.
- ⇒ Integration of existing landscape framework into the development of the site and in particular the protection of existing woodland and tree belts in the area.
- ⇒ New Primary School provision and potential for a new Secondary School.
- ⇒ Investigation of the provision of a district heating system and combined heat and power infrastructure utilising renewable resources.

Mixed Use Sites

| Ref | Location | Size | Number |
|-----|----------------------------|---------|--------|
| H4 | Marshalling Yards, Tulloch | 10.6 ha | 300 |

Site Specific Developer Requirements

- ⇒ A masterplan will be required for the comprehensive development of this site setting out the phased release of housing land.
- ⇒ Flood Risk Assessment required which will define the open space shown next to the Lade and which will be protected in perpetuity for Flood Risk reasons.
- ⇒ Needs to consider strategic approach to development flooding and discharge issues on the Lade.
- ⇒ Improved access from Tulloch Road/Crieff Road.
- ⇒ Vehicular access to Auld Bond Road.
- ⇒ Links to Lade green corridor.
- ⇒ Enhancement of biodiversity and habitats with reference to Lade Management Plan.
- ⇒ Masterplan to identify paths within the site to link with the Lade path and the wider core path network.
- ⇒ A contribution towards the cost of improving/ replacing the White Bridge over the railway to accommodate cyclists and disabled access.
- ⇒ Investigation of any contaminated land on the site together with a programme of appropriate remediation works.
- ⇒ Financial contribution to education provision in line with the Council's supplementary guidance.



| Ref | Location | Size | Uses |
|-----|-----------------------|----------------------------|---|
| MU1 | Broxden, Glasgow Road | 9.6 ha 4.5 ha 2.4 ha | 200 Residential General employment uses Mixed Use |

Site Specific Developer Requirements

- ⇒ A masterplan will be required for the comprehensive development of this site setting out the phased release of both the housing and employment land.
- ⇒ Flood Risk Assessment required for all watercourses and overtopping of ponds, which will define the open space which will be protected in perpetuity, and to ensure that development does not increase the risk of flooding elsewhere particularly on the Craigie burn in areas such as Murray Place, Queens Avenue, Queen Street and Windsor Terrace. Extent of functional flood plain to be determined.
- ⇒ Cycle paths, core paths and rights of way to be incorporated into masterplan and designed to improve active transport links to Perth.
- ⇒ Built form and layout to respond appropriately to the slope on this visually prominent site and open space to provide a green wedge into the city and links to the Green Belt.
- ⇒ Paths within the site linking to the wider core path network.
- ⇒ Enhancement of biodiversity and habitats.
- ⇒ Financial contribution to education provision in line with the Council's supplementary guidance.

Employment Sites

| Ref | Location | Size | Uses |
|-----|---------------------------|--------|---|
| E1 | The Triangle Dunkeld Road | 6.8 ha | High amenity employment uses or for car sales |

This site will be subject to the Transport Scotland Strategic Transport Projects Review proposals.

Site Specific Developer Requirements

- ⇒ Design of any proposals required to be of a sufficiently high standard for this prominent site.

| Ref | Location | Size | Uses |
|-----|----------|--------|-------------------------|
| E2 | Broxden | 4.5 ha | General employment uses |

Site Specific Developer Requirements

- ⇒ Flood Risk Assessment required which will define the open space which will be protected in perpetuity for Flood Risk reasons.
- ⇒ Flood Risk Assessment must demonstrate that development does not increase the risk of flooding elsewhere particularly downstream on the Craigie Burn.
- ⇒ Open space to also provide a green wedge into the city and links to the Green Belt.
- ⇒ Cycle paths, core paths and rights of way incorporated into masterplan and designed to improve active transport links to Perth.
- ⇒ Enhancement of biodiversity and habitats.

| Ref | Location | Size | Uses |
|-----|------------|---------|-------------------------|
| E3 | Arran Road | 18.3 ha | General employment uses |

Note: Scottish water own part of the site which was acquired for the construction of a water pumping station.

Site Specific Developer Requirements

- ⇒ Junction improvements may be required at Bute Drive/Arran Road.



| Ref | Location | Size | Uses |
|---|-------------------|-------|-------------------------|
| E38 | Ruthvenfield Road | 25 ha | General employment uses |
| Site Specific Developer Requirements | | | |
| ⇒ A masterplan will be required for the comprehensive development of this site setting out the phased release of the employment land. | | | |
| ⇒ Perth Area contribution to road infrastructure (A9/A85 junction improvements required at commencement of development) (phasing details to be agreed). | | | |
| ⇒ Facilities to enable expansion area to be connected to Perth's bus network. | | | |
| ⇒ Integration of existing landscape framework into the development to the site and in particular the protection of woodland so that it forms the backdrop to the development. | | | |
| ⇒ Integration of existing landscape framework into the development to the site. | | | |
| ⇒ Network of paths and cycle routes providing good active travel links to Perth and Almondbank. | | | |
| ⇒ Green corridors in particular along the Lade and River Tay to link the site with Perth and wider countryside. | | | |
| ⇒ Enhancement of biodiversity. | | | |
| ⇒ Investigation of the provision of a district heating system and combined heat and power infrastructure utilising renewable resources. | | | |

Residential Sites

| Ref | Location | Size | Number |
|---|-----------------------------|------|--------|
| H1 | Scott Street/Charles Street | N/A | 50 |
| Site Specific Developer Requirements | | | |
| ⇒ Design to take account of conservation area location. | | | |

| Ref | Location | Size | Number |
|---|-----------------------------------|--------|--------|
| H2 | St John's School, Stormont Street | 0.3 ha | 50 |
| Site Specific Developer Requirements | | | |
| ⇒ Design to take account of conservation area location. | | | |
| ⇒ Consideration to be given to conversion of existing building. | | | |

| Ref | Location | Size | Number |
|--|---------------|--------|--------|
| H3 | Gannochy Road | 0.3 ha | 20 |
| Site Specific Developer Requirements | | | |
| ⇒ Design to reflect the design of the surrounding residential area | | | |
| ⇒ Planting to augment existing framework | | | |
| ⇒ Links to core path networks | | | |

Opportunity Sites

| Ref | Location | Size | Uses |
|---|-------------|--------|--|
| Op7 | Newton Farm | 6.0 ha | Residential or Retail (Subject to retail impact assessment revealing capacity) |
| Site Specific Developer Requirements | | | |
| ⇒ A masterplan will be required for the comprehensive development of this site setting out the phased release of the housing and or retail areas. | | | |
| ⇒ Junction improvements A9/A85. | | | |
| ⇒ Cycle paths, core paths and rights of way incorporated into masterplan and designed to improve active transport links to Perth. | | | |
| ⇒ Enhancement of biodiversity. | | | |



| Ref | Location | Size | Uses |
|---|---------------|--------|-------------------------|
| Op8 | Friarton Road | 6.8 ha | General employment uses |
| Site Specific Developer Requirements | | | |
| ⇒ Contribution to access improvements. | | | |
| ⇒ Landscaping improvements to western edge of site. | | | |

Mixed Use Opportunity Sites

The following sites have development potential for a variety of uses with the most obvious use indicated.

| Ref | Location | Size | Uses |
|--|------------------------|------|--|
| Op1 | Caledonian Road School | N/A | The prime objective is to retain the listed building |
| Site Specific Developer Requirements | | | |
| ⇒ Listed buildings and associated listed structures to be retained. Any alterations (including internal works) will require listed building consent. | | | |
| ⇒ Any new use will need to be compatible with the existing general character of the buildings and the spaces and features within them. | | | |

| Ref | Location | Size | Uses |
|---|---------------------|--------|-------------------------------|
| Op2 | Thimblorow Car Park | 0.8 ha | Residential, retail, car park |
| Site Specific Developer Requirements | | | |
| ⇒ Design to create urban form and streetscape compatible with surrounding conservation area. | | | |
| ⇒ Buildings to be up to 3/4 stories high along Old High Street but could be up to 5 stories high along Caledonian Road. | | | |
| ⇒ Corner feature to be created at Old High Street/Caledonian Road. | | | |
| ⇒ Buildings to be hard to pavement edge on Old High Street. | | | |

| Ref | Location | Size | Uses |
|--|-------------------------------------|------|----------------------------|
| Op5 | Canal Street (former Beatties Toys) | N/A | Secondary city centre uses |
| Site Specific Developer Requirements | | | |
| ⇒ Bring existing building into active use. | | | |
| ⇒ Redevelop site to reflect urban form and be compatible with surrounding conservation area. | | | |

| Ref | Location | Size | Uses |
|---|------------------------------|------|--|
| Op6 | Waverley Hotel, County Place | N/A | Residential or secondary city centre use |
| Site Specific Developer Requirements | | | |
| ⇒ Design respects prominent location. | | | |

| Ref | Location | Size | Uses |
|-----|----------------------------|--------|---|
| Op9 | Bus Station Leonard Street | 0.6 ha | Improved bus station but could be housing if alternative location found for bus station |

City Centre Improvement Sites

| Ref | Location | Size | Uses |
|---|------------|------|----------------------------|
| Op3 | Horsecross | N/A | Secondary city centre uses |
| Site Specific Developer Requirements | | | |
| ⇒ Design to reflect the conservation area location and improve the setting and use of the concert hall. | | | |

| Ref | Location | Size | Uses |
|-----|----------------------|------|--|
| Op4 | Mill St (south side) | N/A | Development which improves or creates Mill Street frontage |



5.3 Aberargie

5.3.1 Description

Aberargie is located 2 miles from Abernethy and 2.5 miles from Bridge of Earn. It lies on the junction of the A913 and A912. The nearest community facilities are available at Abernethy or Bridge of Earn.

5.3.2 Spatial Strategy Considerations

The settlement boundary has been drawn to allow limited further development along the road frontage which will improve the character and cohesion of the settlement. Flood risk from the River Farg is an issue which will require further investigation.

There is an important small area of open space in the centre of the village which is identified and protected in the Plan.

5.3.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

Drainage from all development should connect to Public Drainage System.

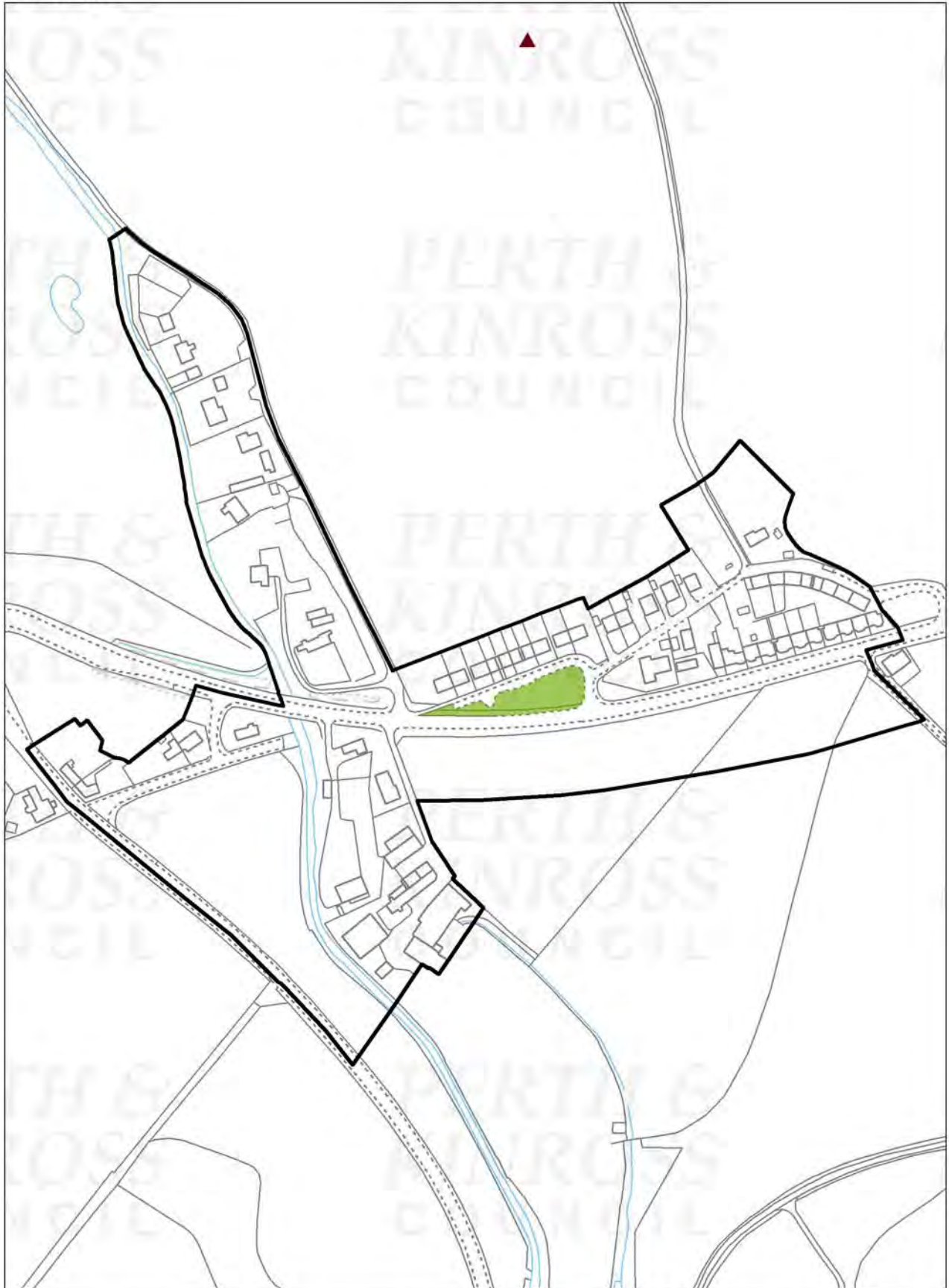
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Aberargie



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Scale:
1:3,500



5.4 Abernethy

5.4.1 Description

Abernethy with a population of 900, is located in the Tay valley between the foot of the Ochil Hills and the Perth - Edinburgh railway line. The village grew around a central main street with long riggs leading north and south. Topography (the 50m contour line is the limit for development to the south) and the railway influenced further linear expansion but more recent development has consolidated the settlement along the Newburgh Road and Back Dykes.

5.4.2 Spatial Strategy Considerations

With a good range of local facilities and capacity in the extended primary school the settlement is capable of accommodating some growth. Infill housing sites have been identified at Station Road and Hatton Road and two further housing sites at Newburgh Road. These sites continue the urban form by extending the settlement eastwards between the 50m contour and the railway and to the small group of houses that delineate the eastern edge of the settlement. An employment area has been identified on the Newburgh Road. Important open space, including Powrie Park, has been identified for policy protection.

5.4.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

The village primary school capacity has been increased to meet housing need. A financial contribution towards this expansion will be required from development in line with supplementary guidance.

The drainage and water supply network has capacity to support further development though investigations are required and drainage from all developments should connect to Public Waste Water Treatment Works.

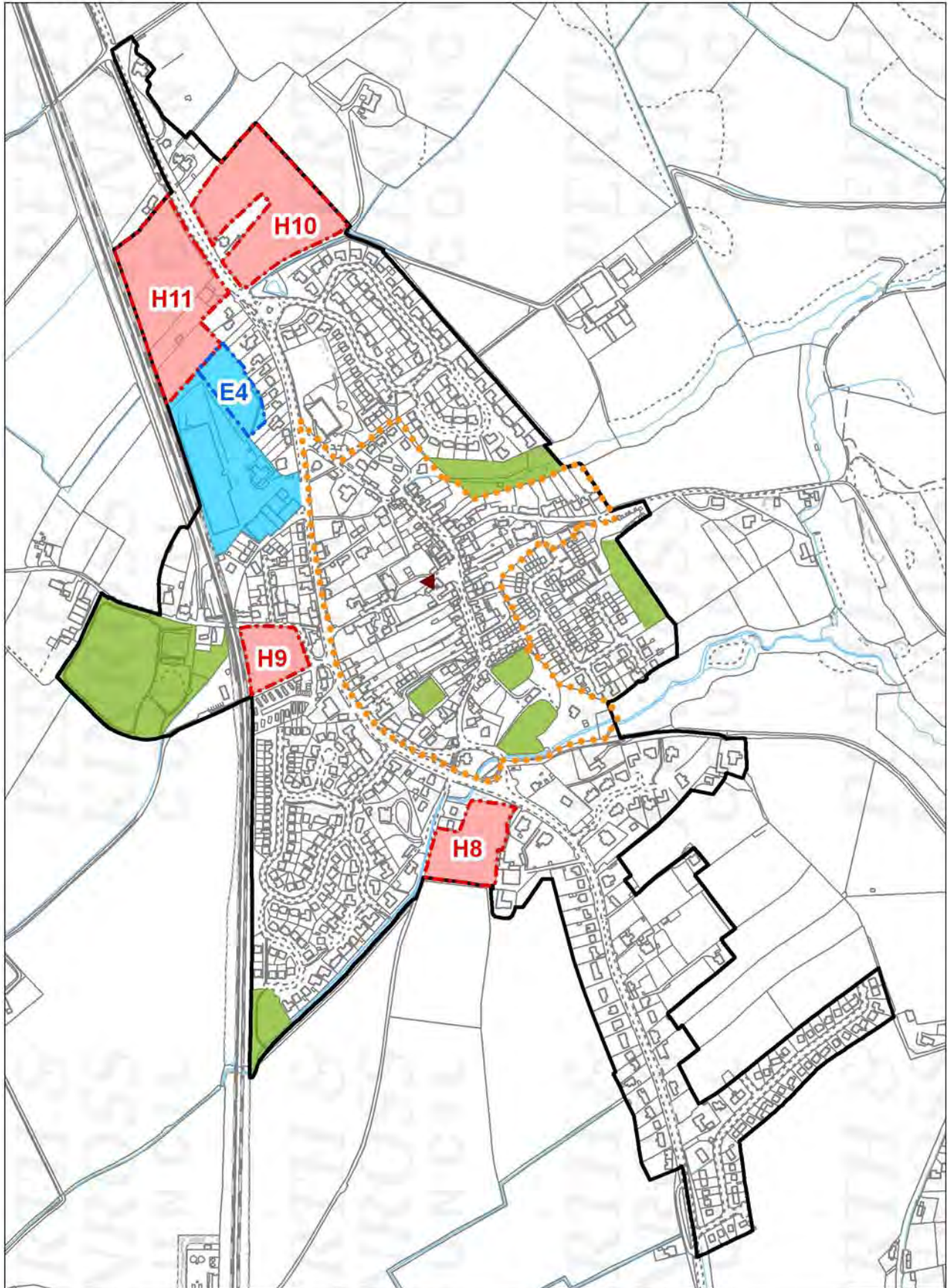
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Abernethy



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Scale:
← 1:7,500



Employment Site

| Ref | Location | Size | Uses |
|--|---------------|--------|-------------------------|
| E4 | Newburgh Road | 0.5 ha | General employment uses |
| Part of this site has a current planning permission. | | | |
| Site Specific Developer Requirements | | | |
| ⇒ Development must be compatible with residential amenity. | | | |

Residential Sites

| Ref | Location | Size | Number |
|---|-------------|--------|--------|
| H8 | Hatton Road | 0.9 ha | 16 |
| Site Specific Developer Requirements | | | |
| ⇒ Flood Risk Assessment. | | | |
| ⇒ Provide access from Perth Road and Hatton Road and allow access to the west to facilitate future development. | | | |
| ⇒ This site may require to be phased to ensure sufficient space is available in the primary school. | | | |

| Ref | Location | Size | Number |
|---|--------------|--------|--------|
| H9 | Station Road | 0.6 ha | 16 |
| Site Specific Developer Requirements | | | |
| ⇒ Enhancement of biodiversity. | | | |
| ⇒ Improvement of woodland on western boundary. | | | |
| ⇒ Retention of stone boundary wall. | | | |
| ⇒ This site may require to be phased to ensure sufficient space is available in the primary school. | | | |

| Ref | Location | Size | Number |
|--|--------------------------|--------|--------|
| H10 | Newburgh Road (South) | 2.2 ha | 50 |
| Site Specific Developer Requirements | | | |
| ⇒ A mix of housing types and sizes including low cost housing. | | | |
| ⇒ Flood Risk Assessment. | | | |
| ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority using a masterplan approach. | | | |
| ⇒ Develop gateway improvement to settlement from the east. | | | |
| ⇒ Design to create attractive southern village boundary. Housing should not dominate the prominent southern slope. | | | |
| ⇒ Contribution towards core path network or alternative route to Pitmedden Forest. | | | |
| ⇒ This site may require to be phased to ensure sufficient space is available in the primary school. | | | |

| Ref | Location | Size | Number |
|--|--------------------------|--------|--------|
| H11 | Newburgh Road (North) | 1.5 ha | 50 |
| Site Specific Developer Requirements | | | |
| ⇒ A mix of housing types and sizes including low cost housing. | | | |
| ⇒ Flood Risk Assessment. | | | |
| ⇒ The existing culvert opened and layout to deal with surface water from steep southern slopes. | | | |
| ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. | | | |
| ⇒ Develop gateway improvement to settlement from the East in conjunction with site H10 to ensure the built form and layout strengthens the character of the settlement and creates an attractive eastern village boundary. | | | |
| ⇒ Enhancement of biodiversity. | | | |
| ⇒ This site may require to be phased to ensure sufficient space is available in the primary school. | | | |



5.5 Almondbank, Pitcairngreen and Cromwell Park

5.5.1 Description

Almondbank lies approximately 4.5 miles to the west of Perth. With the establishment and expansion of the Royal Navy workshop and stores, Almondbank grew significantly during and after the Second World War and now has a population of 1,400. Defence industries are still an important employer on the site in the southern part of the village but many of the other former store warehouses have been converted for use by small firms. Pitcairngreen is a planned estate village centred around an attractive village green.

5.5.2 Spatial Strategy Considerations

Almondbank appears as a principal settlement within the Perth Core. The Green Belt lies immediately outside the settlement boundary and it has been drawn to allow for some long term expansion. The settlement boundary includes the employment uses at Cromwell Park and along the banks of the River Almond. The existing employment land is identified and retained in the Plan. The Plan provides protection for the open space and tree planting which is important to the character of the village.

Pitcairngreen incorporates a conservation area designation which seeks to protect the character and historic integrity of the areas. The Pitcairngreen settlement boundary allows for only limited expansion.

5.5.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

On land adjacent to areas of flood risk a Flood Risk Assessment will be required to support any planning application.

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

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

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

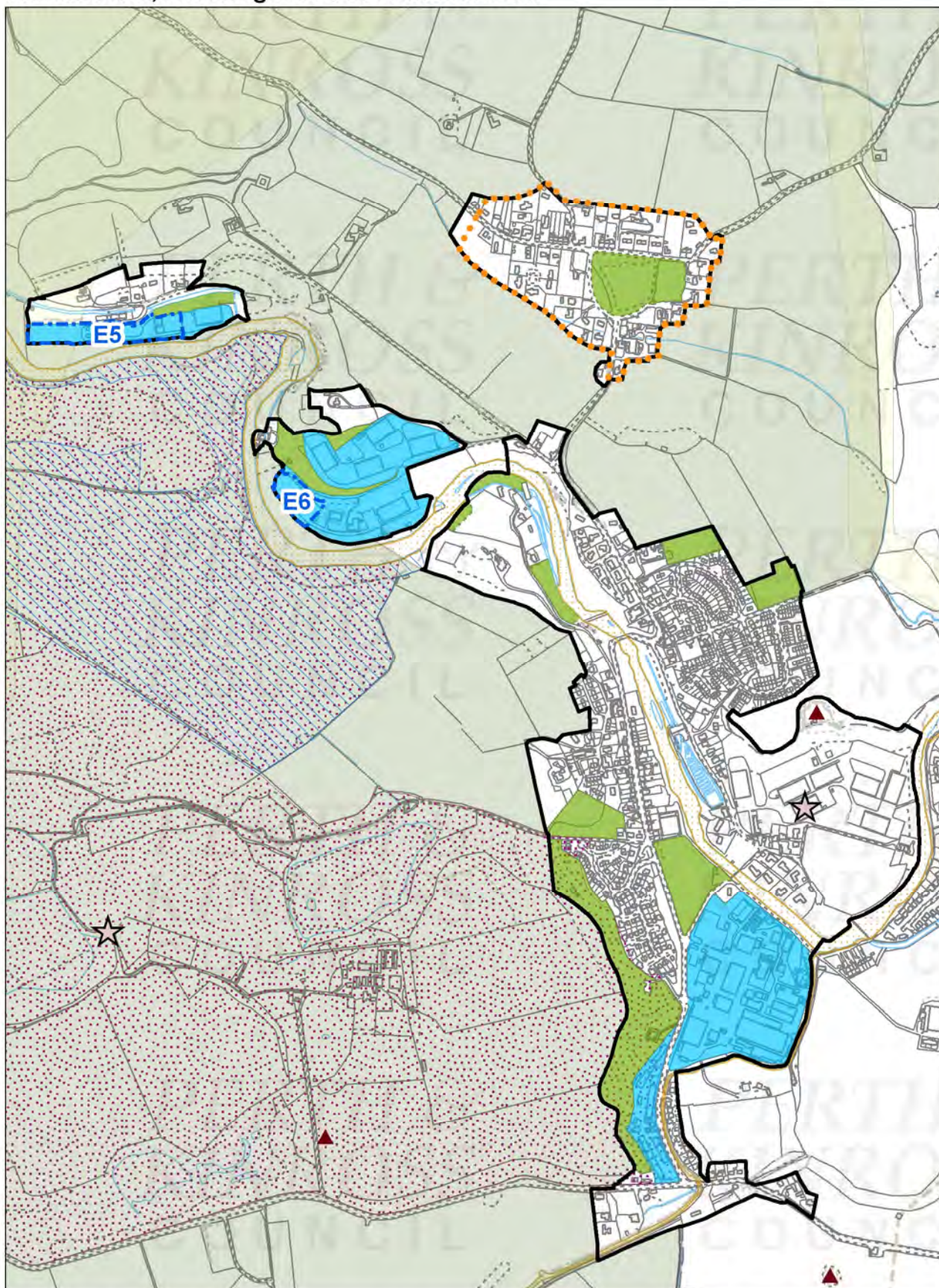
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Employment Sites

| Ref | Location | Size | Uses |
|---|--------------------|--------|-------------------------|
| E5 | West Cromwell Park | 1.4 ha | General employment uses |
| E6 | Cromwell Park | 0.6 ha | |
| Site Specific Developer Requirements | | | |
| ⇒ Flood Risk Assessment. | | | |
| ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. | | | |



Almondbank, Pitcairngreen and Cromwell Park



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5.6 Balbeggie

5.6.1 Description

Balbeggie lies approximately 5.0 miles to the north-east of Perth. With a population of 500, Balbeggie has grown along the A94 to Coupar Angus and the minor roads leading east and west. The settlement has a good range of shops and community facilities including school, hall and filling station.

5.6.2 Spatial Strategy Considerations

Balbeggie appears as a principal settlement within the Perth Core in TAYplan but outside the Green Belt. In addition to the existing planning permission for 8 houses at Green Road, a housing site has been identified on the south and west boundary of the village.

5.6.3 Infrastructure Considerations

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

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

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

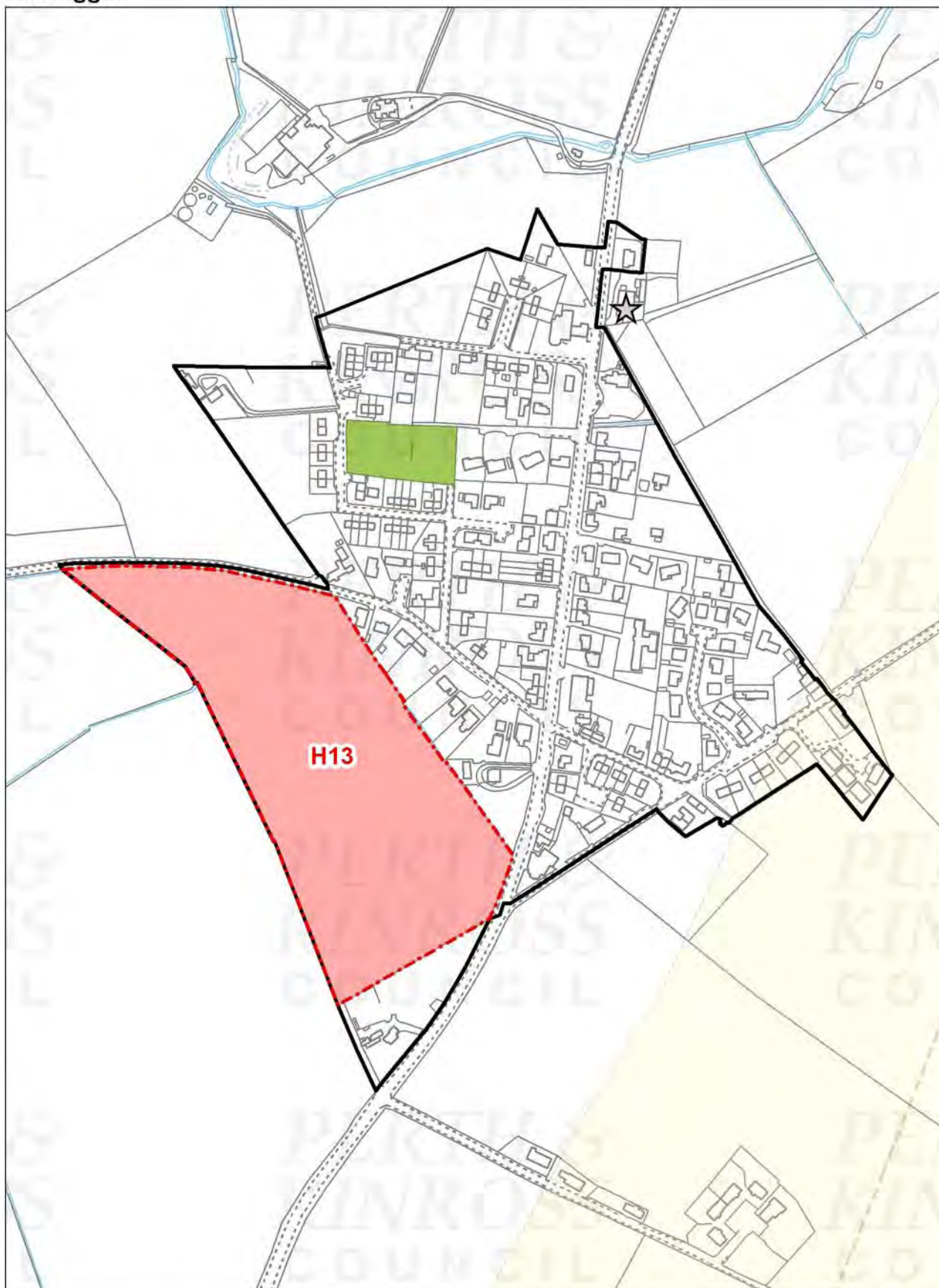
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Residential Site

| Ref | Location | Size | Number |
|--|-----------------|--------|--------|
| H13 | St Martins Road | 6.5 ha | 100 |
| Site Specific Developer Requirements | | | |
| <ul style="list-style-type: none"> ⇒ A mix of housing types and sizes including low cost housing. ⇒ Phased development linked to expansion of primary school capacity in this or adjacent catchment. ⇒ The site lies adjacent to areas of flood risk and Flood Risk Assessment will be required at the time of any planning application. ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ Provide access from the A94 Perth Road and St Martins Road. ⇒ Transport Assessment. ⇒ Landscaping framework to create a suitable boundary treatment to enhance village edge includes retention of established hedge. ⇒ Enhancement of biodiversity. ⇒ Path links through site from village to the core path network. | | | |



Balbeggie



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5.7 Baledgarno

5.7.1 Description

Baledgarno is a planned estate village in the foothills of the Sidlaws approximately 2 miles from Inchtute where the nearest community facilities are located.

5.7.2 Spatial Strategy Considerations

Baledgarno incorporates a Conservation Area designation which seeks to protect the character and historic integrity of the area. The settlement boundary has been drawn to allow limited future expansion. The large areas of open space which are important parts of the design of the settlement are identified and protected by the Plan.

5.7.3 Infrastructure Considerations

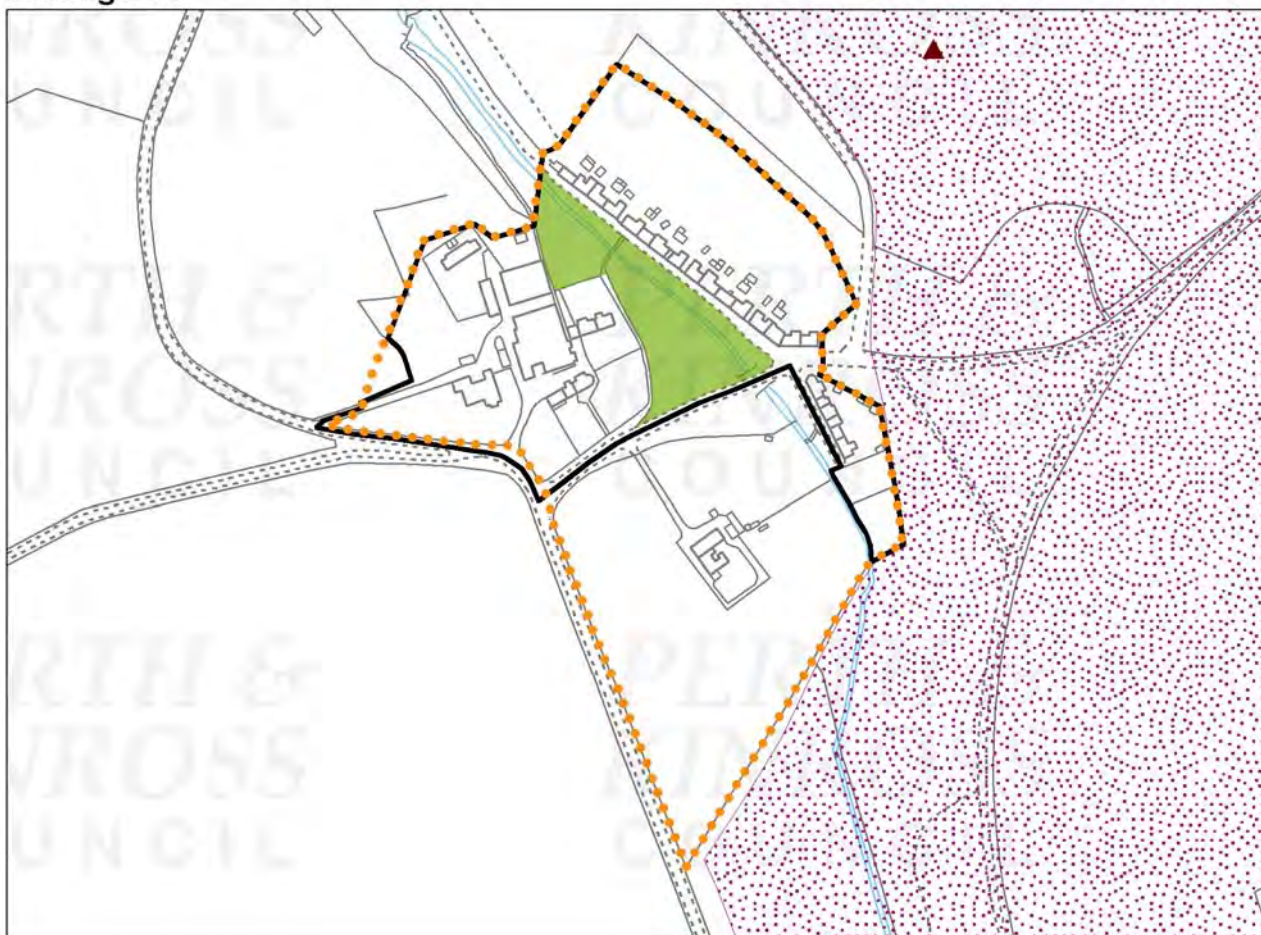
Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

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

Baledgarno



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5.8 Bankfoot

5.8.1 Description

Bankfoot lies approximately 8.5 miles to the north of Perth and expanded originally to serve the farming community and travellers using the old north road to Inverness. Consequently the village grew to the north and south with long rigs stretching east and west. More recently the village has expanded westwards along Prieston Road. The village has a good range of community facilities and a new grade separated junction has been provided to the A9 (which now by-passes the village) on the south side of the village.

5.8.2 Spatial Strategy Considerations

A number of properties within the village have been affected by flooding in recent years and a significant amount of the land surrounding the village is at risk from flooding. This combined with a lack of drainage capacity, sewerage network surcharges and the limited capacity of the village primary school, which has no space to expand, means that there is extremely limited housing expansion potential during the life of the plan.

Whilst no development sites have been identified the village boundary has been extended to the south as far as the new junction indicating that there is some development potential for employment related uses. Any proposals here will require a Flood Risk Assessment.

5.8.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

The village primary school cannot be expanded to accommodate future development.

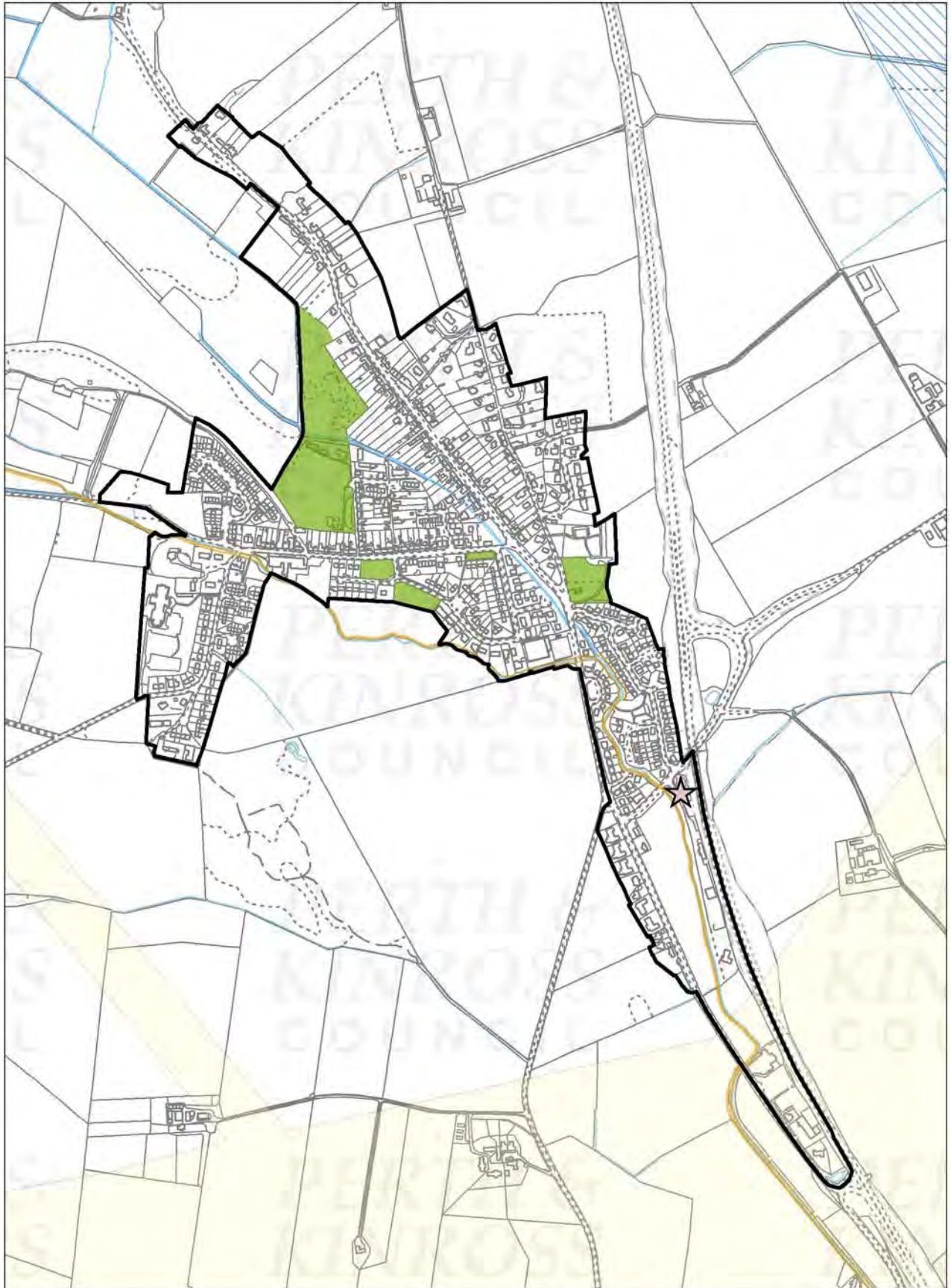
Drainage from all development should connect to Public Waste Water Treatment Works.

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

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

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



Bankfoot

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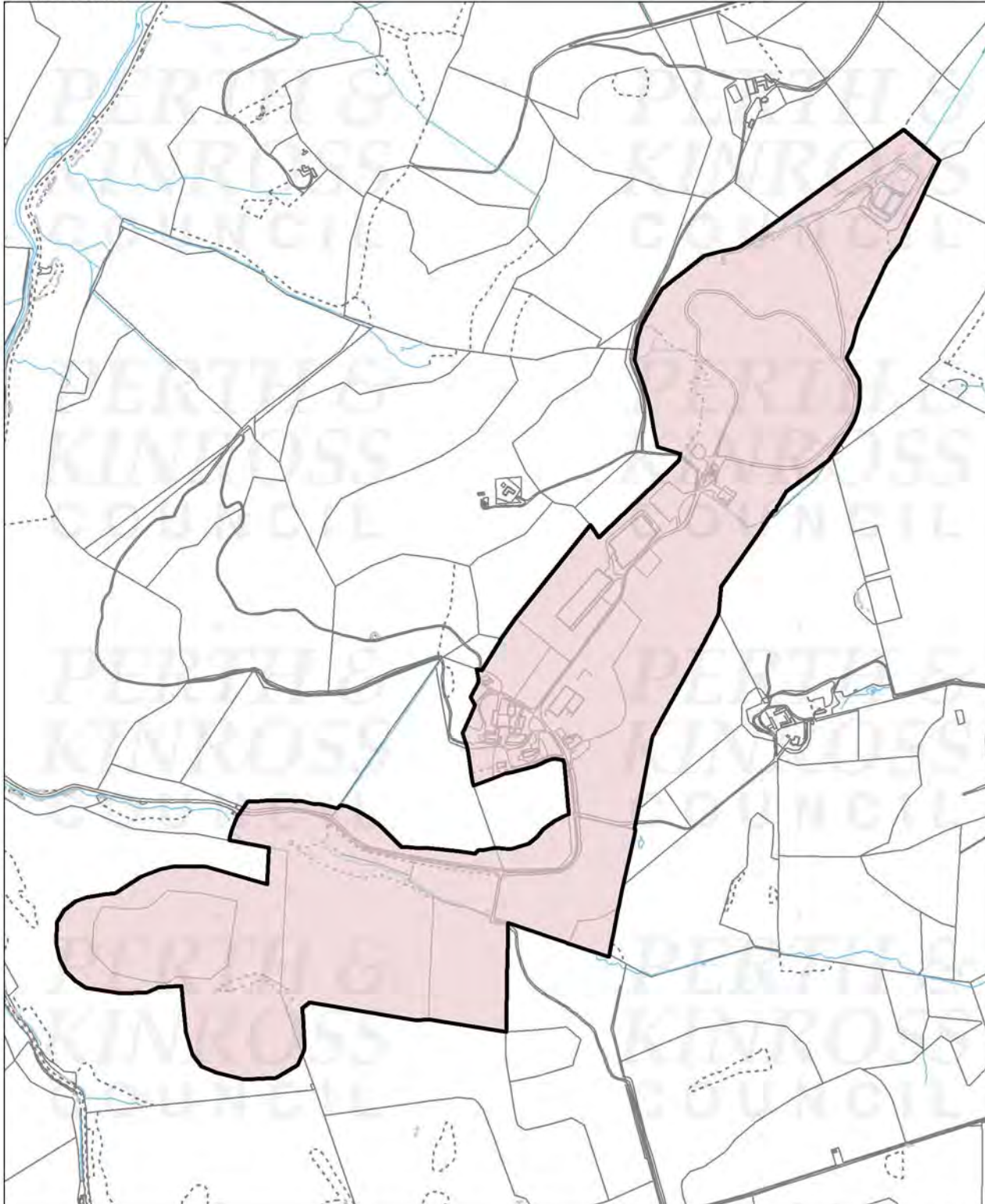
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5.9 Binn Farm

5.9.1 Binn Farm lies approximately 4 miles to the south of Abernethy. The extent of existing planning consents is shown below and all are identified for waste management uses.

Binn Farm



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5.10 Bridge of Earn and Oudenarde

5.10.1 Description

Bridge of Earn lies approximately 5 miles south of Perth and has a population of 2,800. The considerable growth of Bridge of Earn during the 1980's expanded the settlement to the south and west away from its original form along what was the main road to Edinburgh. The settlement has a very good range of community facilities. Oudenarde lies on the opposite side of the M90 and is identified as a strategic development area for 1600 homes and employment land.

5.10.2 Spatial Strategy Considerations

Bridge of Earn appears as a principal settlement within the Perth Core in TAYplan but outside the Green Belt. The area is therefore identified for significant expansion during the life of the plan. The total number of houses at Oudenarde has increased by 400 to 1,600 to reflect higher densities and the capacity of the site, however there will be no increased house numbers within the pipeline consultation zone which covers the eastern part of the site. Oudenarde will be developed through a masterplan but a separate planning permission exists for 35 ha of employment uses on adjacent land at Brickhall. The masterplan for Oudenarde aims to create a new sustainable community with employment and housing supported by education and community facilities.

The new development at Poplar Avenue on the site of the demolished chicken sheds creates an opportunity to consolidate and rationalise the southern boundary of village. The development will complete a previous expansion and create a landscape framework for the south eastern edge of the settlement.

The Plan identifies areas of open space and recreation, and seeks to protect these areas to maintain the character and amenity of the village. The area of land at Clayton Road which has been proposed for housing in the past is not shown as a housing site but is within the settlement boundary and could be developed subject to overcoming problems of noise and flooding.

5.10.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012. This policy does not apply to Oudenarde which has a separate contributions package.

Bridge of Earn is served by Dunbarney Primary School, and a new school is proposed at Oudenarde. These school catchments are interlinked and a financial contribution will be required in line with Supplementary Guidance.

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

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

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

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



Strategic Development Areas

| Ref | Location | Size | Number |
|-----|-----------|--------|-------------------------|
| H15 | Oudenarde | 123 ha | 1,600 (increase by 400) |

Site Specific Developer Requirements

⇒ Implementation of approved masterplan (supplementary guidance).

Residential Site

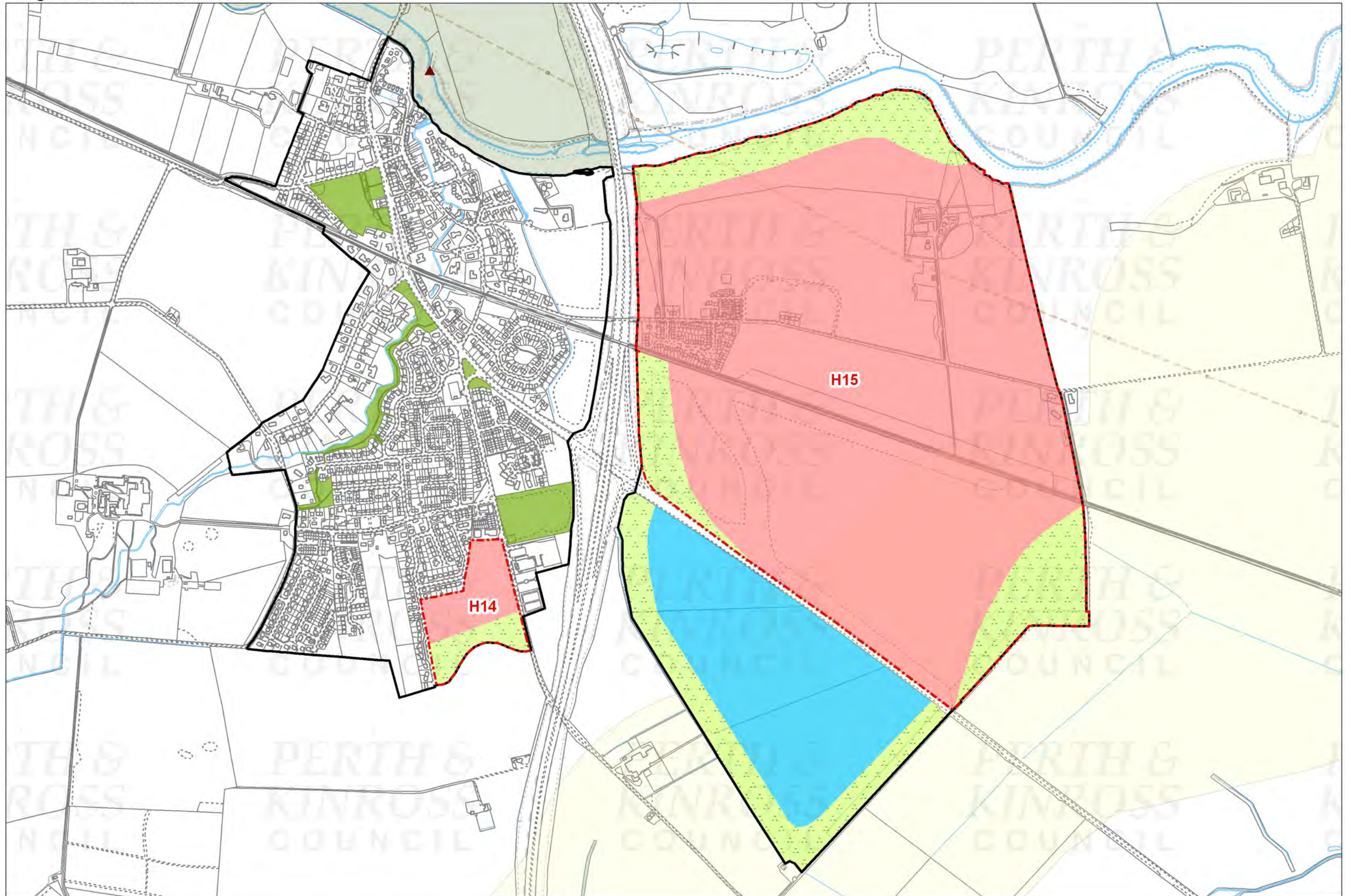
| Ref | Location | Size | Number |
|-----|-------------------------------------|--------|--------|
| H14 | Old Edinburgh Road/Dunbarney Avenue | 5.2 ha | 100 |

Site Specific Developer Requirements

- ⇒ Access should provide vehicular and pedestrian links from Old Edinburgh Road to The Meadows.
- ⇒ Development to be contained north of the ridge line and a suitable boundary treatment to create village edge, enhance biodiversity and create new habitats.
- ⇒ Financial contribution to education provision in line with the Supplementary Guidance.
- ⇒ Site will be phased to reflect the construction of the new school at Oudenarde.



Bridge of Earn and Oudenarde



5.11 Burrelton/Woodside

5.11.1 Description

Burrelton/Woodside is located some 10 miles to the north and east of Perth on the A94 and has a population of 660. The village has a limited range of local facilities and has scope for additional development.

5.11.2 Spatial Strategy Considerations

Burrelton/Woodside is not classified as a principal settlement within the Perth Core in TAYplan and is outwith the Green Belt. Two housing sites are identified on the west side of the settlement.

5.11.3 Infrastructure Considerations

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

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

The village primary school has very limited capacity. To support the level of development identified the school will require to be extended. A financial contribution will be required in line with supplementary guidance and further land required to support this extension.

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

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

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

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

Employment Site

| Ref | Location | Size | Uses |
|-----|--------------|--------|-------------------------|
| E8 | Whitlea Road | 0.5 ha | General employment uses |

Site Specific Developer Requirements

- ⇒ Uses to be compatible with adjoining residential uses.
- ⇒ Landscape edge to southern boundary.

Residential Sites

| Ref | Location | Size | Number |
|-----|-------------|------|--------|
| H16 | School Road | 5 ha | 100 |

Site Specific Developer Requirements

- ⇒ Masterplan required for entire site submitted at the time of any planning application.
- ⇒ Land adjacent to primary school to support expansion.
- ⇒ Flood Risk Assessment.
- ⇒ Access to Whitlea Road.
- ⇒ Enhancement of biodiversity and protection of habitats.
- ⇒ Suitable boundary treatment to create village edge.
- ⇒ Links to core path network on the west of the village.

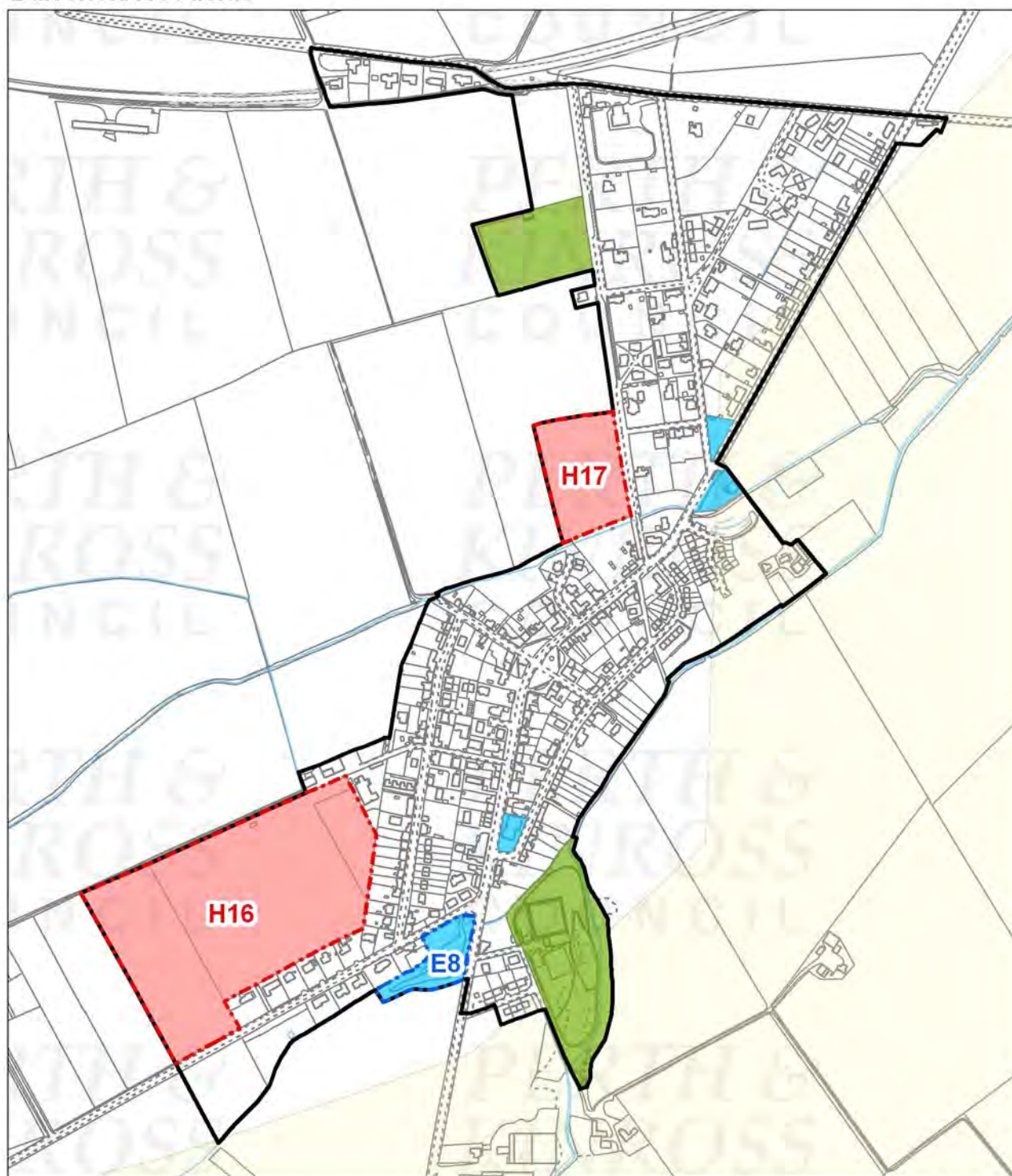


| Ref | Location | Size | Number |
|-----|-------------|--------|--------|
| H17 | Church Road | 1.3 ha | 20 |

Site Specific Developer Requirements

- ⇒ Vehicular access to Cameron Walk.
- ⇒ Suitable boundary treatment to create village edge.
- ⇒ Links to core path network on the west of the village.
- ⇒ Enhancement of biodiversity.
- ⇒ Flood Risk Assessment.

Burrelton/Woodside



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5.12 Clathymore

5.12.1 Description

A small group of recently constructed houses located approximately 8 miles to the west of Perth. The site was used as a satellite airfield by Polish squadrons during the Second World War though little now remains of the former use.

5.12.2 Spatial Strategy Considerations

A small housing site is identified on the eastern side of the village which will extend the settlement to a natural wooded boundary. An indicative landscape edge is shown for the site.

5.12.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

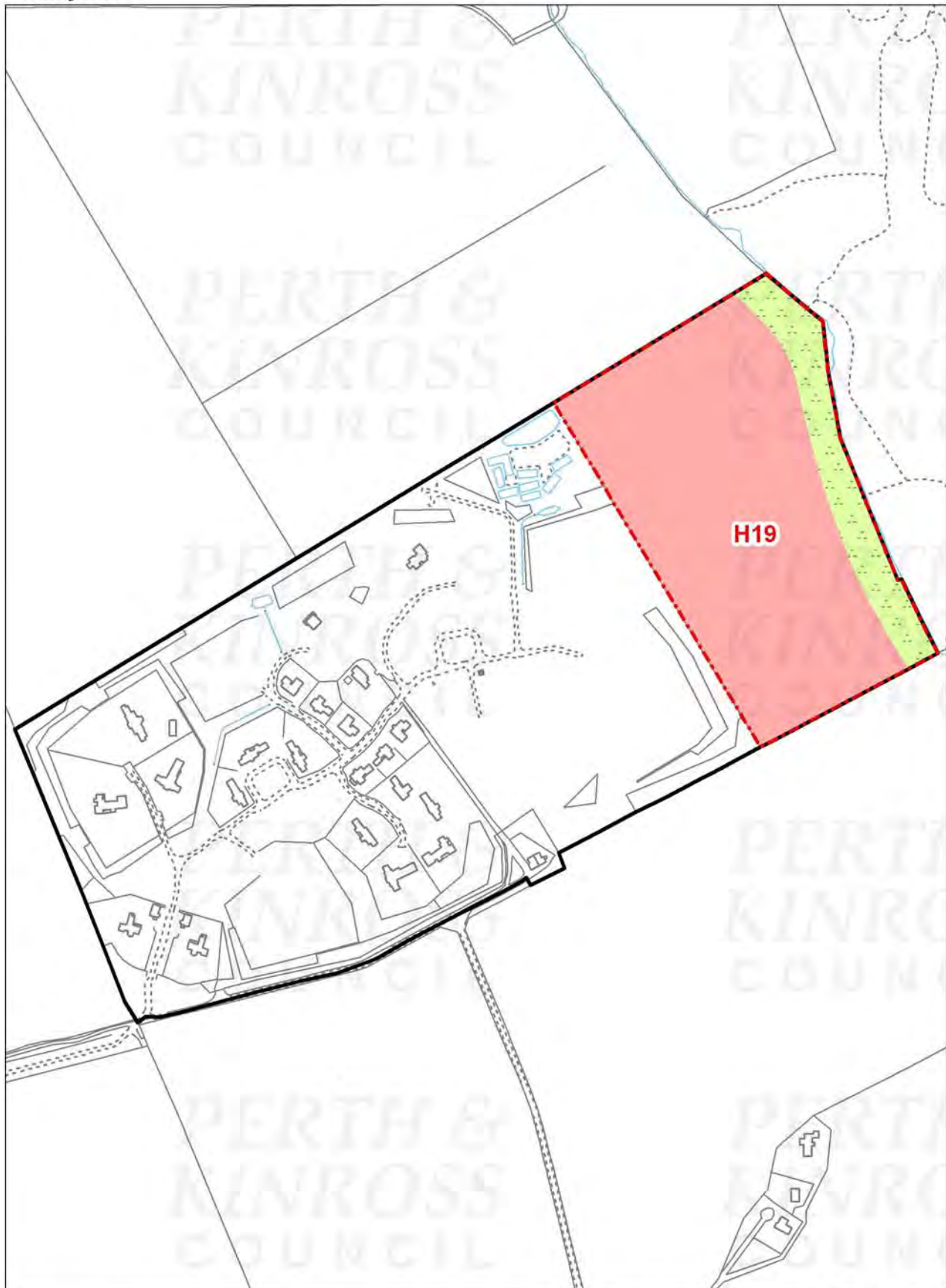
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.


Residential Site

| Ref | Location | Size | Number |
|--|------------|------|--------|
| H19 | Clathymore | 9 ha | 16 |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Resolution of drainage issues. ⇒ Develop suitable access and internal road layout. ⇒ Design to ensure the built form and layout strengthens the character of the settlement and creates attractive village boundary. ⇒ Enhancement of Biodiversity. | | | |



Clathymore



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5.13 Cottown/Chapelhill

5.13.1 Description

Cottown/Chapelhill is a small collection of houses constructed along the “T” formed by the old low Carse Road and the minor road leading to Cottown House. The settlement lies approximately 8 miles to the east of Perth and most of the houses are of relative recent construction. However, Cottown contains the restored former schoolhouse which is a mud house dating from the mid 18th century and points to the age of the settlement.

5.13.2 Spatial Strategy Considerations

A boundary has been drawn to reflect the ribbon nature of the settlement and create a development opportunity on the north-west edge.

5.13.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

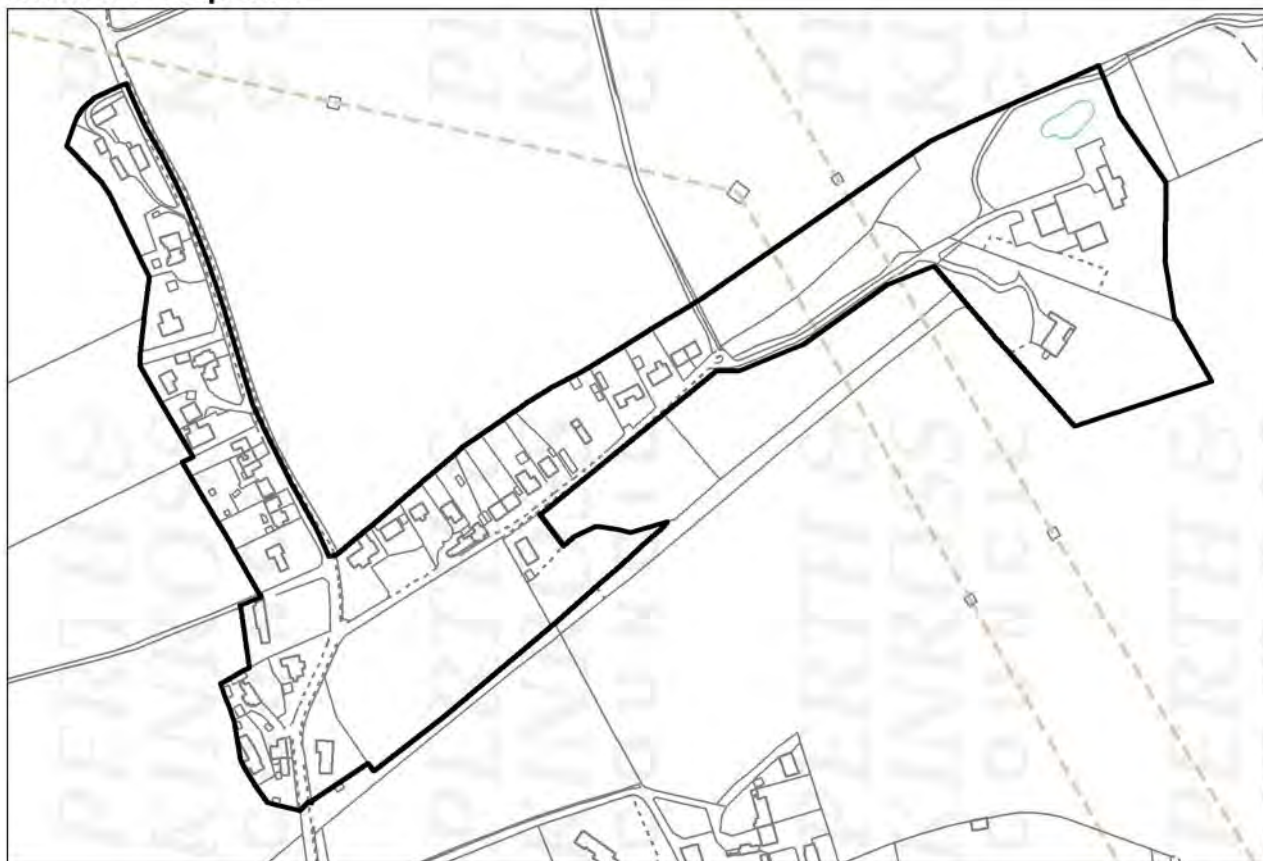
Drainage from all development should connect to Public Drainage System.

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

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

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

Cottown/Chapelhill



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5.14 Dalcrue

5.14.1 Description

Dalcrue is a small settlement to the north of Perth and straddles the River Almond. The settlement contains no services.

5.14.2 Spatial Strategy Considerations

Dalcrue has attracted a significant number of small, specialist employment uses such as scrap yards and car repair operations. The area is a good location for this type of use and has some scope for further expansion. The areas of important open space are shown and protected by the Plan.

5.14.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

The settlement is split by the catchments of Pitcairn and Methven primary schools.

Drainage from all development should connect to Public Drainage System.

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

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

Employment Site

| Ref | Location | Size | Uses |
|--|----------|--------|-------------------------|
| E9 | Dalcrue | 3.6 ha | General employment uses |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ Landscape framework improvements. ⇒ Enhancement of biodiversity. | | | |



Dalcrue



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5.15 Damside/Saucher

5.15.1 Description

Damside/Saucher is located approximately 10 miles to the north and east of Perth between the A94 and Collace. Saucher is an attractive small group of houses built around a village green while Damside has a more linear form stretching past steading buildings to recent development on the northern boundary.

5.15.2 Spatial Strategy Considerations

There are opportunities for further infill residential development to create a more cohesive settlement and the boundary has been drawn accordingly. The important areas of open space in Saucher are identified and protected, with an area of indicative landscaping to allow development to enhance the existing landscape framework of the area.

5.15.3 Infrastructure Considerations

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

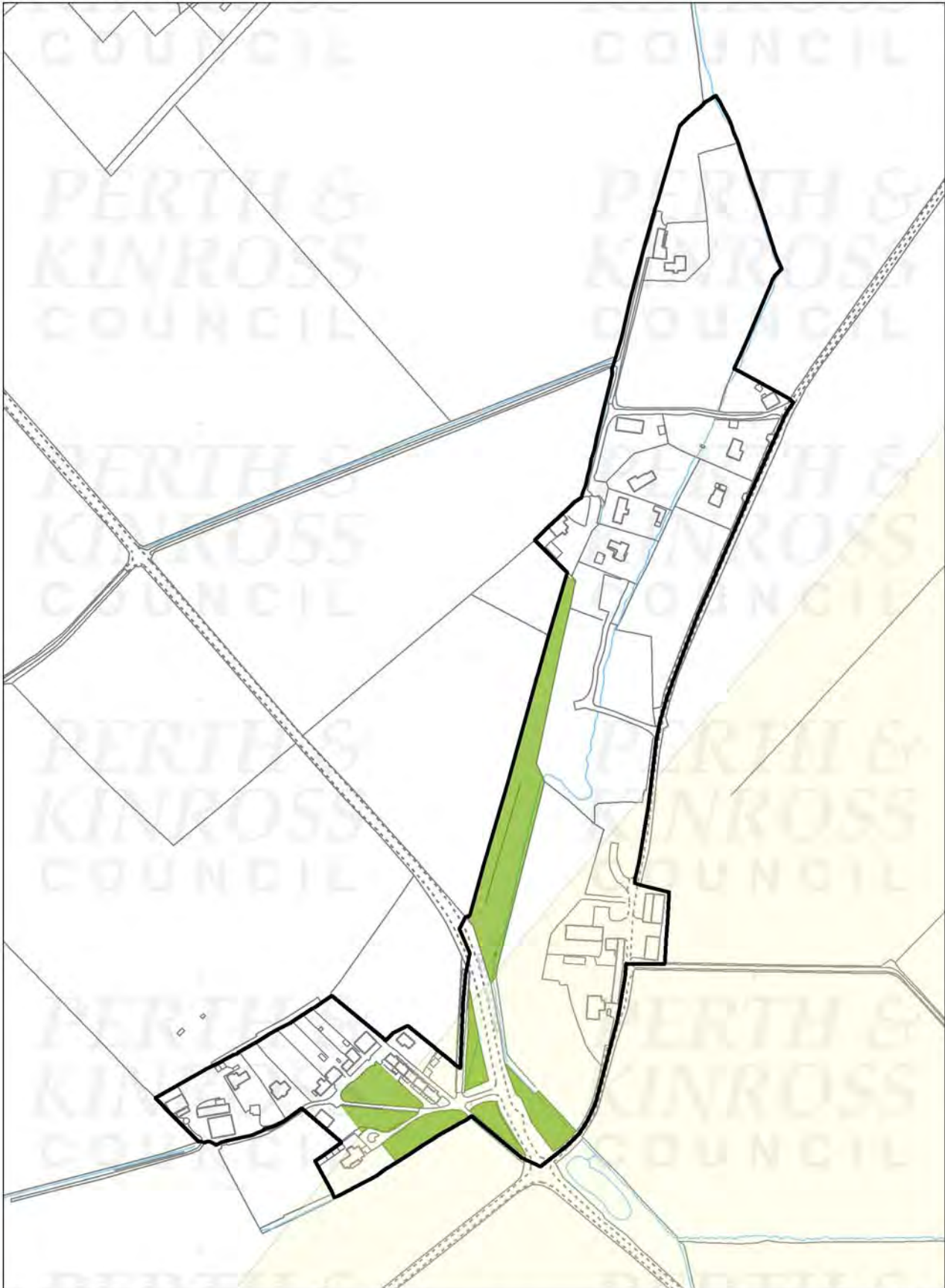
Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

All development will be required to provide a Flood Risk Assessment.

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



Damside/Saucher



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5.16 Dunning

5.16.1 Description

With a population of 940, Dunning lies approximately 9.5 miles to the south-west of Perth. It has expanded around a major crossroads with routes going to Perth, Stirling and over the Ochil Hills to Kinross-shire. The strategic location means that the settlement has a long history and is largely surrounded by sites of archaeological interest. There is evidence of an Iron Age fort on the Dun Knock, and evidence of a large Roman marching camp on the north-east edge from the first century AD. The village and St Serf's Church date from the mid 12th century. Though constructed on an ancient street form the historic core only dates from the mid 18th century having been burned down by the Jacobites. The village was an important weaving centre with a population of some 2,000 at the height of this activity. The village has expanded along the routes through it. Early expansion took place at Newton of Pitcairns but more recently expansion has been constructed at the east and west of the village. The historic core is designated a conservation area and the Conservation Area Appraisal is produced as supplementary guidance.

5.16.2 Spatial Strategy Considerations

With a good range of local services the village is capable of supporting a modest expansion. A housing site is identified on the west side of the village and a site is identified for the expansion of the school playing field. Areas of open space are shown and protected.

5.16.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

The village primary school has very limited capacity to support further development. If expanded it will cover the existing playground and further land is identified to provide further open space to support this expansion.

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

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

There are water storage issues which require investigation.

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

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

Residential Site

| Ref | Location | Size | Number |
|-----|-------------------|--------|--------|
| H20 | Auchterarder Road | 1.9 ha | 50 |

Site Specific Developer Requirements

- ⇒ Flood Risk Assessment.
- ⇒ Develop suitable access and internal road layout.
- ⇒ Integrate line of mature trees along Auchterarder Road into layout and to ensure the built form and layout strengthens the character of the settlement and creates attractive village boundary.
- ⇒ Largely off-road path to village centre through Rollo Park.
- ⇒ Contribution to improvement of core paths network.
- ⇒ Enhancement of biodiversity.

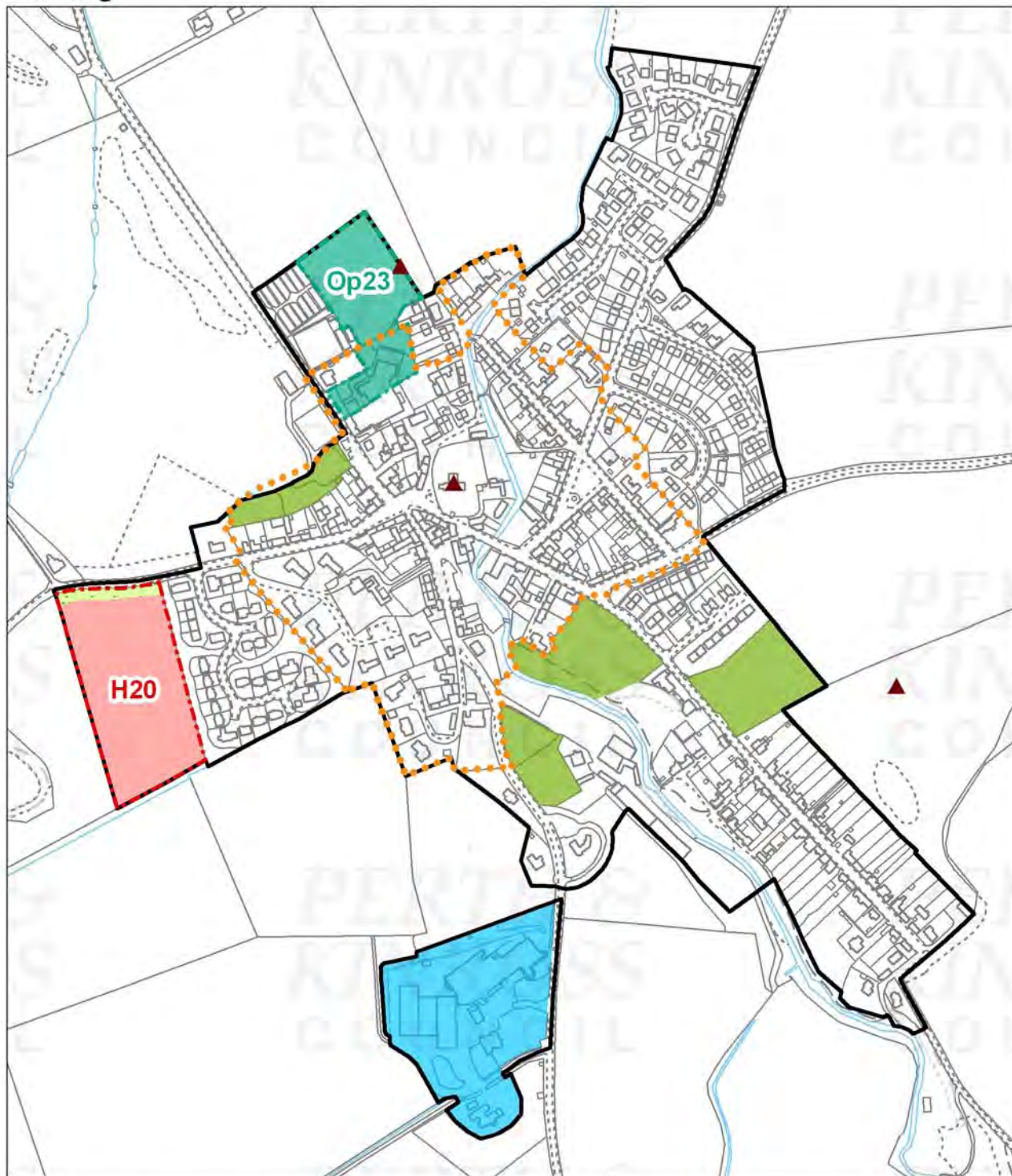


Opportunity Site

| Ref | Location | Size | Uses |
|------|--------------|--------|---------------------|
| Op23 | Station Road | 1.2 ha | Extension to school |

Site Specific Developer Requirements

- ⇒ Protect setting of scheduled ancient monument (standing stone) on east boundary of site.
- ⇒ Landscape edge for village boundary.
- ⇒ Diversion of existing right of way/core path and provision of replacement path.

Dunning

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5.17 Errol

5.17.1 Description

With a population of 1,300, Errol is one of the principal settlements in the Carse of Gowrie. Errol is situated on the old Low Carse Road midway between Perth and Dundee in a prominent attractive location on a small hill surrounded by agricultural land. The centre of the village is designated as a Conservation Area and it possesses many brick and clay houses. The Conservation Area Appraisal is produced as supplementary guidance. The village has a good range of amenities and services.

5.17.2 Spatial Strategy Considerations

The village has seen considerable expansion in recent years following allocation of a site for 162 houses in the former Local Plan. This allocation has not yet been completed and accordingly no additional housing sites have been identified for the village although there may be scope for some infill development.

5.17.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

The village primary school capacity has been increased to meet housing need. A financial contribution towards this expansion will be required from development in line with supplementary guidance.

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

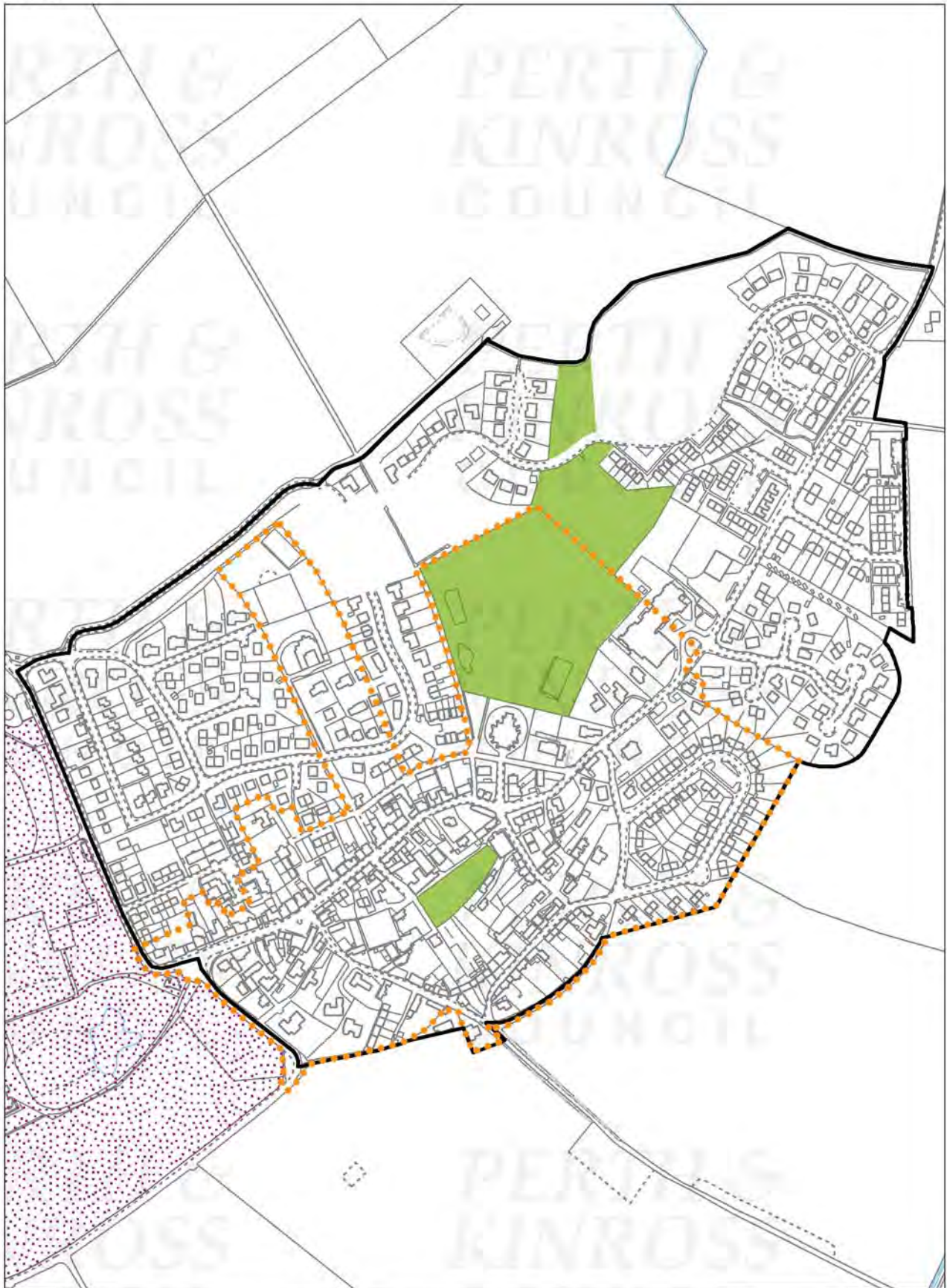
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Errol



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5.18 Errol Airfield/Grange

5.18.1 Description

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

The nearest community facilities to be found are in Errol.

5.18.2 Spatial Strategy Considerations

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

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

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

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

5.18.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

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

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

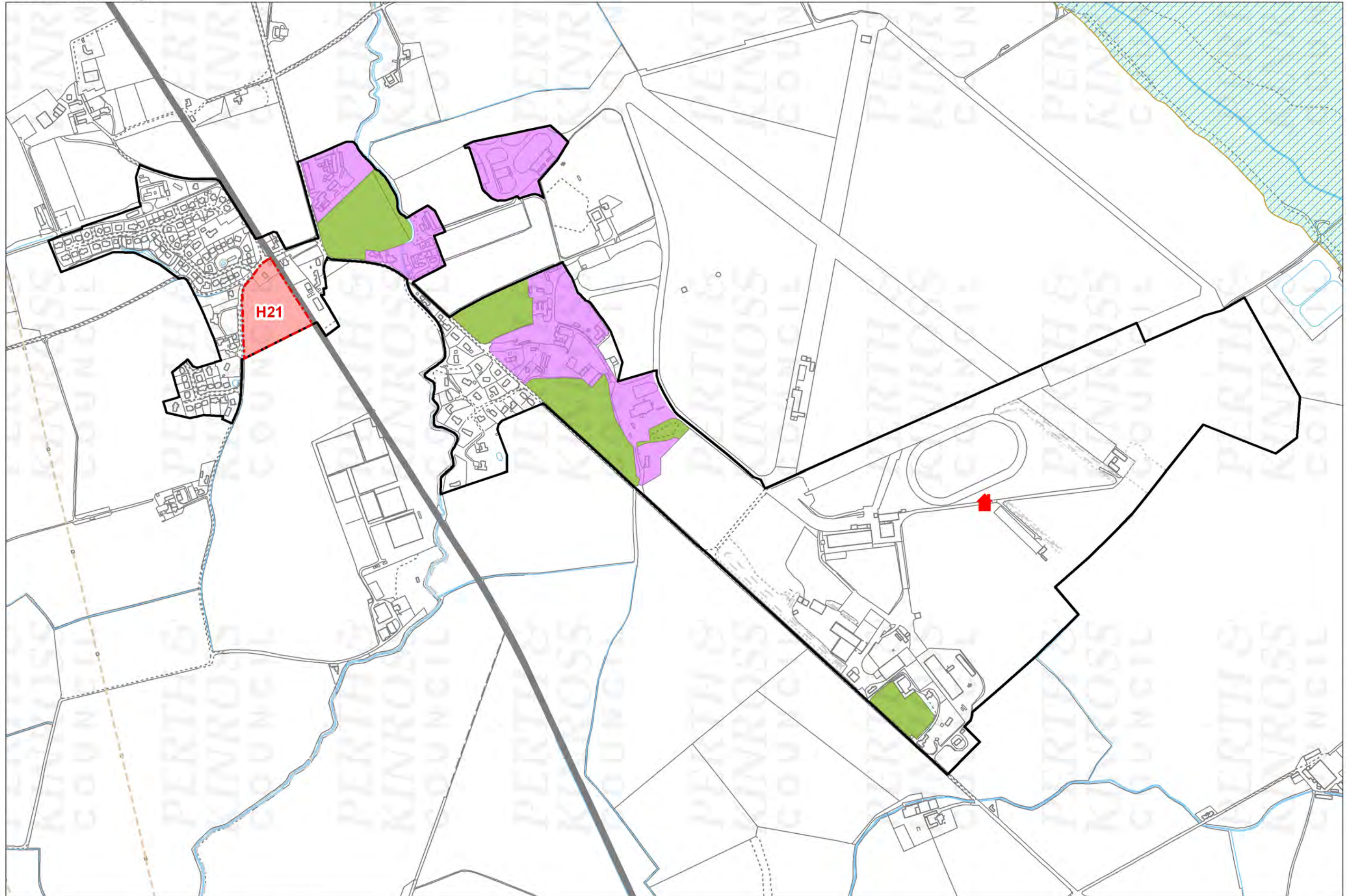
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Residential Site

| Ref | Location | Size | Number |
|---|--------------------------|--------|--------|
| H21 | West of Old Village Hall | 2.0 ha | 16 |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Noise impact assessment of adjacent railway line. ⇒ Design to create cohesion and links with adjacent development. | | | |



Errol Airfield/Grange



5.19 Forgandenny

5.19.1 Description

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

5.19.2 Spatial Strategy Considerations

The village has scope for expansion and the boundary has been extended to the south to allow some limited roadside development. In addition one site has been identified which will allow the creation of a through route from County Place to the B935 and the creation of some car parking to serve the village hall. The Strathallan school buildings and grounds lie within the settlement boundary with the grounds identified as open space to protect the setting of the school.

5.19.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

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

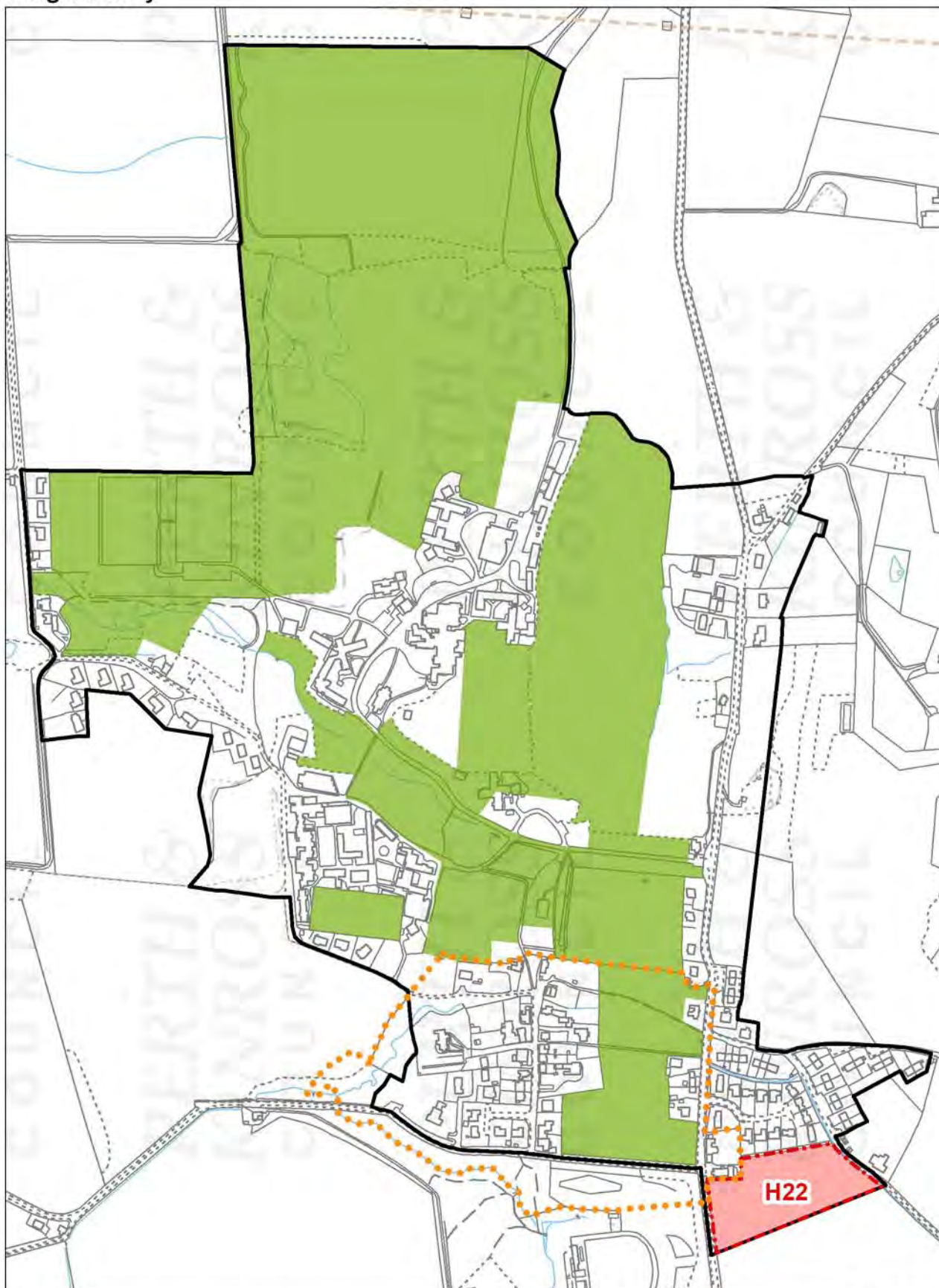
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Residential Site

| Ref | Location | Size | Number |
|--|--------------|--------|--------|
| H22 | County Place | 1.4 ha | 30 |
| Site Specific Developer Requirements | | | |
| ⇒ Design to incorporate link between County Place and B935. | | | |
| ⇒ Layout design to incorporate car parking which can be used for village hall. | | | |



Forgandenny



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5.20 Forteviot

5.20.1 Description

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

5.20.2 Spatial Strategy Considerations

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

5.20.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

Drainage from all development should connect to Public Drainage System.

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

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

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

Forteviot



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Scale:
1:3,000



5.21 Glenfarg

5.21.1 Description

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

5.21.2 Spatial Strategy Considerations

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

5.21.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

The village is within a HSE pipeline consultation zone.

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

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

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

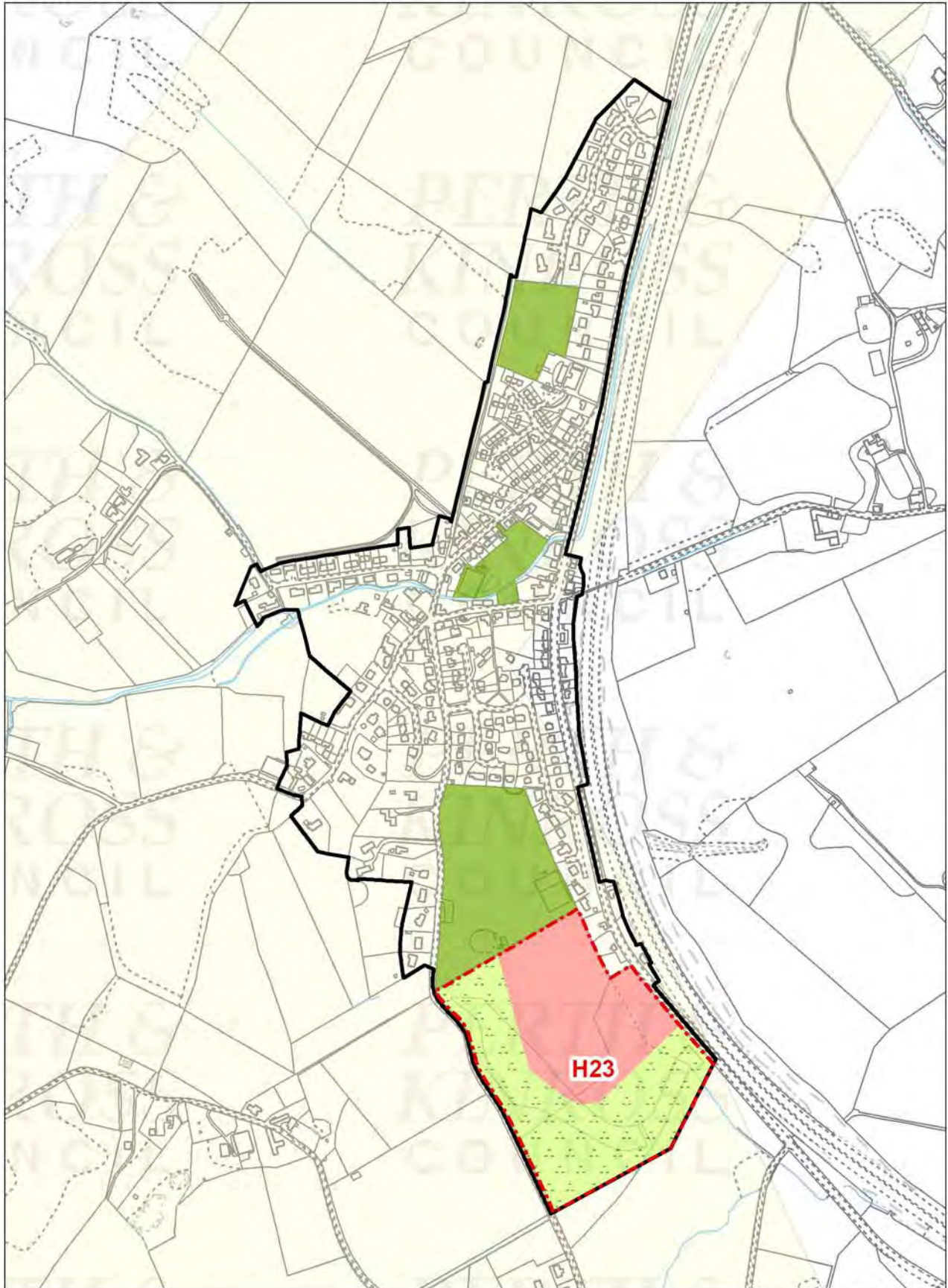
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Residential Site

| Ref | Location | Size | Number |
|--|----------------|------|------------|
| H23 | Duncrieve Road | 9 ha | 33 maximum |
| A planning application for the site was withdrawn to resolve drainage and flooding issues. The Health and Safety Executive however recommended that the site be limited to 33 houses. | | | |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Resolution of drainage and flooding issues (from withdrawn planning application). ⇒ Develop suitable access and internal road layout. ⇒ Landscape framework to ensure the built form and layout strengthens the character of the settlement and creates attractive village boundary. ⇒ Enhancement of Biodiversity. | | | |



Glenfarg



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Scale:
1:8,000



5.22 Guildtown

5.22.1 Description

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

5.22.2 Spatial Strategy Considerations

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

5.22.3 Infrastructure Considerations

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

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

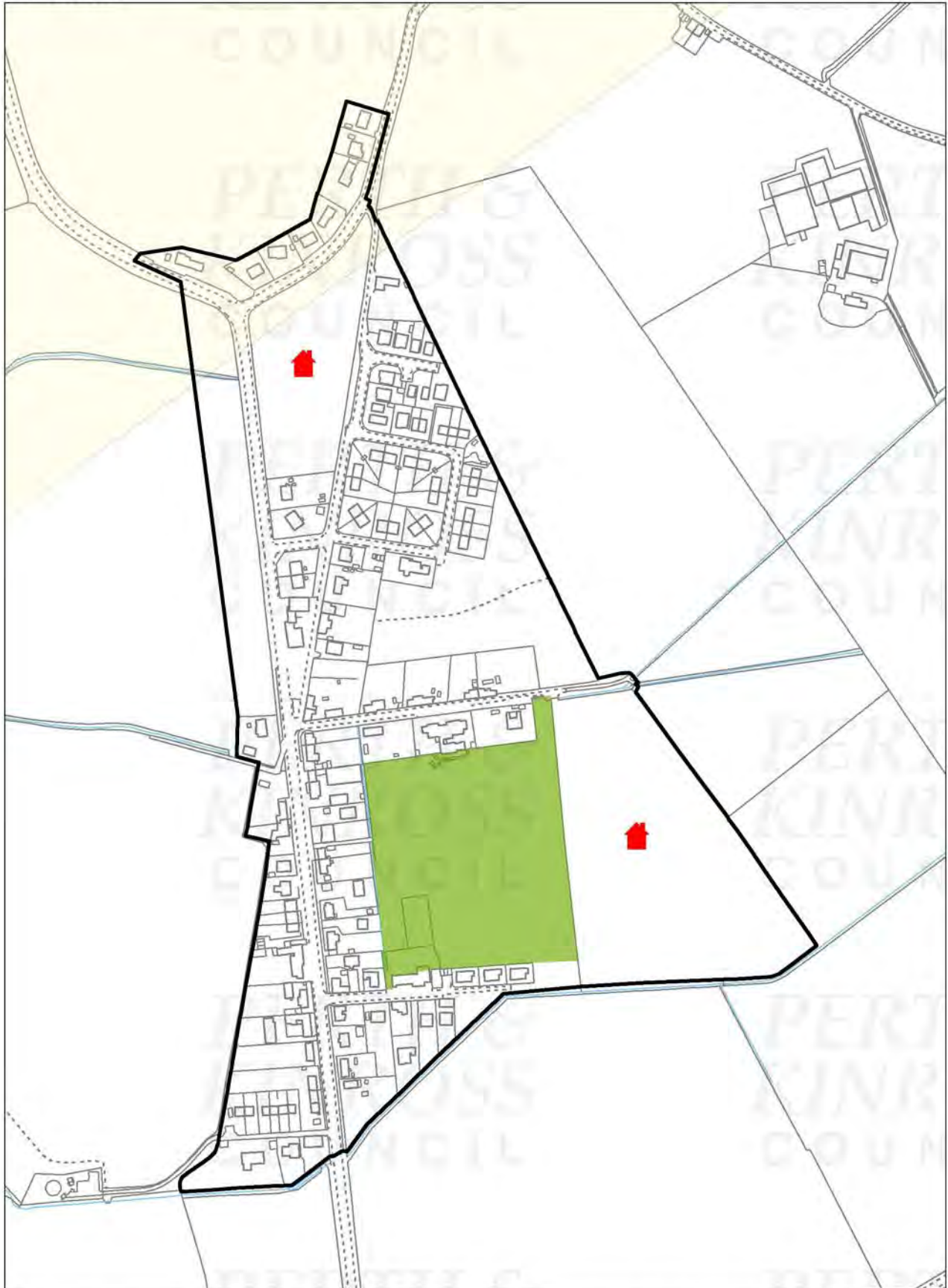
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Guildtown



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Scale:
1:4,500



5.23 Inchtute

5.23.1 Description

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

5.23.2 Spatial Strategy Considerations

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

5.23.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

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

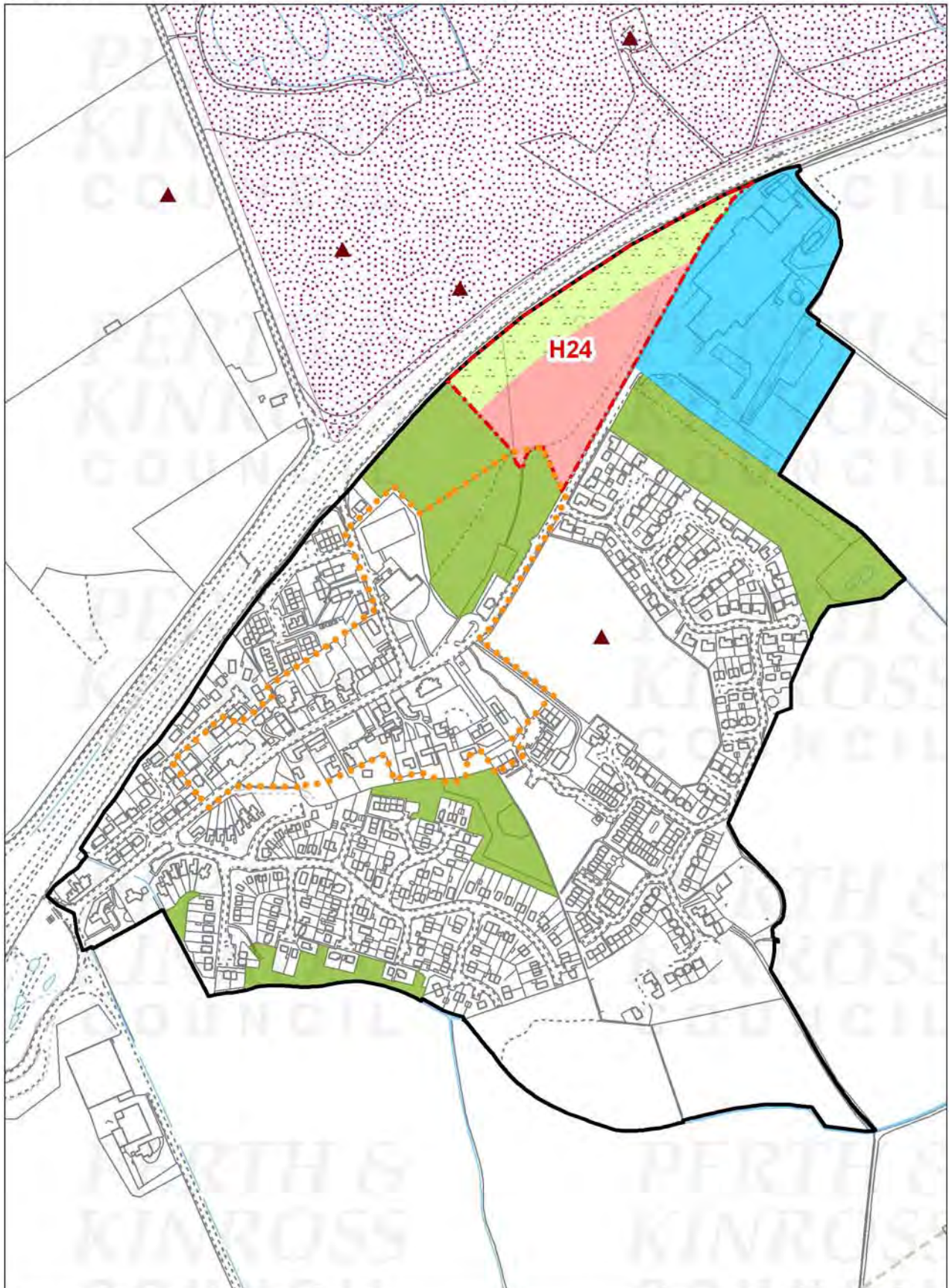
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Residential Site

| Ref | Location | Size | Number |
|--|------------------|----------------------------|--------|
| H24 | Moncur Farm Road | 3.6 ha (2.0 ha housing) | 16 |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Noise attenuation measures along A90. ⇒ Provision of public space and paths in green area. The first 40 metres to be planted with Scots Pine Birch Ash Lime Oak and Aspen. ⇒ Existing stone wall to be reused to provide boundary treatment for properties bounding Moncur Farm Road. ⇒ The creation of an avenue of trees in the front gardens in the properties bounding Moncur Farm Road to mitigate impact of tree loss. ⇒ Incorporation of core path into layout. | | | |



Inchture



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Scale:
1:6,500



5.24 Invergowrie

5.24.1 Description

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

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

5.24.2 Spatial Strategy Considerations

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

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

5.24.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

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

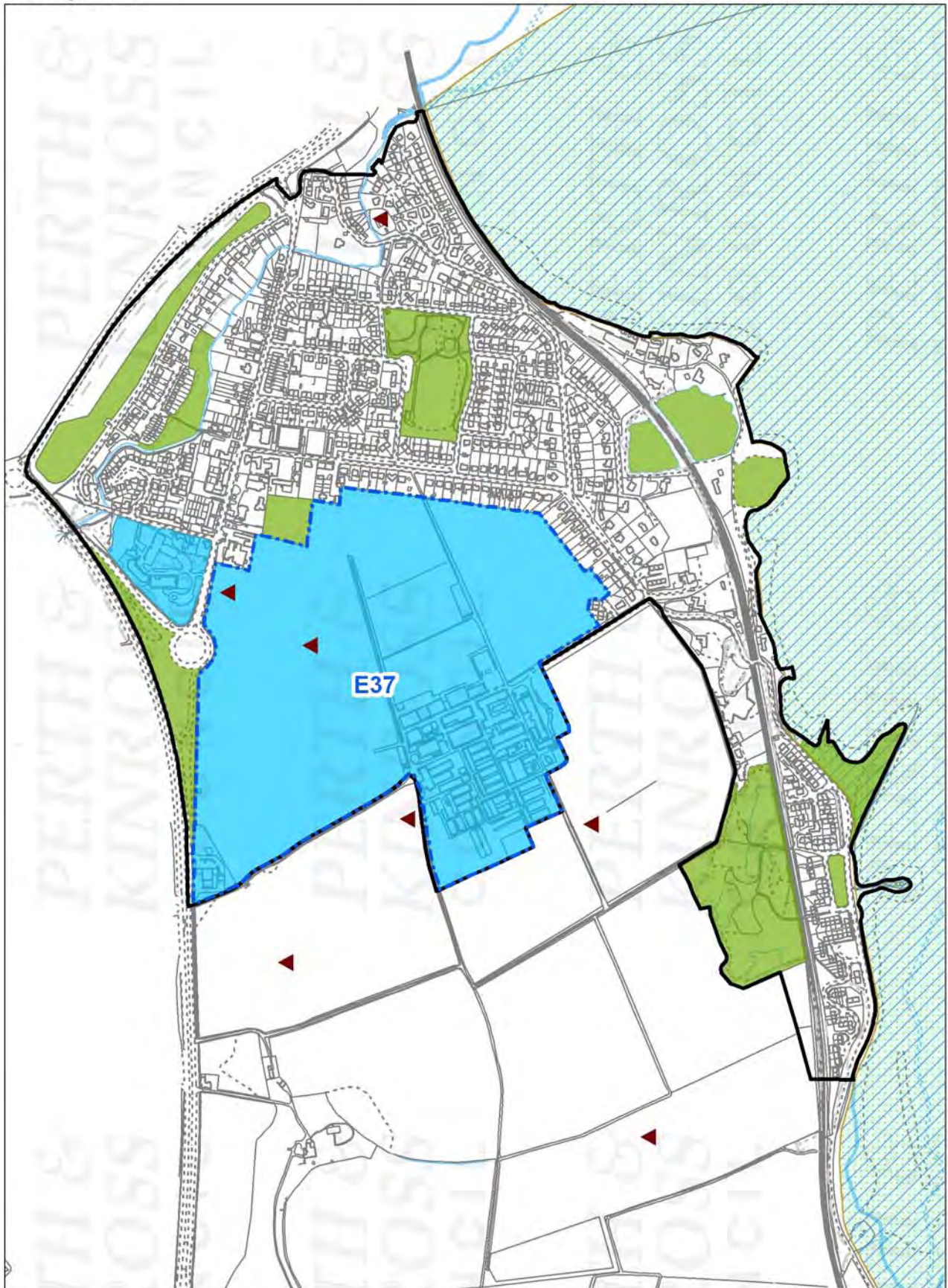
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Employment Site

| Ref | Location | Size | Uses |
|--|------------------------|-------------------------|------------------------------------|
| E37 | James Hutton Institute | 5-10 ha from 52 ha site | Class 4 Food/Agricultural Research |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ A masterplan will be required for the comprehensive development of this site setting out the phases of development. ⇒ Development must be compatible with existing uses. ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ Transport Assessment. ⇒ Enhancement of biodiversity and protection of habitats. | | | |



Invergowrie



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5.25 Kinfauns

5.25.1 Description

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

5.25.2 Spatial Strategy Considerations

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

5.25.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

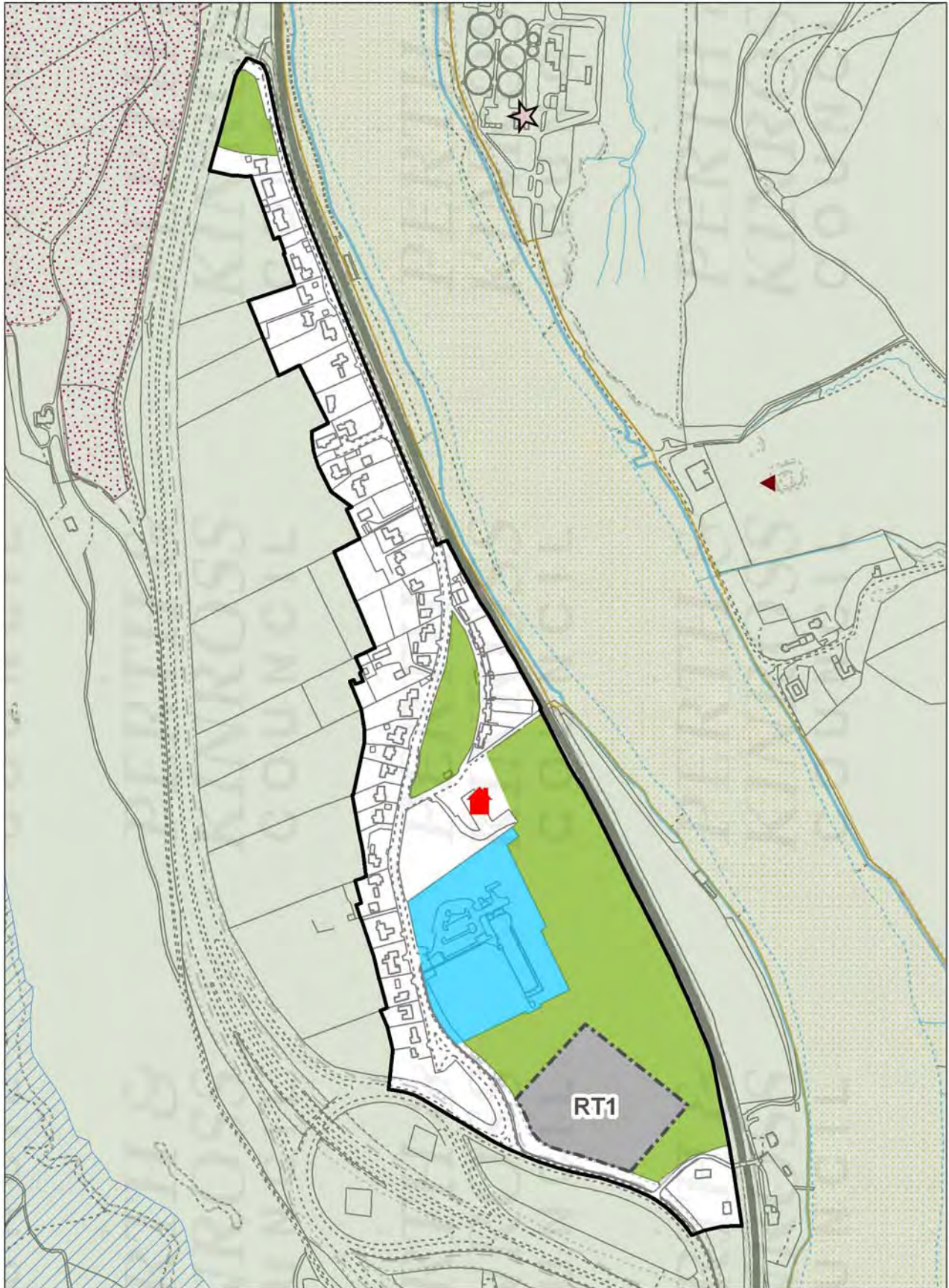
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Transport Infrastructure Site

| Ref | Location | Size | Uses |
|---|---------------|------|---------------|
| RT1 | West Kinfauns | N/A | Park and ride |
| Site Specific Developer Requirements | | | |
| ⇒ Enhanced landscape framework to be created incorporating biodiversity improvements. | | | |



Kinfauns



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5.26 Kinnaird

5.26.1 Description

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

5.26.2 Spatial Strategy Considerations

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

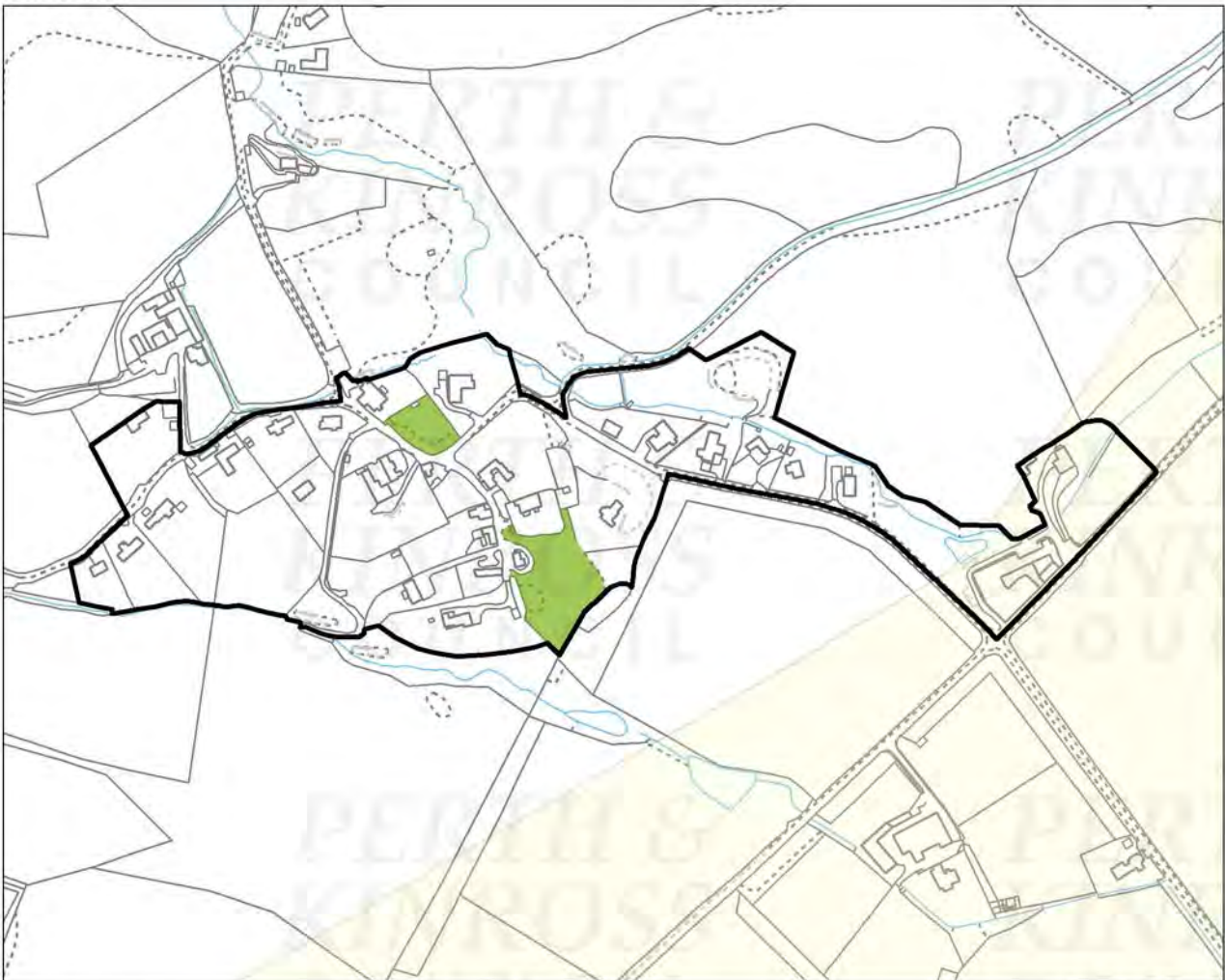
5.26.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

Kinnaird



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Scale:
1:5,500



5.27 Kinrossie

5.27.1 Description

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

5.27.2 Spatial Strategy Considerations

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

5.27.3 Infrastructure Considerations

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

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

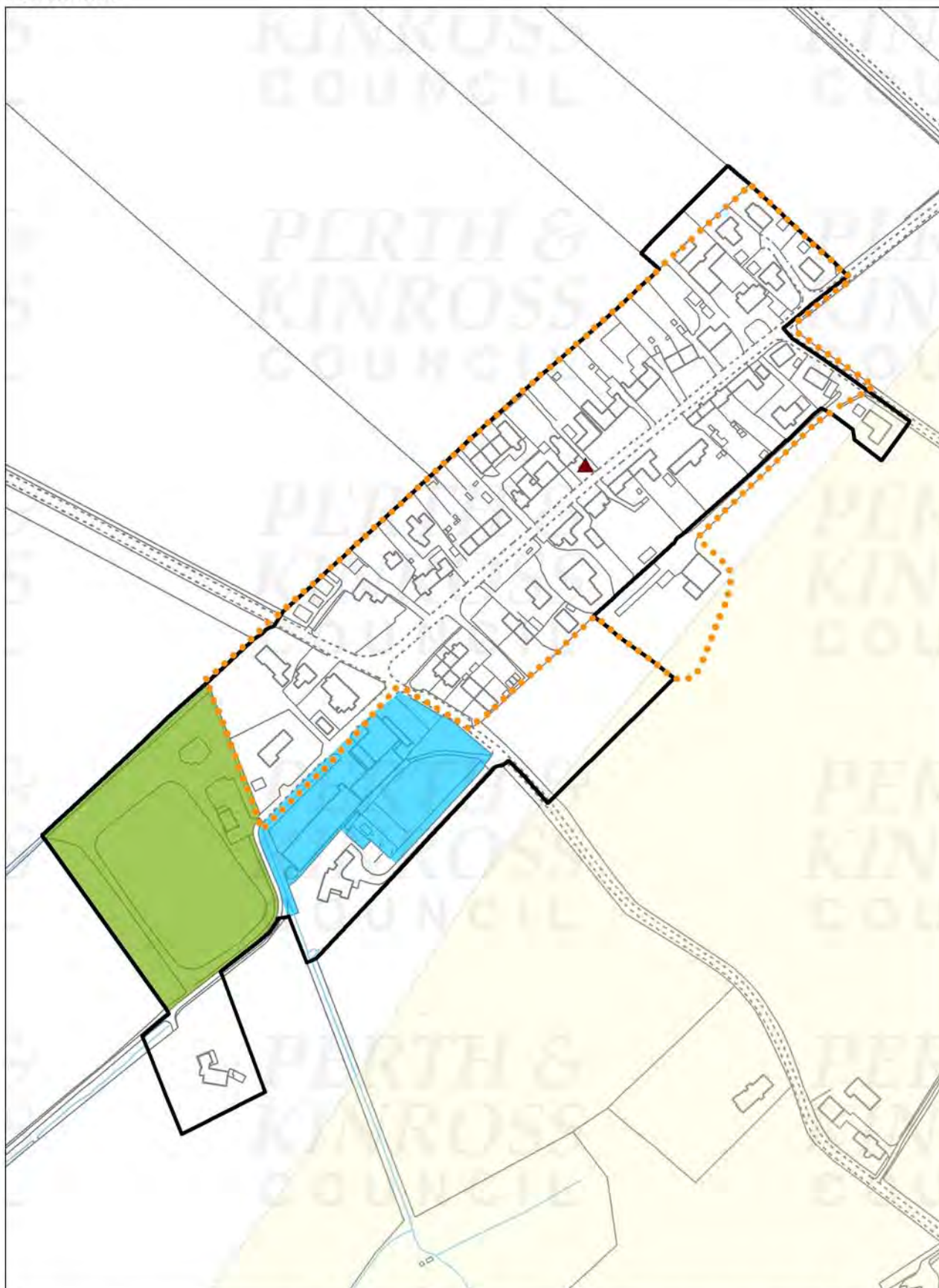
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Kinrossie



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1:3,500



5.28 Longforgan

5.28.1 Description

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

5.28.2 Spatial Strategy Considerations

Further growth in the village could be supported and may act as a catalyst for the provision of improvements to community, educational and play facilities. However, as the village is contained in the Dundee Housing Market Area, and in order not to compromise the TAYplan aim of encouraging growth in the City of Dundee, only limited phased growth is proposed in Longforgan.

5.28.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

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

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

Residential Sites

| Ref | Location | Size | Number |
|-----|------------------|--------|------------|
| H25 | South Longforgan | 2.2 ha | 75 maximum |
| H26 | | 5.3 ha | |

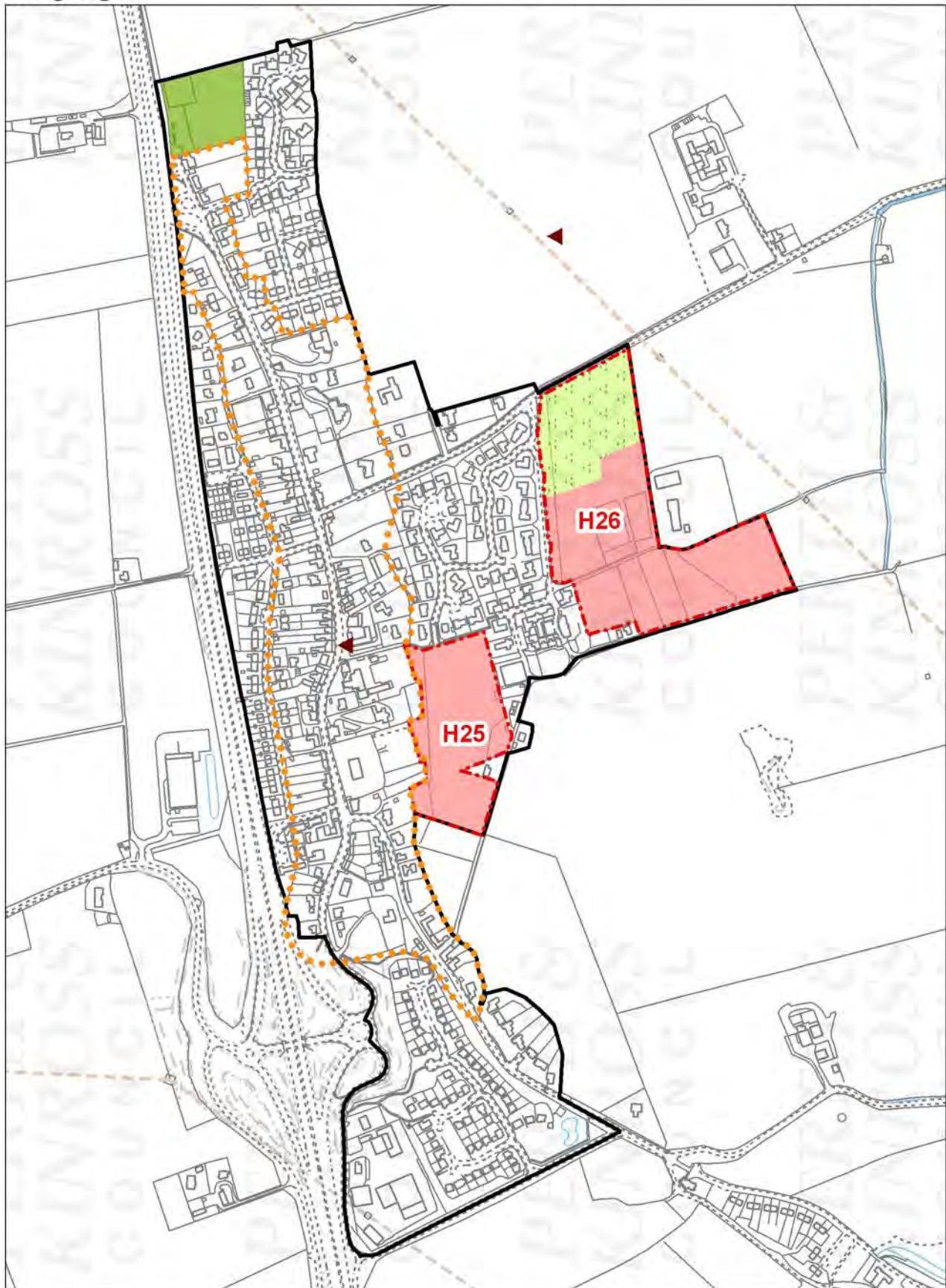
The site may be able to accommodate more than 75 houses but the maximum permitted to 2024 will be 75 houses. The total numbers and phasing require to be identified through a masterplan.

Site Specific Developer Requirements

- ⇒ The provision on an integrated masterplan will be required for these sites and the associated improvements to community, educational and play facilities.
- ⇒ A phasing plan should be produced to ensure that the build rate does not exceed 25 houses in any 3 year period.
- ⇒ Ensure built form and layout respond appropriately to the Conservation Area and its landscape setting.
- ⇒ Transport Assessment.
- ⇒ Improvements to core paths within the site and the wider core path network.
- ⇒ Enhancement of biodiversity.



Longforgan



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5.29 Luncarty

5.29.1 Description

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

5.29.2 Spatial Strategy Considerations

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

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

5.29.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

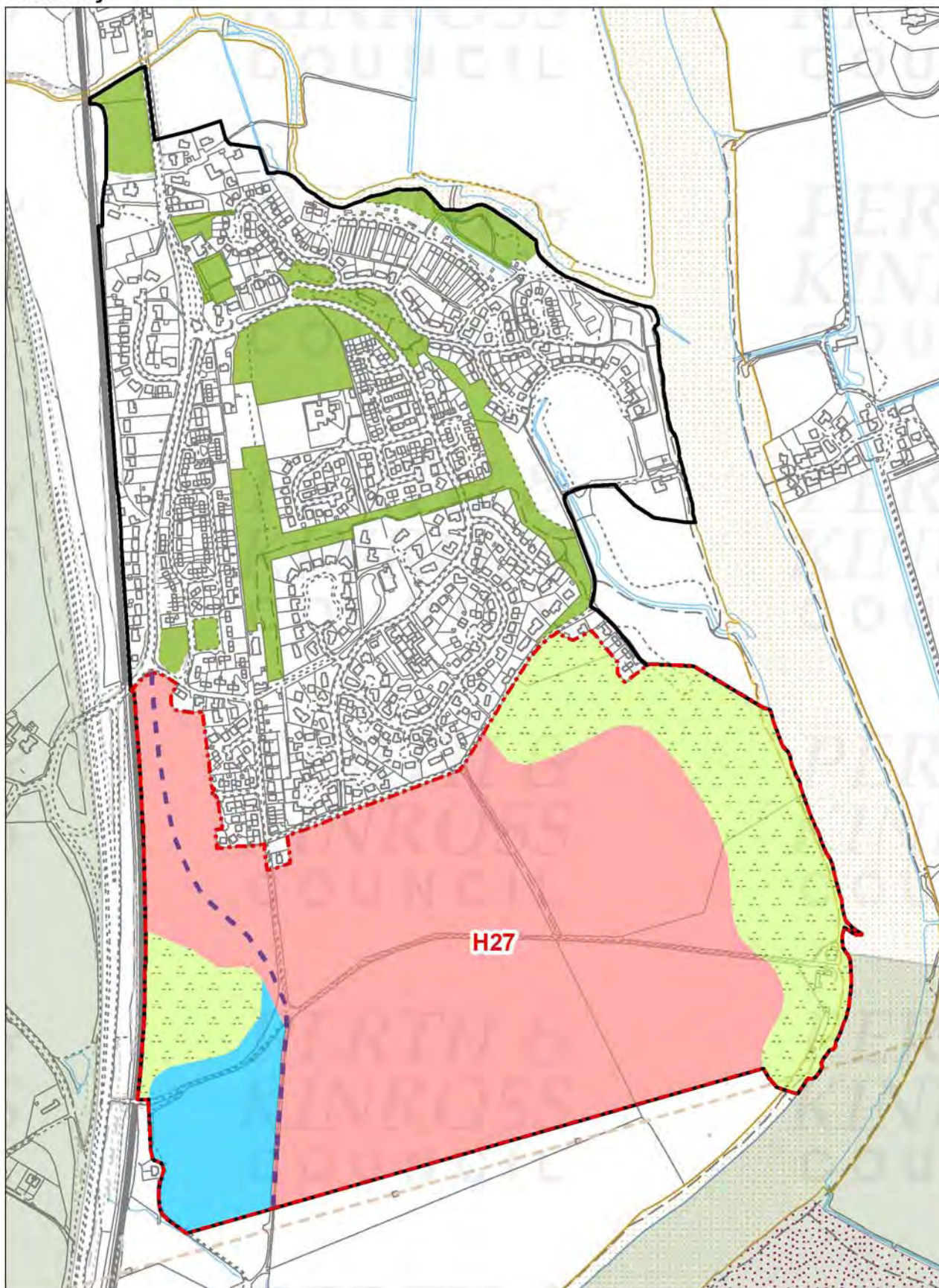
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Luncarty



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Residential Site

| Ref | Location | Size | Number |
|-----|----------------|-------|--|
| H27 | Luncarty South | 64 ha | 200 houses and 5 ha of employment land |

The maximum permitted to 2024 will be 200 houses.

The site may be able to accommodate more than 200 houses but the total numbers and phasing require to be identified through a masterplan.

Site Specific Developer Requirements

- ⇒ Masterplan submitted at the time of any planning application to ensure built form and layout respond appropriately to the landscape.
- ⇒ The open space which abuts the River Tay must be defined by a Flood Risk Assessment and protected in perpetuity for Flood Risk reasons.
- ⇒ Transport Assessment.
- ⇒ Design of new A9 junction and river crossing will have to be approved to allow access and site layout to be designed.
- ⇒ A maximum of 75 houses will be permitted to be occupied prior to the site connecting to the new A9 junction.
- ⇒ Enhancement of biodiversity and protection of riverbank habitats.
- ⇒ Cycle paths, core paths and rights of way incorporated into masterplan and designed to improve active transport links between Luncarty and Perth.
- ⇒ Path improvements to proposed core paths within the housing site and associated greenspace addressed in masterplan.
- ⇒ Developer contribution towards connections and improvements to core paths in the vicinity.
- ⇒ Investigation of provision of a district heating system and combined heat and power infrastructure utilising renewable resources.



5.30 Methven

5.30.1 Description

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

5.30.2 Spatial Strategy Considerations

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

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

5.30.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

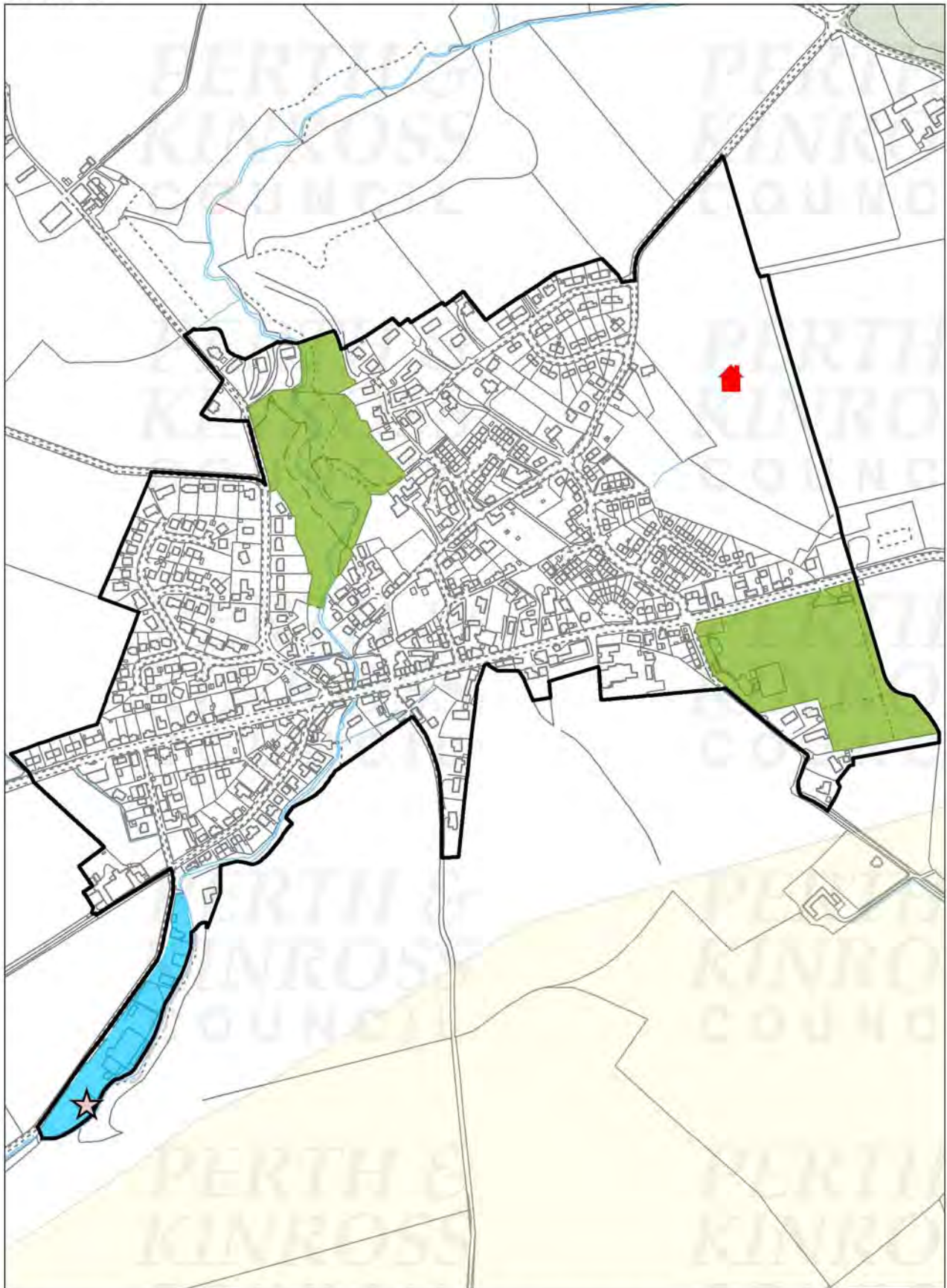
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Methven



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Scale:
1:7,000



5.31 Perth Airport

5.31.1 Description

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

5.31.2 Spatial Strategy Considerations

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

5.31.3 Infrastructure Considerations

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

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

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

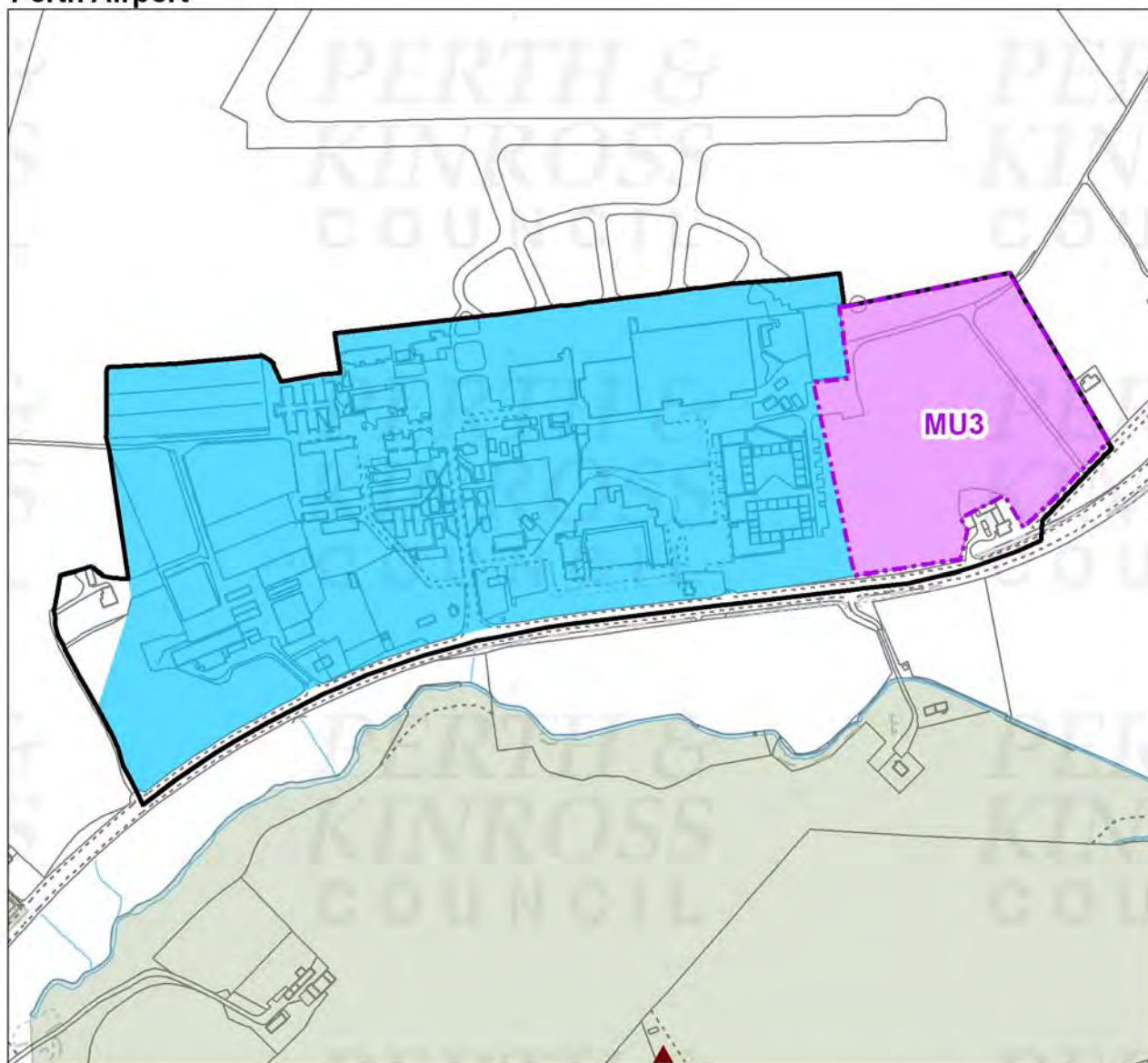
Further residential development requires the Cross Tay Link Road.

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

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



Perth Airport



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Scale:
1:6,000

Mixed Use Site

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

Site Specific Developer Requirements

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



5.32 Rait

5.32.1 Description

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

5.32.2 Spatial Strategy Considerations

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

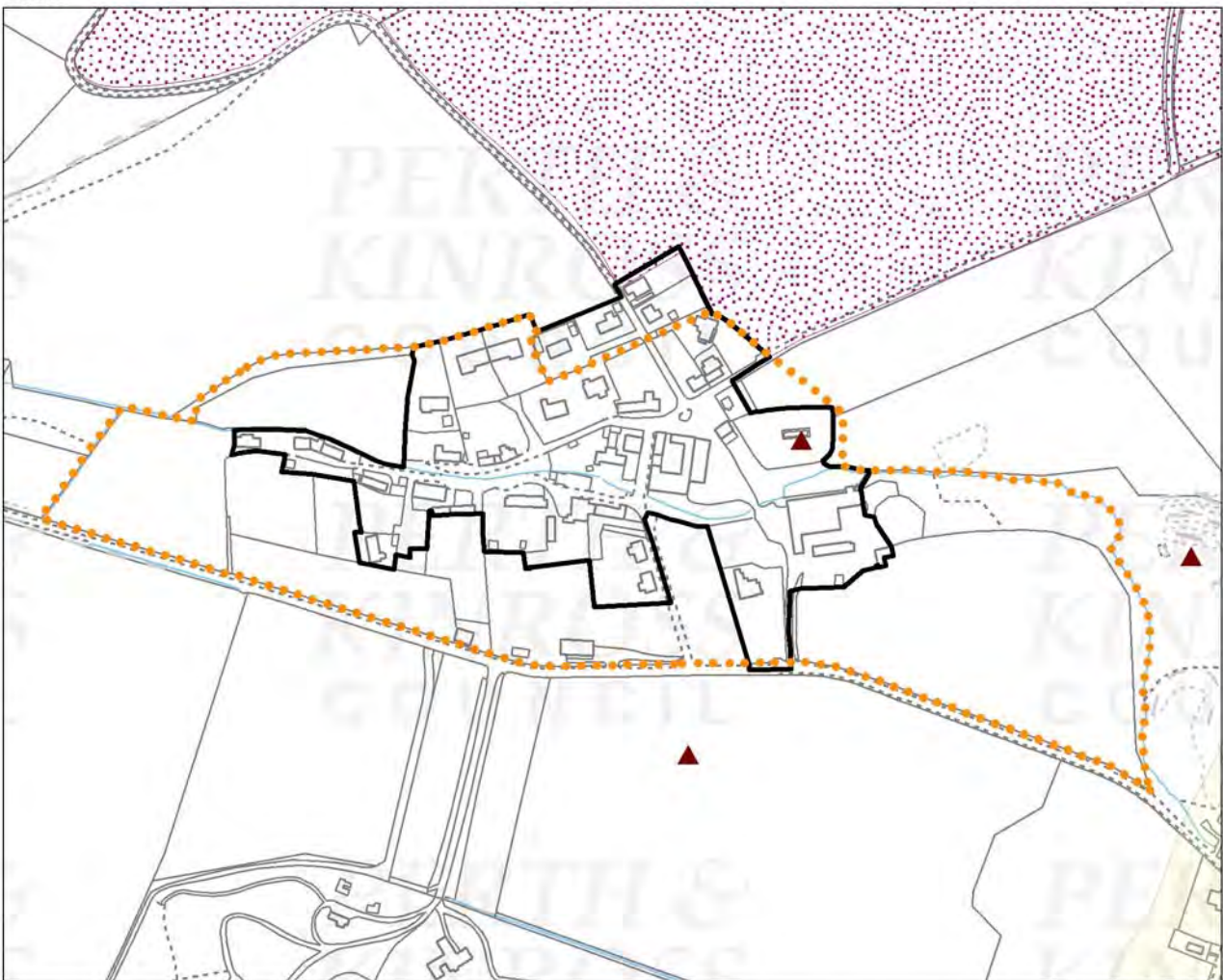
5.32.3 Infrastructure considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

Rait



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Scale:
1:4,500



5.33 Scone

5.33.1 Description

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

5.33.2 Spatial Strategy Considerations

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

5.33.3 Infrastructure considerations

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

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

Network investigations are required to confirm the drainage capacity.

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

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

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

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



Residential Site

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

Site Specific Developer Requirements

- ⇒ Masterplan required for entire site (including phasing only 350 houses built by 2024).
- ⇒ Layout of site cannot be finalised until road line and junction details for CTRL are finalised.
- ⇒ Houses cannot be occupied until CTRL constructed.
- ⇒ Flood Risk Assessment required and the results may reduce the amount of land available for development. Groundwater flooding will need to be considered as spring and dry valley are within the site boundary. The development of the site must not increase the risk of flooding down gradient and may require improvements to current drainage arrangements off site.
- ⇒ Water storage requires investigation.
- ⇒ Core Paths should be accommodated within the development and developer contributions provided for path improvements to address significant extra demand on routes in the scone area.
- ⇒ Pedestrian and cycle routes provided to village centre.
- ⇒ Suitable boundary treatment to create village edge.
- ⇒ Enhancement of biodiversity and woodland corridors.
- ⇒ Provision of site for a potential new primary school and financial contribution in line with the Council guidance.
- ⇒ Investigation of provision of a district heating system and combined heat and power infrastructure utilising renewable resources.

Mixed Use Site

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

Site Specific Developer Requirements

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

Opportunity Site

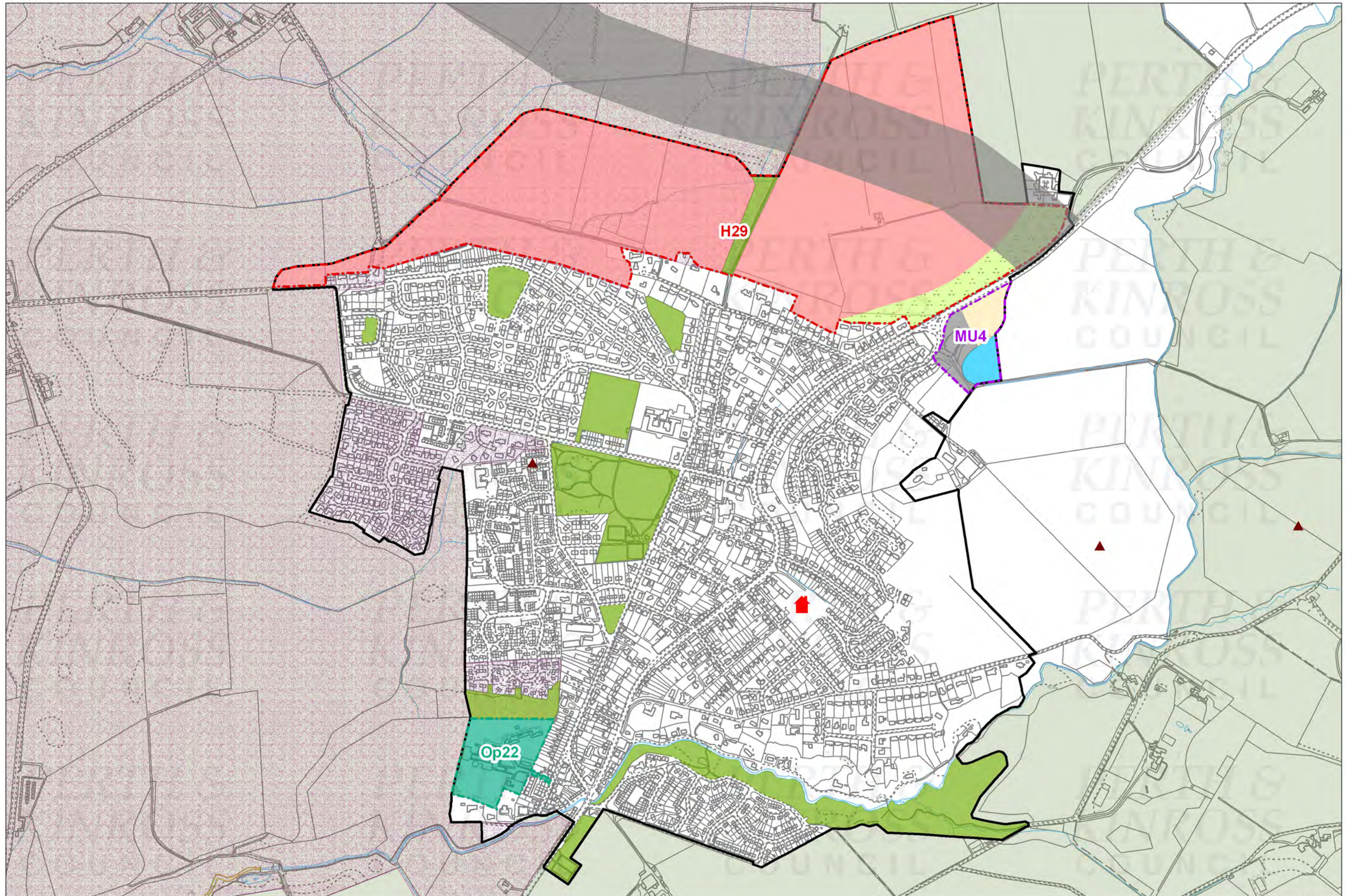
| Ref | Location | Size | uses |
|------|--------------|------|---|
| Op22 | Glebe School | 4 ha | Residential 100 units Community uses |

Site Specific Developer Requirements

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



Scone



5.34 St Madoes/Glencarse

5.34.1 Description

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

5.34.2 Spatial Strategy Considerations

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

5.34.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

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

St Madoes/Glencarse



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5.35 Stanley

5.35.1 Description

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

5.35.2 Spatial Strategy Considerations

Stanley appears as a principal settlement within the Perth Core in TAYplan but outside the Green Belt and with a good range of services has the capacity to see considerable expansion. The Plan proposes the development of a masterplan incorporating a series of sites providing up to 300 houses. A phasing plan will be required to ensure that no more than 180 houses are occupied prior to 2024. This significant expansion will be expected to assist in delivering enhanced community facilities and support improved shopping provision. In addition the masterplan should identify opportunities and provide for 1ha of employment land.

5.35.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

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

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

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

Residential Site

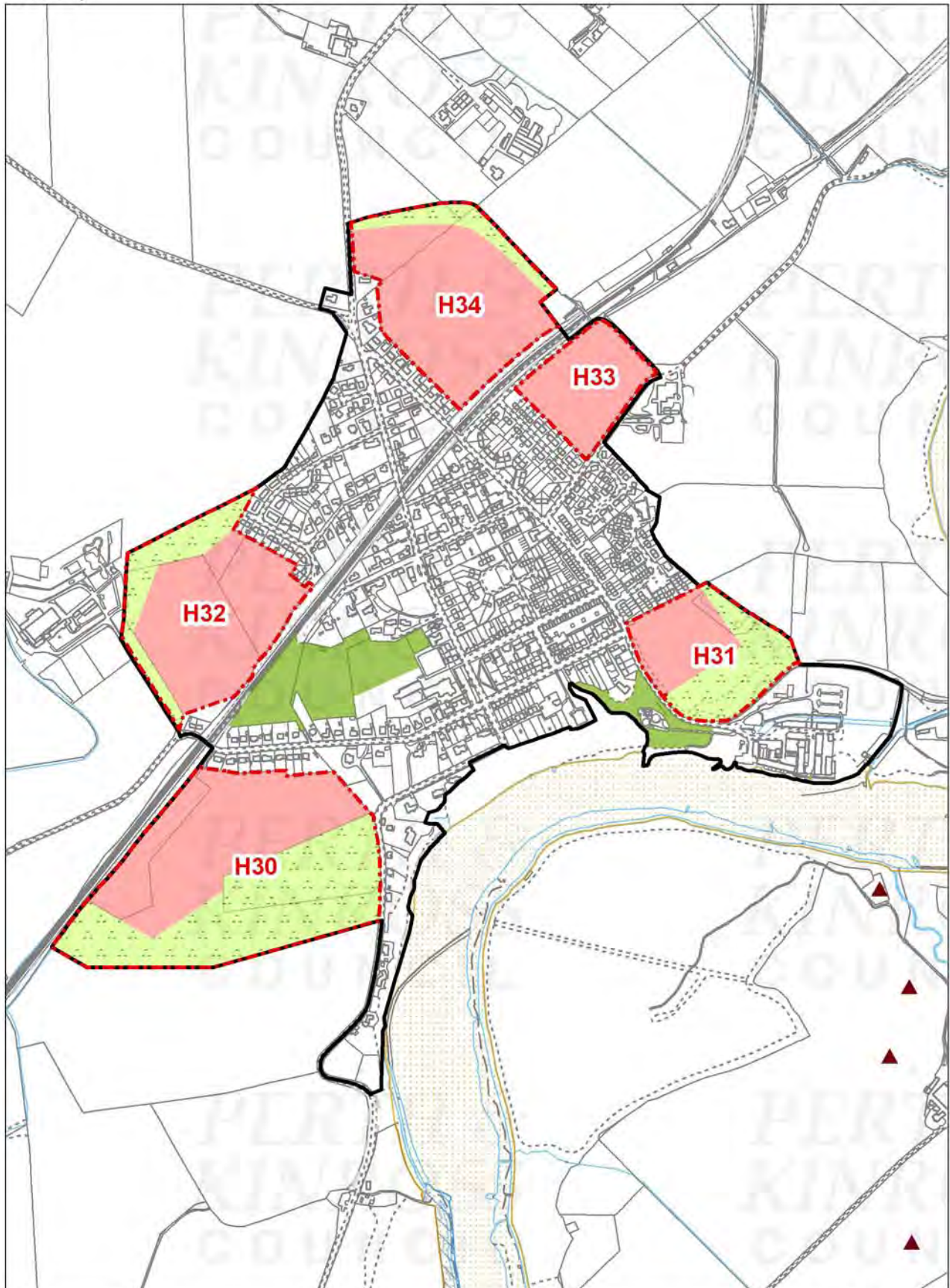
| Ref | Location | Size | Number |
|--------|----------|---------|------------------------------------|
| H30-34 | Stanley | 25.7 ha | 300 maximum (180 occupied by 2024) |

Site Specific Developer Requirements

- ⇒ Comprehensive masterplan required for village expansion.
- ⇒ Development phased with a maximum of 180 houses built before 2024.
- ⇒ The identification and provision of 1ha of employment land.
- ⇒ The identification and provision of suitable public open space/playing fields together with changing facilities to support the expanded requirements of the village.
- ⇒ Flood Risk Assessment required for site H31 which must consider risk of flooding from adjacent reservoir.
- ⇒ Cycle paths, core paths and pedestrian routes incorporated into masterplan.
- ⇒ The development of a comprehensive landscape masterplan for the village creating a robust landscape framework maximising the potential to enhance biodiversity and protection of habitats.
- ⇒ Contributions to enhanced community facilities.



Stanley



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5.36 Tibbermore

5.36.1 Description

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

5.36.2 Spatial Strategy Considerations

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

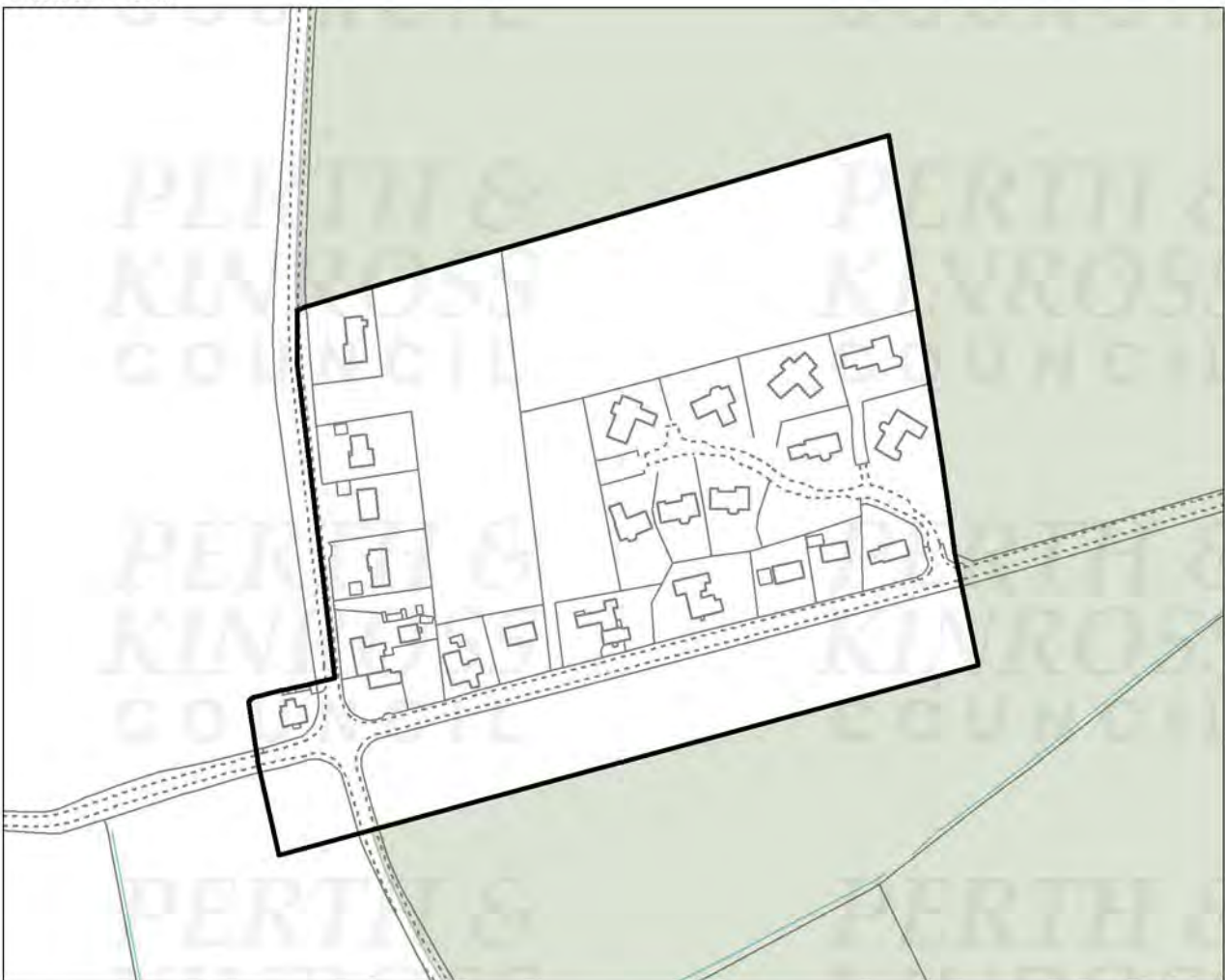
5.36.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

Tibbermore



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5.37 Wolfhill

5.37.1 Description

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

5.37.2 Spatial Strategy Considerations

Outline planning permission exists for an extension of the settlement to the west. It is proposed to extend this site with a green buffer strip at the southern end to allow some additional housing during the plan period and create an improved village edge.

5.37.3 Infrastructure Considerations

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

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2012.

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

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

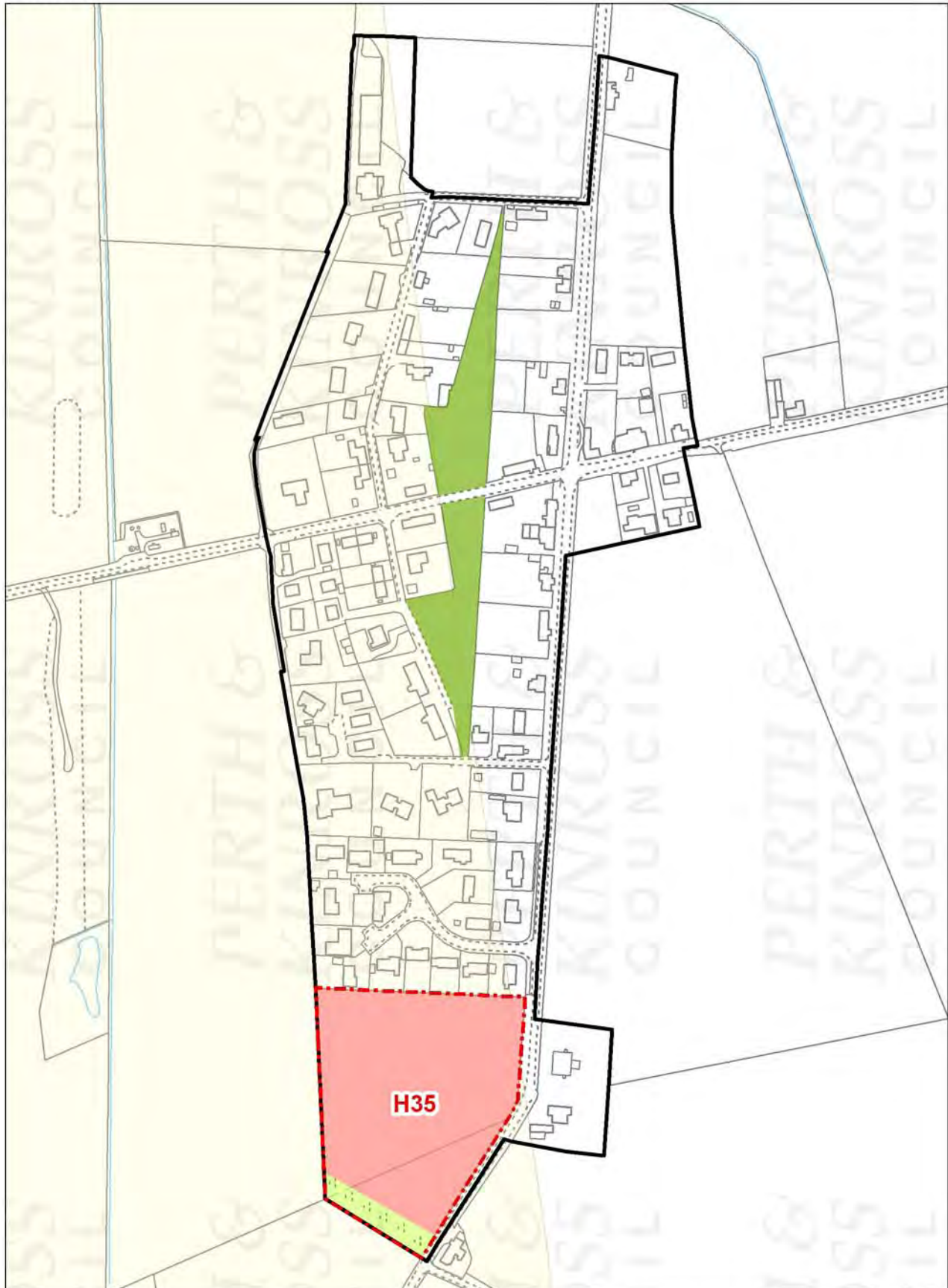
Any development of 5 or more houses will require to contribute towards affordable housing provision in accordance with the Council's Affordable Housing Policy.

Residential Site

| Ref | Location | Size | Number |
|---|----------|--------|--------|
| H35 | Wolfhill | 1.5 ha | 24 |
| Site Specific Developer Requirements | | | |
| ⇒ Provision of bus 'pick-up and drop-off' areas with enclosed shelters adjacent to the proposed access. | | | |
| ⇒ Buffer planting strip along southern end of site. | | | |
| ⇒ Enhancement of biodiversity and protection of habitats. | | | |
| ⇒ Footway fronting the site and linking to the existing footway required. | | | |



Wolfhill



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6. Highland Perthshire Area

6.1 Introduction

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

Employment Land

- 6.1.4 The TAYplan proposes that the focus for employment land provision should be in Aberfeldy, Birnam/Dunkeld and Pitlochry. However, in order to meet local needs and support the local economy in Highland Perthshire, additional employment land has been identified in various other villages to provide choice and opportunity.
- 6.1.5 To provide at least a 5 year supply of employment land, a minimum of 5 hectares of employment land is required up to 2024 in the Highland Perthshire area. Currently there are 1.27 ha of effective employment land supply (Foss Road, Pitlochry) leaving an additional 3.73 ha to be identified.
- 6.1.6 The following employment land sites are proposed and although they could potentially provide up to 13.2 ha of employment land, more detailed analysis of these sites may limit the usable area.

| Site Ref | Settlement | Location | Area (ha) |
|--------------|-----------------|-----------------------------------|-------------|
| E10 | Aberfeldy | Borlick | 5.6 |
| E12 | Dunkeld | Tullymilly | 1.2 |
| E13 | Dunkeld | Tullymilly | 2.1 |
| E11 | Ballinluig | West of A9/South of playing field | 2.4 |
| E14 | Inver | | 1.6 |
| E15 | Kinloch Rannoch | Kinloch Rannoch North | 0.3 |
| Total | | | 13.2 |

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

Housing

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



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

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

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

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

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

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

6.1.13 In order to achieve the TAYplan requirements, the following additional housing allocations are proposed, with a potential capacity to accommodate approximately 600 houses, slightly more than the Plan minimum requirement:

Aberfeldy

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

Pitlochry

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

Landward

| Site Ref | Location | No of Units |
|--------------|-----------------|-------------|
| H40 | Ballinluig | 45 |
| H41 | Fearnan | 20 |
| H42 | Kenmore | 20 |
| H43 | Kinloch Rannoch | 20 |
| H44 & H45 | Murthly | 30 |
| Total | | 135 |



Housing within the Lunan Valley Lochs Catchment

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

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

Retail

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

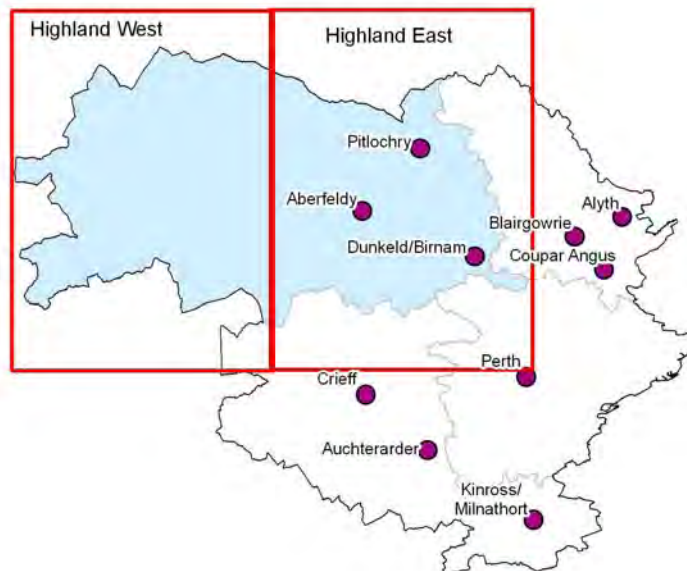
Infrastructure

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













Education Infrastructure

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

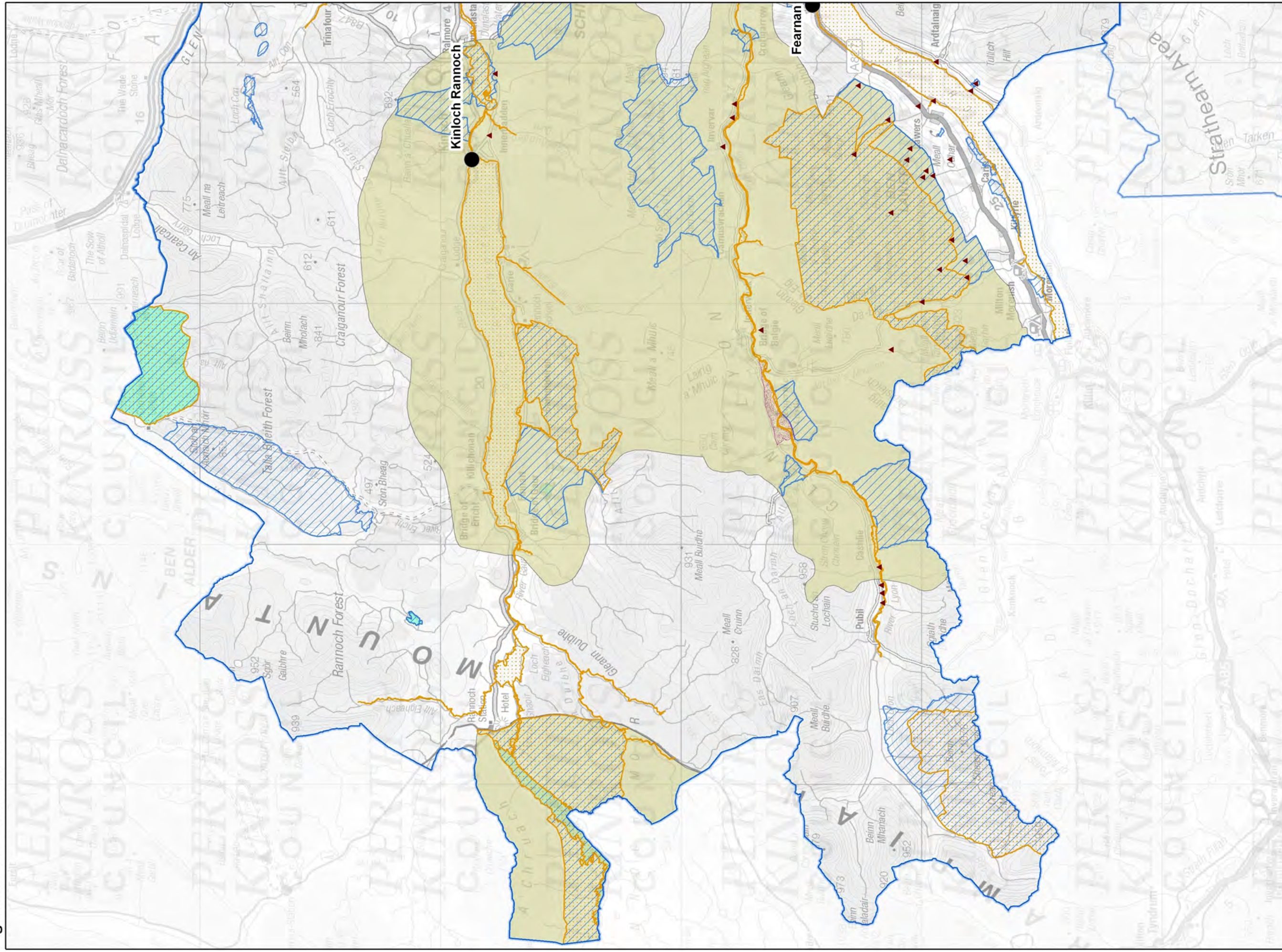


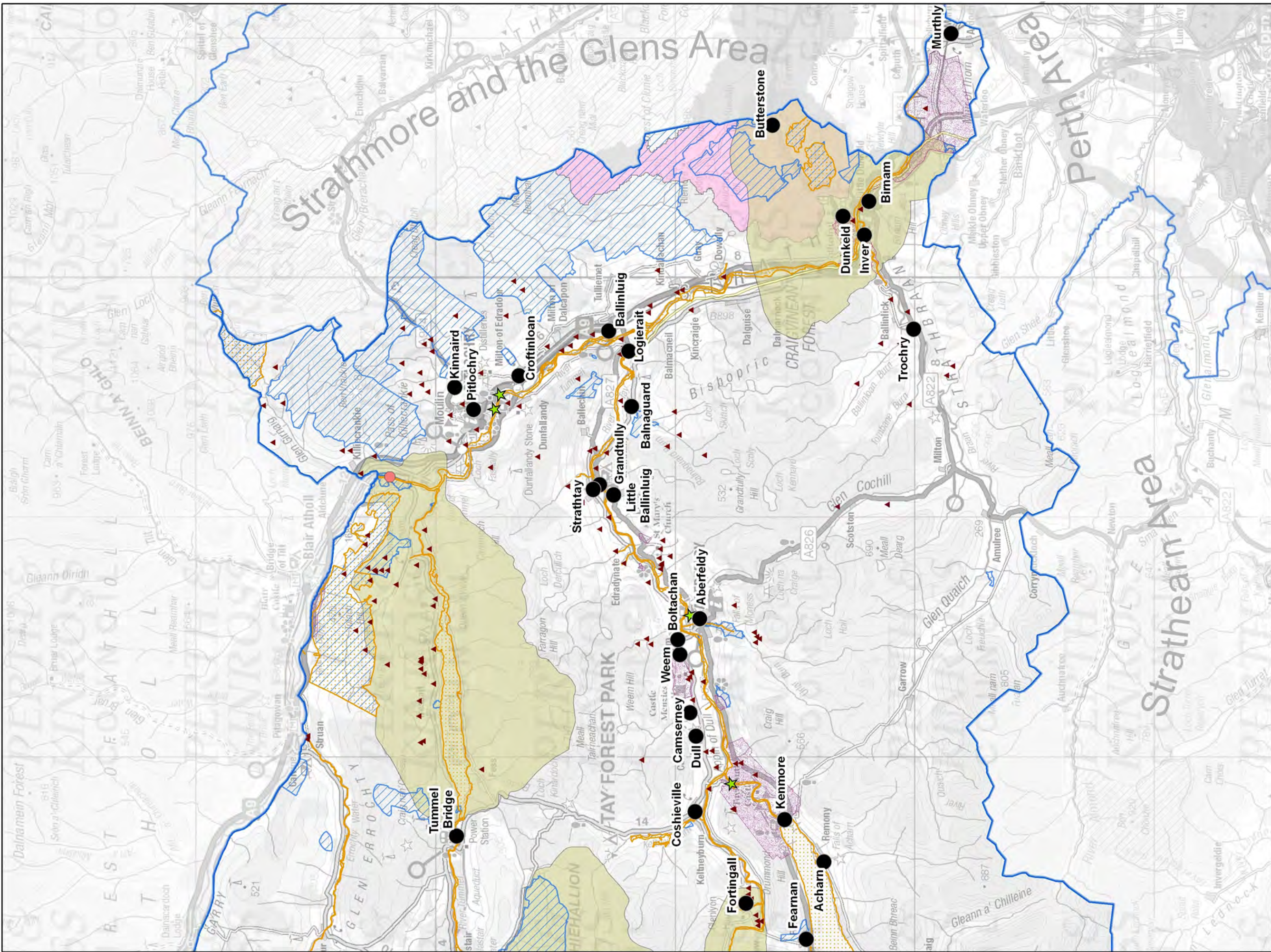


Highland Perthshire Area Landward Map Legend

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







6.2 Aberfeldy

6.2.1 Description

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

6.2.2 Spatial Strategy Considerations

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

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

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

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

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

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

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

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



6.2.3 Infrastructure Considerations

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

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

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

Employment Site

| Ref | Location | Size | Uses |
|---|----------|--------|------------------------|
| E10 | Borlick | 5.6 ha | General employment use |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Masterplan submitted at the time of any planning application setting out the phasing and comprehensive development of the site including the adjacent residential development (H36). ⇒ Flood Risk Assessment. ⇒ Transport Assessment. ⇒ Road layout to be developed in conjunction with Borlick Housing Site H36. ⇒ The built form and layout of the site should respond appropriately to the landscape and strengthen the character of Aberfeldy as a distinctive place with the views of the town from the A826 enhanced not screened. ⇒ Landscaping framework. ⇒ Biodiversity study. | | | |



Residential Sites

| Ref | Location | Size | Number |
|-----|----------|---------|-------------|
| H36 | Borlick | 15.4 ha | 200 Maximum |

Site Specific Developer Requirements

- ⇒ Masterplan submitted at the time of any planning application setting out the phasing and comprehensive development of the site including the adjacent employment development (E10).
- ⇒ Provision of 1 ha of serviced employment land on site E10 by completion of 75th dwelling.
- ⇒ Flood Risk Assessment.
- ⇒ Transport Assessment.
- ⇒ Access from A827 with secondary link into Old Crieff Road along Borlick Farm access track.
- ⇒ Road layout to be developed in conjunction with Borlick Employment Site E10.
- ⇒ Built form and layout of the site should respond appropriately to the landscape and strengthen character of Aberfeldy as a distinctive place with the views of the town from the A826 enhanced not screened.
- ⇒ Landscaping framework.
- ⇒ Enhancement of Biodiversity.
- ⇒ Financial contribution to education provision inline with the Supplementary Guidance.

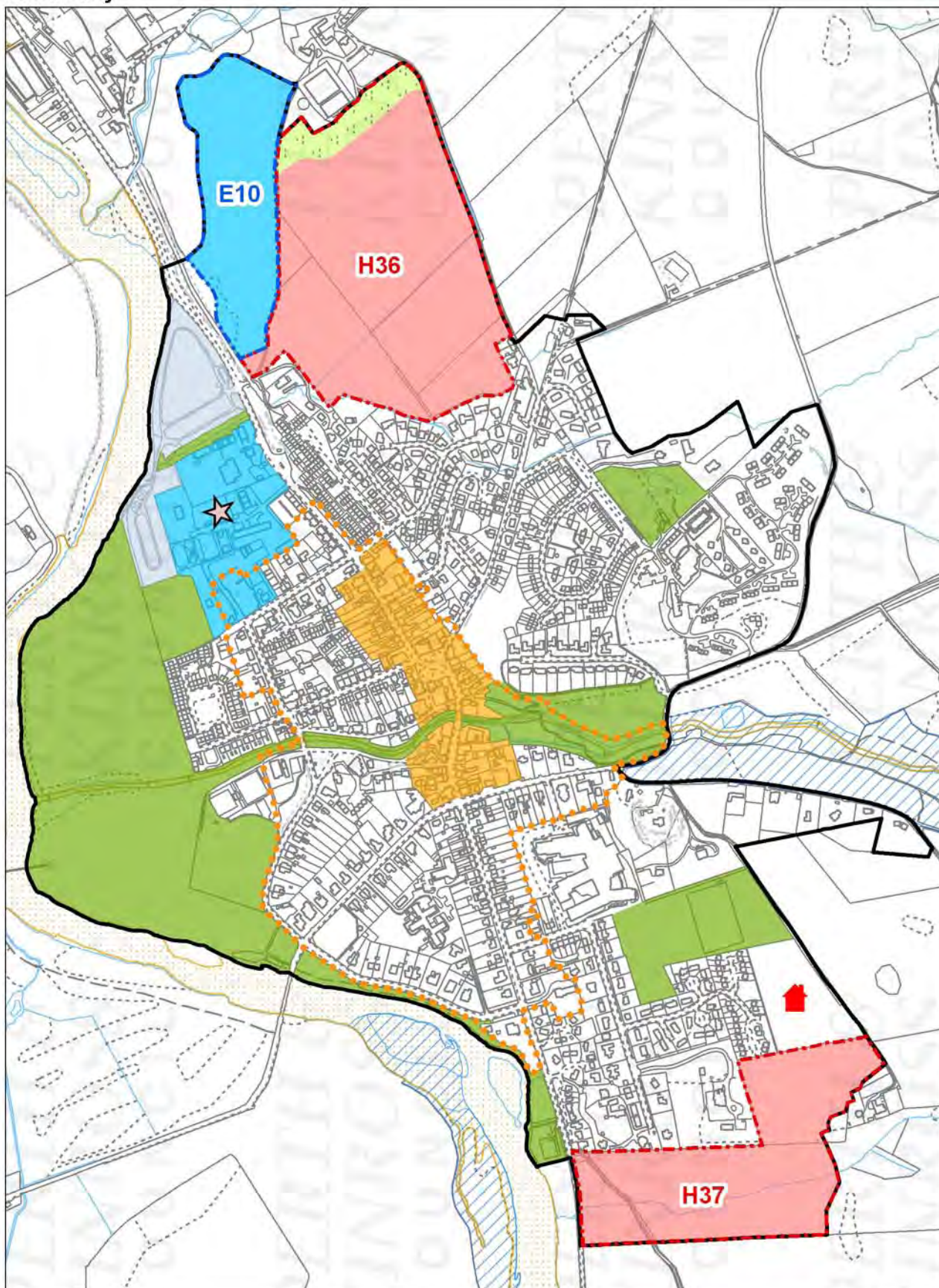
| Ref | Location | Size | Number |
|-----|-----------------------|-------|--------|
| H37 | South of Kenmore Road | 8.5 a | 100 |

Site Specific Developer Requirements

- ⇒ Flood Risk Assessment.
- ⇒ Transport Assessment.
- ⇒ Access from Duntaylor Avenue and A827 Kenmore Road.
- ⇒ Connection to Duntaylor Farm access road and maintain access to Duntuim Farm.
- ⇒ Landscaping framework.
- ⇒ Suitable boundary treatment to form settlement gateway on A827.
- ⇒ Enhancement of Biodiversity.
- ⇒ Financial contribution to education provision inline with the Supplementary Guidance.



Aberfeldy



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6.3 Birnam and Dunkeld

6.3.1 Description

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

6.3.2 Spatial Strategy Considerations

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

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

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

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

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

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

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

6.3.3 Infrastructure Considerations

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

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

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

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



Employment Site

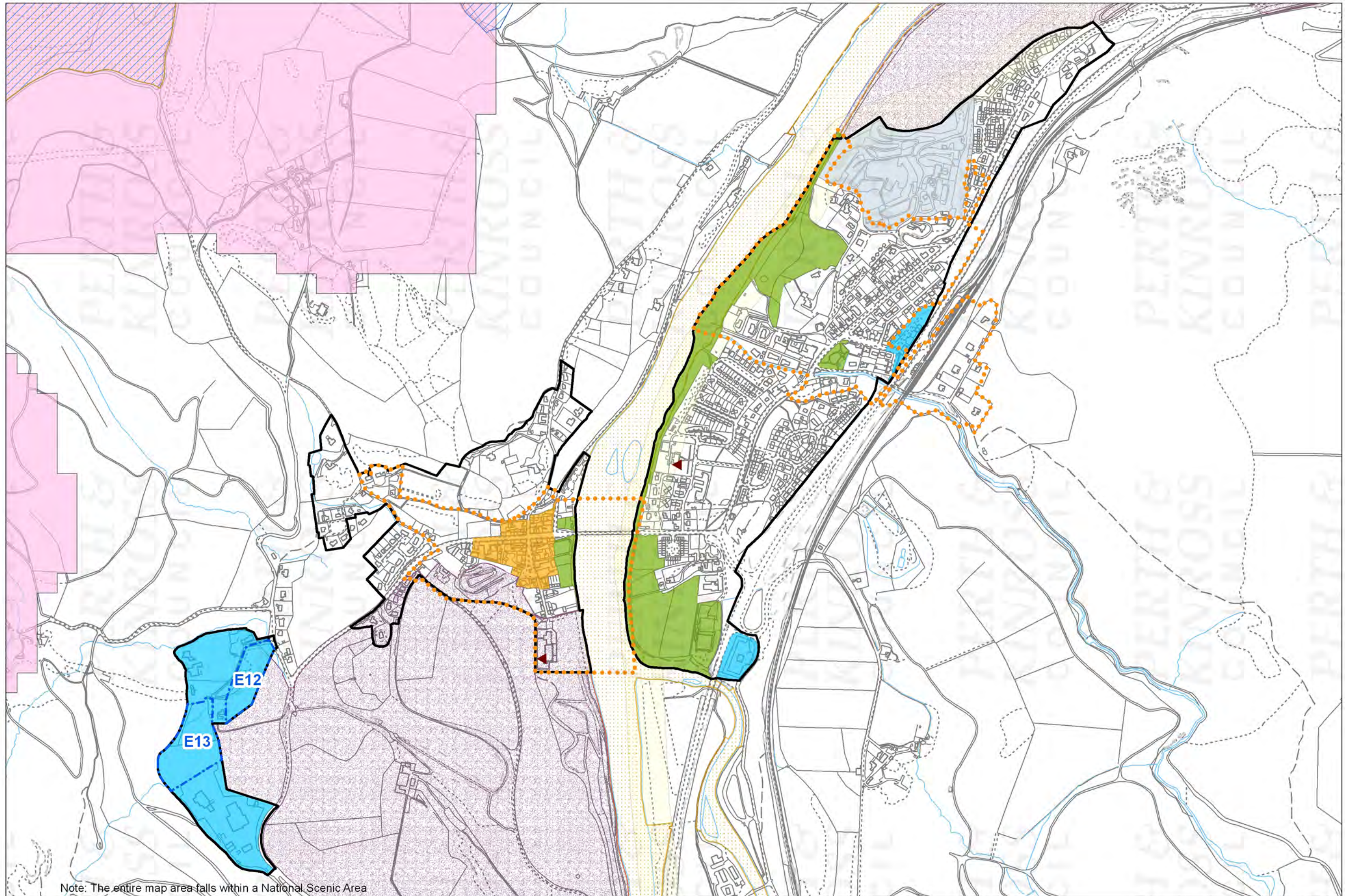
| Ref | Location | Size | Uses |
|-----|------------|--------|------------------------|
| E12 | Tullymilly | 1.2 ha | General employment use |
| E13 | | 2.1 ha | |

Site Specific Developer Requirements

- ⇒ Transport Assessment.
- ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.
- ⇒ Landscaping framework.
- ⇒ Built form and layout should respond appropriately to the landscape and protect the integrity of the adjacent designated Dunkeld House Garden and Designed Landscape.
- ⇒ Enhancement of biodiversity and protection of habitats.



Birnam and Dunkeld



6.4 Pitlochry

6.4.1 Description

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

6.4.2 Spatial Strategy Considerations

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

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

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

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

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

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

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

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

6.4.3 Infrastructure Considerations

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

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

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

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



Residential Sites

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

Site Specific Developer Requirements

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

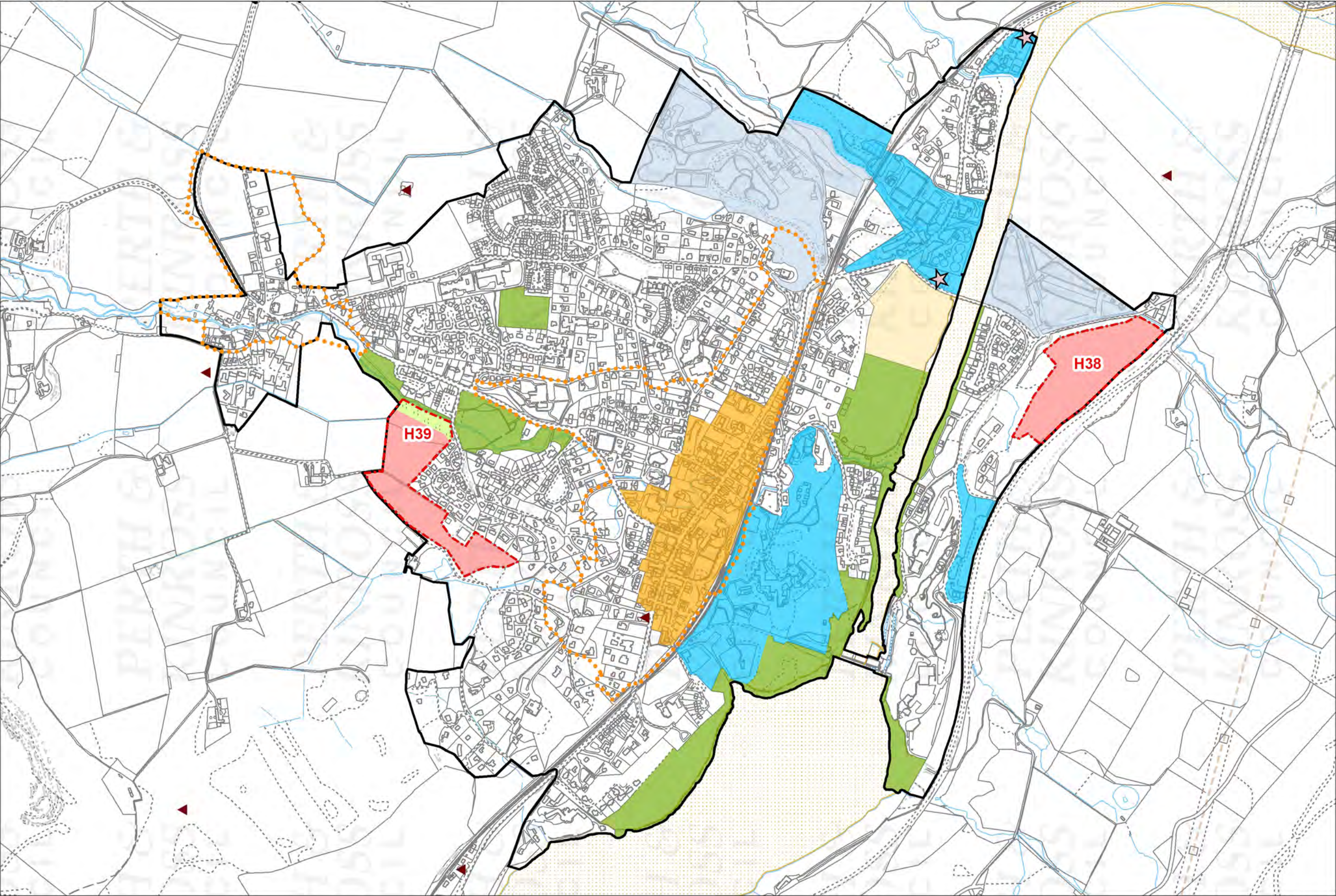
| Ref | Location | Size | Number |
|-----|--------------------|------|--------|
| H39 | Robertson Crescent | 5 ha | 90 |

Site Specific Developer Requirements

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



Pitlochry



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6.5 Acharn

6.5.1 Description

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

6.5.2 Spatial Strategy Considerations

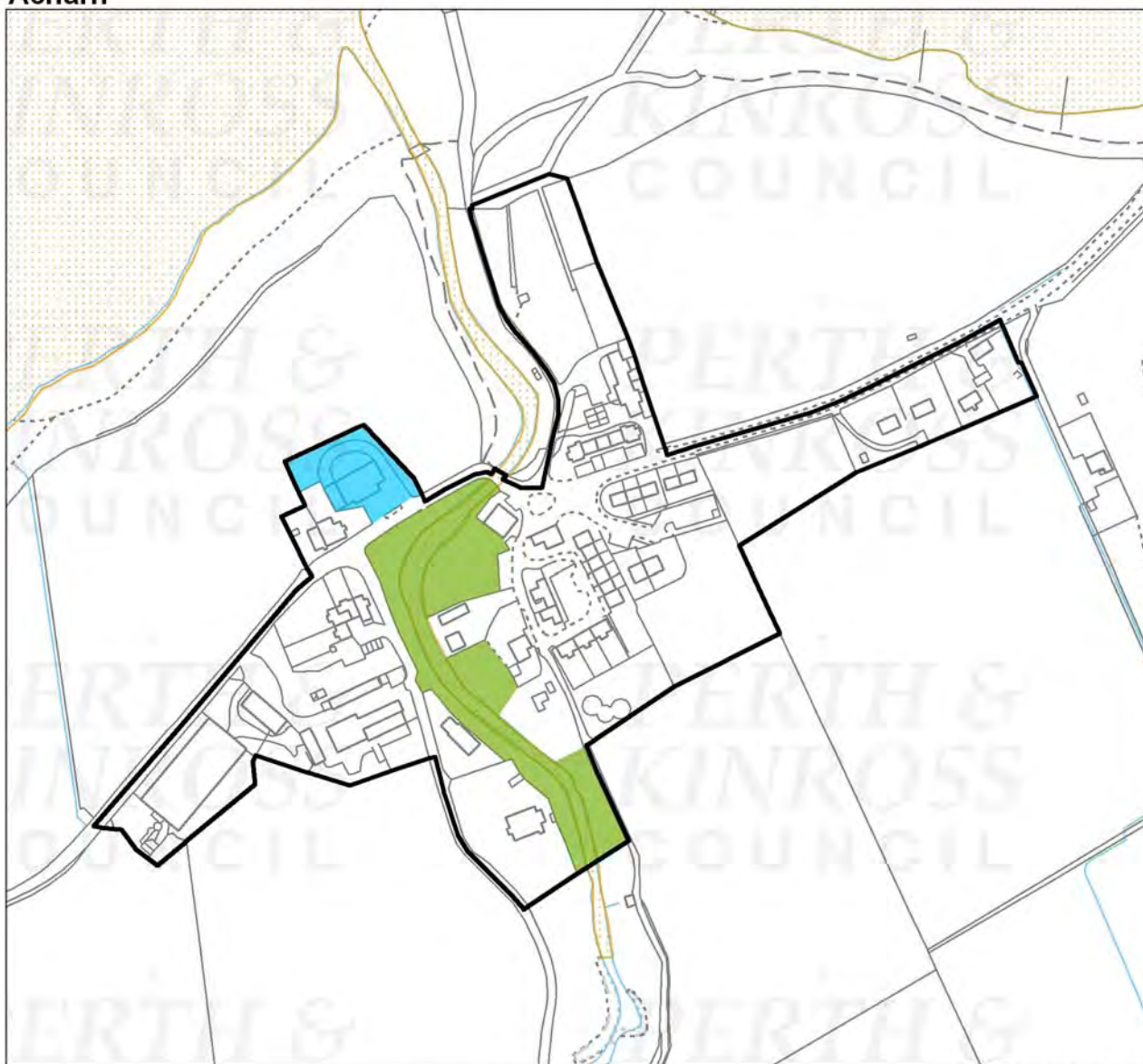
Acharn is not identified for significant growth and the settlement boundary has been drawn to offer the potential to accommodate some residential and employment development.

6.5.3 Infrastructure Considerations

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

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

Acharn



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6.6 Ballinluig

6.6.1 Description

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

6.6.2 Spatial Strategy Considerations

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

The Plan recognises the importance of the existing employment land to the south of the village and seeks to extend the opportunity provided by the proximity of and easy access to the A9. This will be achieved by designating additional employment land for light industrial units to encourage further local sustainable economic growth. It is noted that its position on a floodplain may limit its potential unless appropriate mitigation is undertaken.

Residential growth during the timeframe of the previous Plan occurred in the northern part of the village. The Plan seeks to retain this designation and expand it to take advantage of further opportunities for residential development. Running through the site is an established area of woodland which would not only provide a landscape framework for future development but would encourage local access to the woodland area for recreation. Applications should be linked to mitigate the impact of developing this site or the adjacent land, which is in the same ownership.

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

6.6.3 Infrastructure Considerations

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

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

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

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



Employment Site

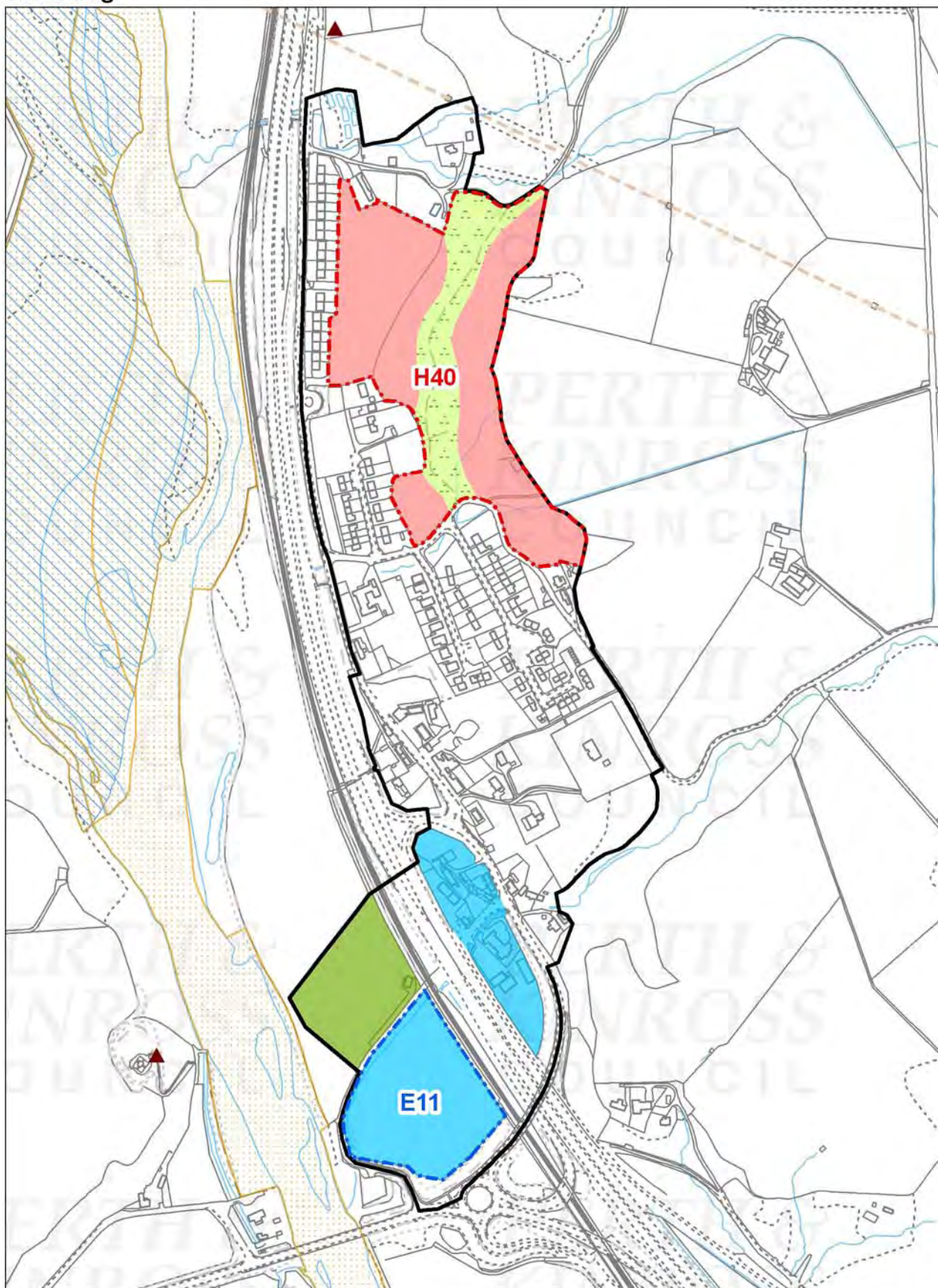
| Ref | Location | Size | Uses |
|--|-----------------------|--------|------------------------|
| E11 | West of Ballinluig/A9 | 2.4 ha | General employment use |
| Developable area may be substantially reduced by the potential for flooding. | | | |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Transport Assessment. ⇒ Connect roads to existing access on the A827. ⇒ Road layout to the satisfaction of the Council as Roads Authority. | | | |


Residential Site

| Ref | Location | Size | Number |
|---|------------------|--------|------------------------------------|
| H40 | Ballinluig North | 6.8 ha | 45 maximum during life of the Plan |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Network investigation to determine capacity and requirement for secondary treatment of discharge. ⇒ Flood Risk Assessment. ⇒ Transport Assessment. ⇒ Internal road layout to the satisfaction of the Council as Roads Authority. ⇒ Provide improved access roads from St Cedd's Road and road to the south near Braeside Road end. ⇒ Built form and layout should respond appropriately to the landscape and strengthen the character of Ballinluig as a distinctive place. ⇒ Tree survey of existing woodland to ensure retention and enhancement of woodland, biodiversity and protection of habitats. ⇒ Maintain access paths through site including designated core paths. | | | |



Ballinluig



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6.7 Balnaguard

6.7.1 Description

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

6.7.2 Spatial Strategy Considerations

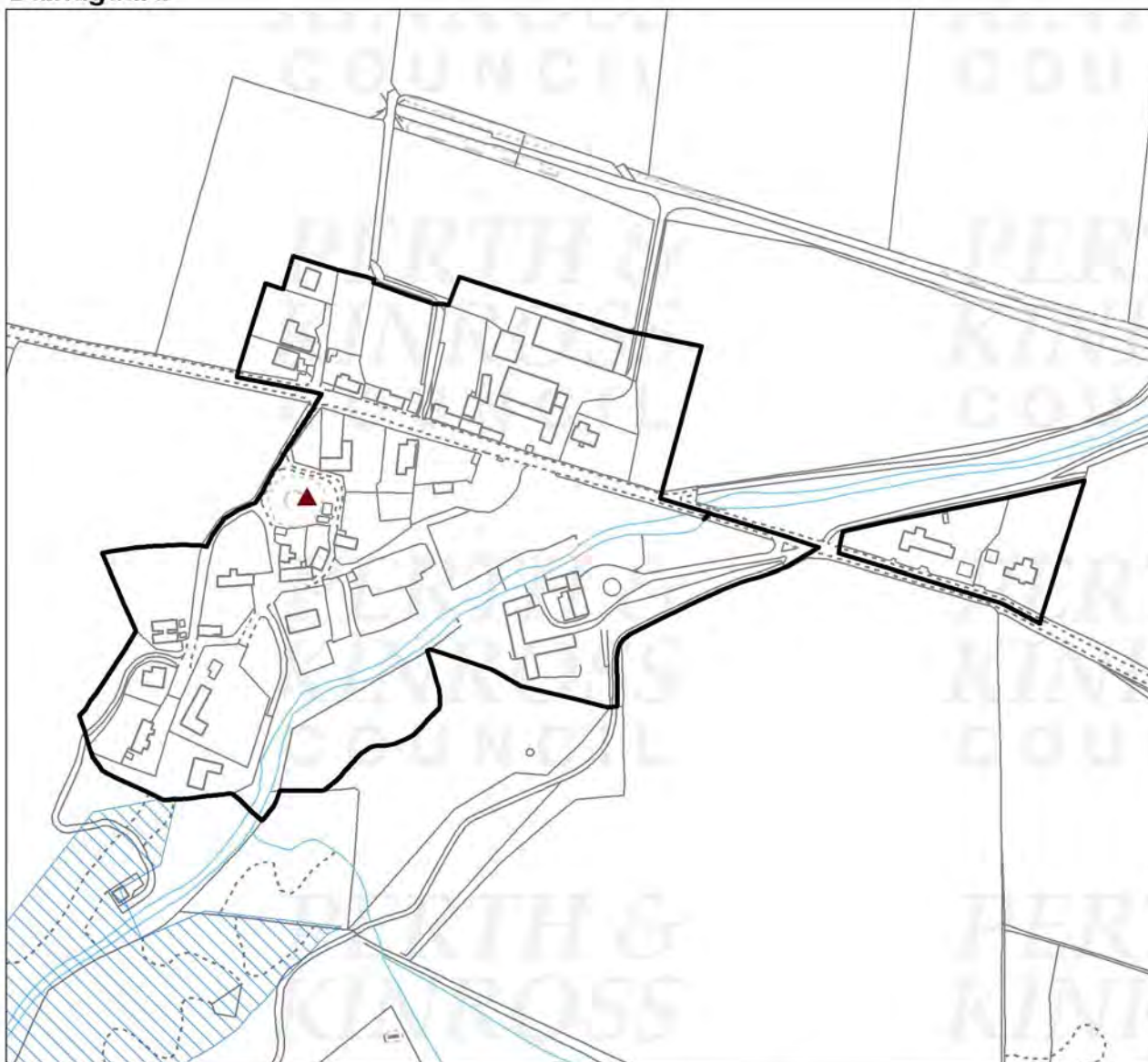
Balnaguard is not identified for significant growth and the settlement boundary has been drawn to offer the potential to accommodate some additional development including both residential and employment use.

6.7.3 Infrastructure Considerations

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

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

Balnaguard



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6.8 Butterstone

6.8.1 Description

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

6.8.2 Spatial Strategy Considerations

Butterstone is not identified for growth and has a tightly drawn settlement boundary because it lies in the Lunan Lochs Catchment area where there is a presumption against development that would raise phosphorus levels into the Lochs. Policy EP7 sets out the relevant criteria for development in this area.

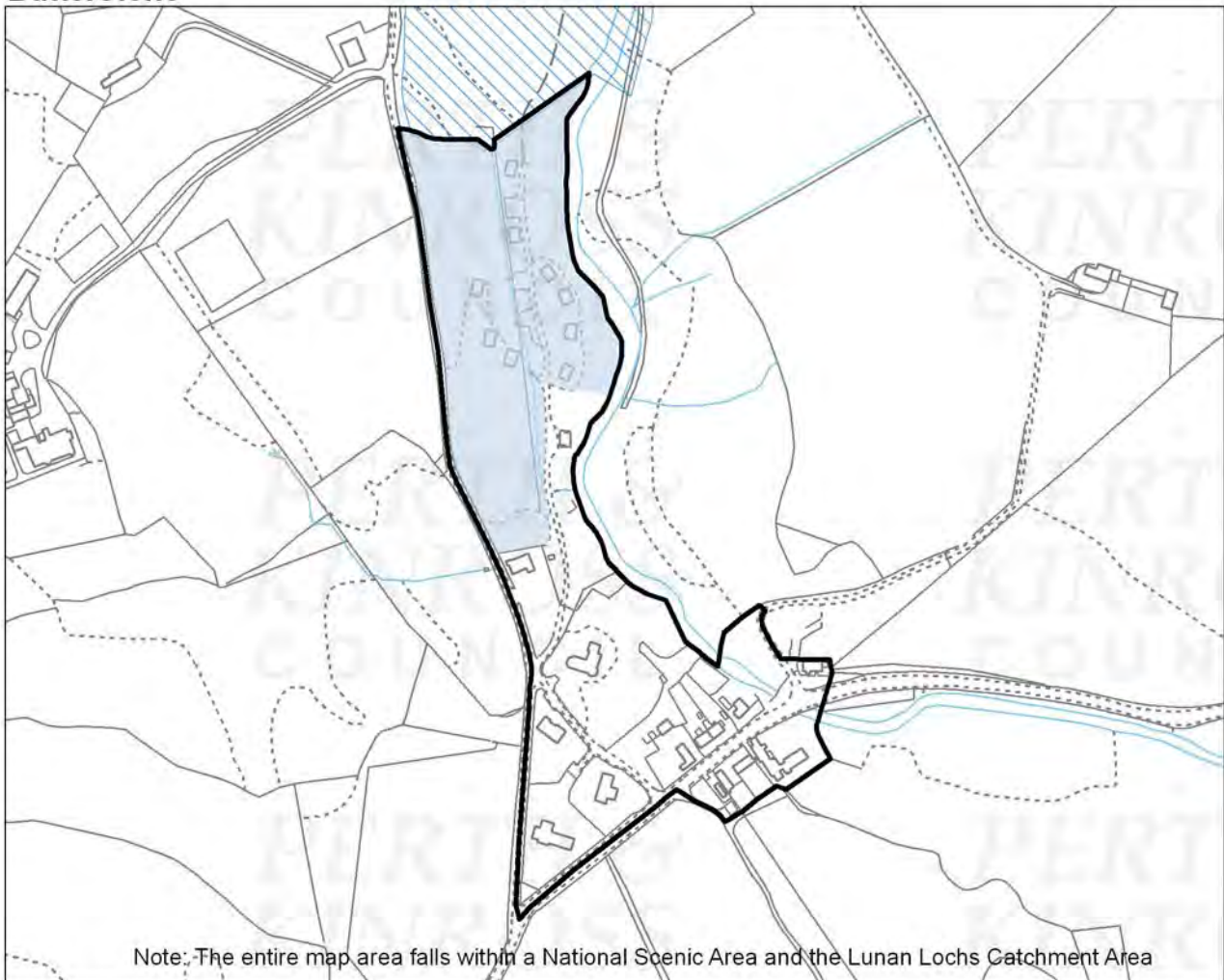
The chalets provide an important contribution towards tourism within the area and there is a presumption against a change of use of this site, which would have a detrimental affect on the Lunan Lochs Catchment Area.

6.8.3 Infrastructure Considerations

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

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

Butterstone



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6.9 Camserney

6.9.1 Description

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

6.9.2 Spatial Strategy Considerations

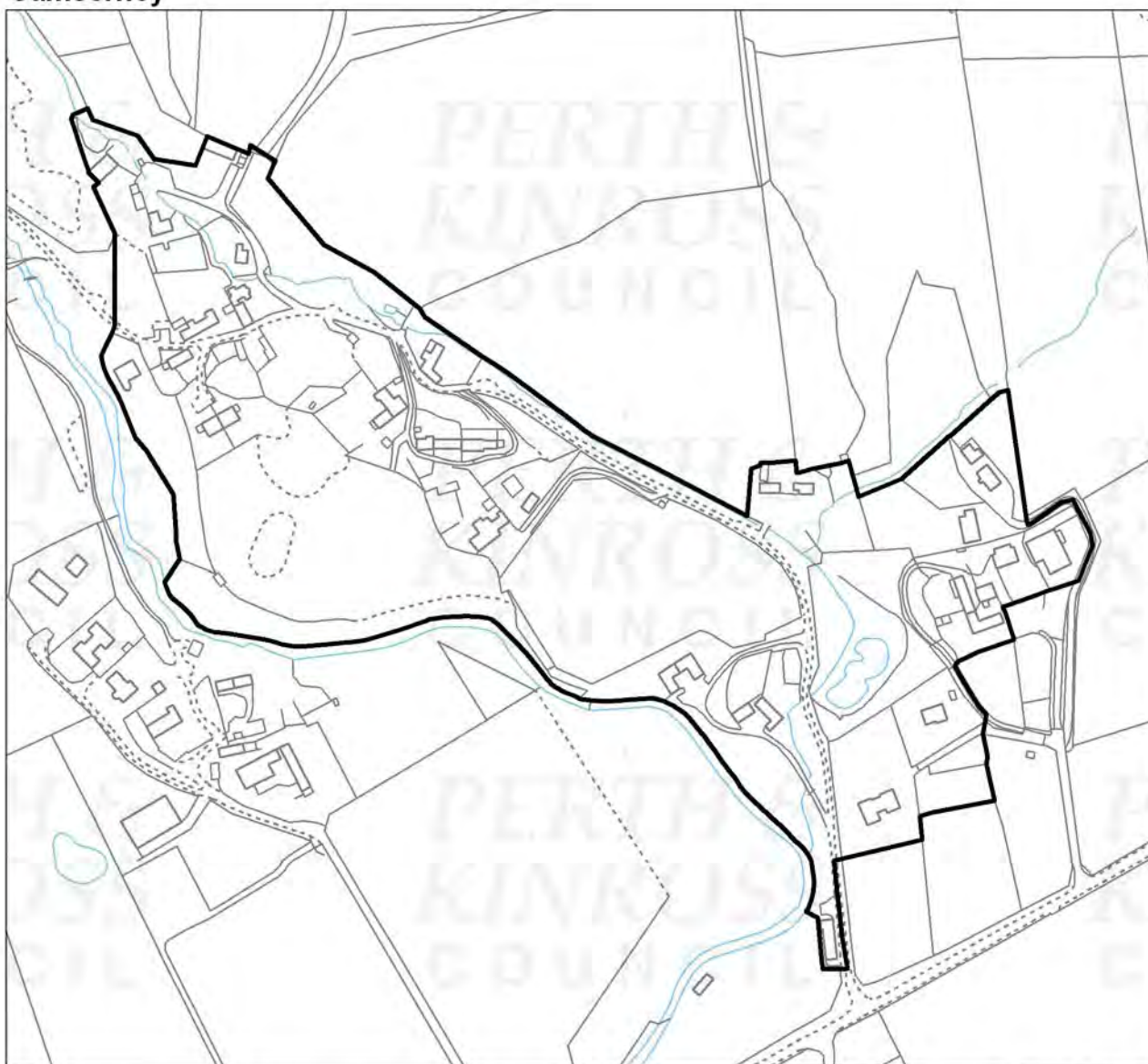
Camserney is not identified for significant growth and the settlement boundary has been drawn to offer the potential to accommodate some residential and employment development.

6.9.3 Infrastructure Considerations

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

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

Camserney



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6.10 Coshieville

6.10.1 Description

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

6.10.2 Spatial Strategy Considerations

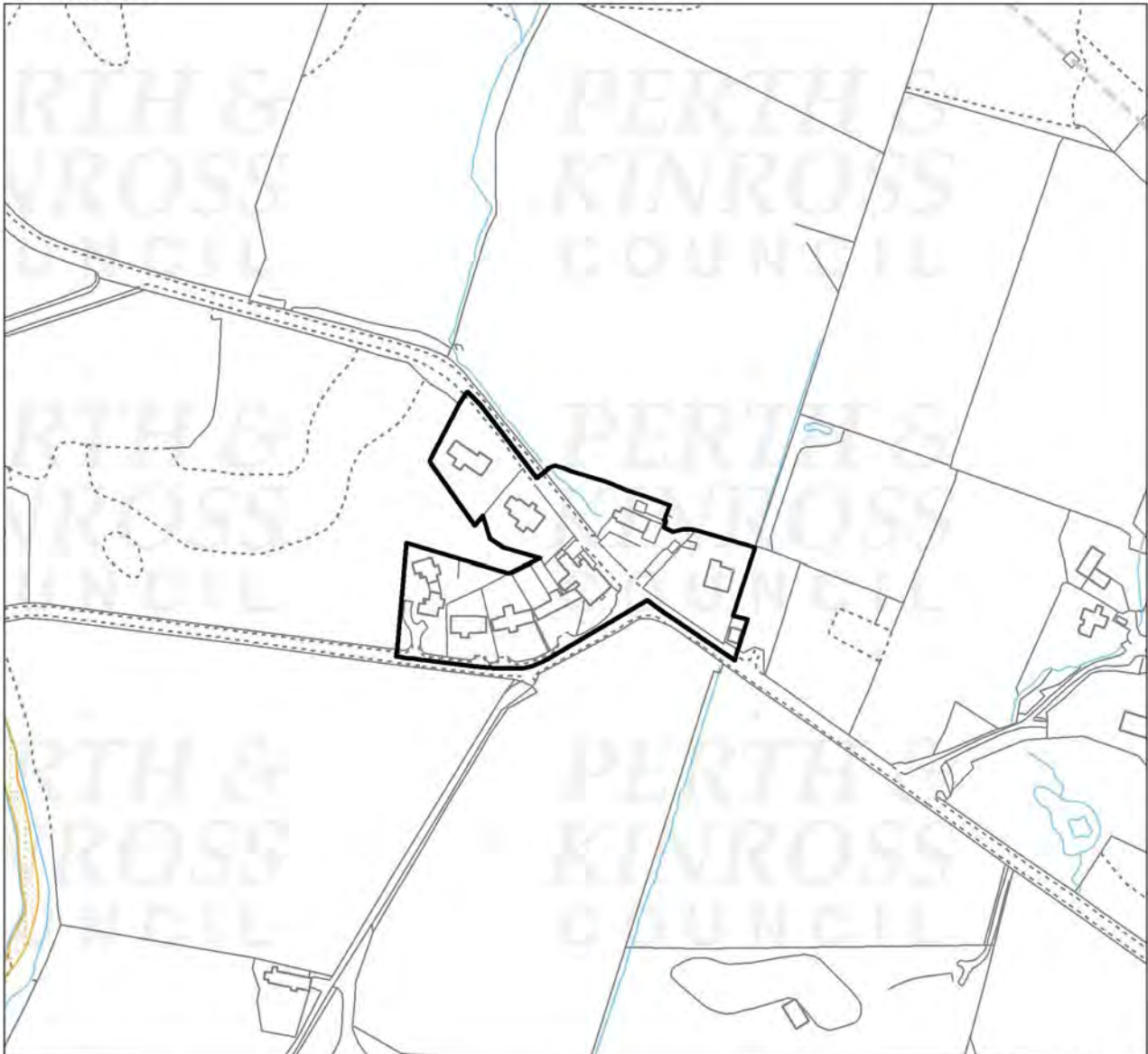
Coshieville is not identified for growth and a tight settlement boundary has been drawn to limit any significant future growth.

6.10.3 Infrastructure Considerations

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

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

Coshieville



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6.11 Crotinloan/Donavourd/East Haugh/Ballyoukan

6.11.1 Description

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

6.11.2 Spatial Strategy Considerations

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

6.11.3 Infrastructure Considerations

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

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

Croftinloan/Donavourd/East Haugh/Ballyoukan



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6.12 Dull

6.12.1 Description

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

6.12.2 Spatial Strategy Considerations

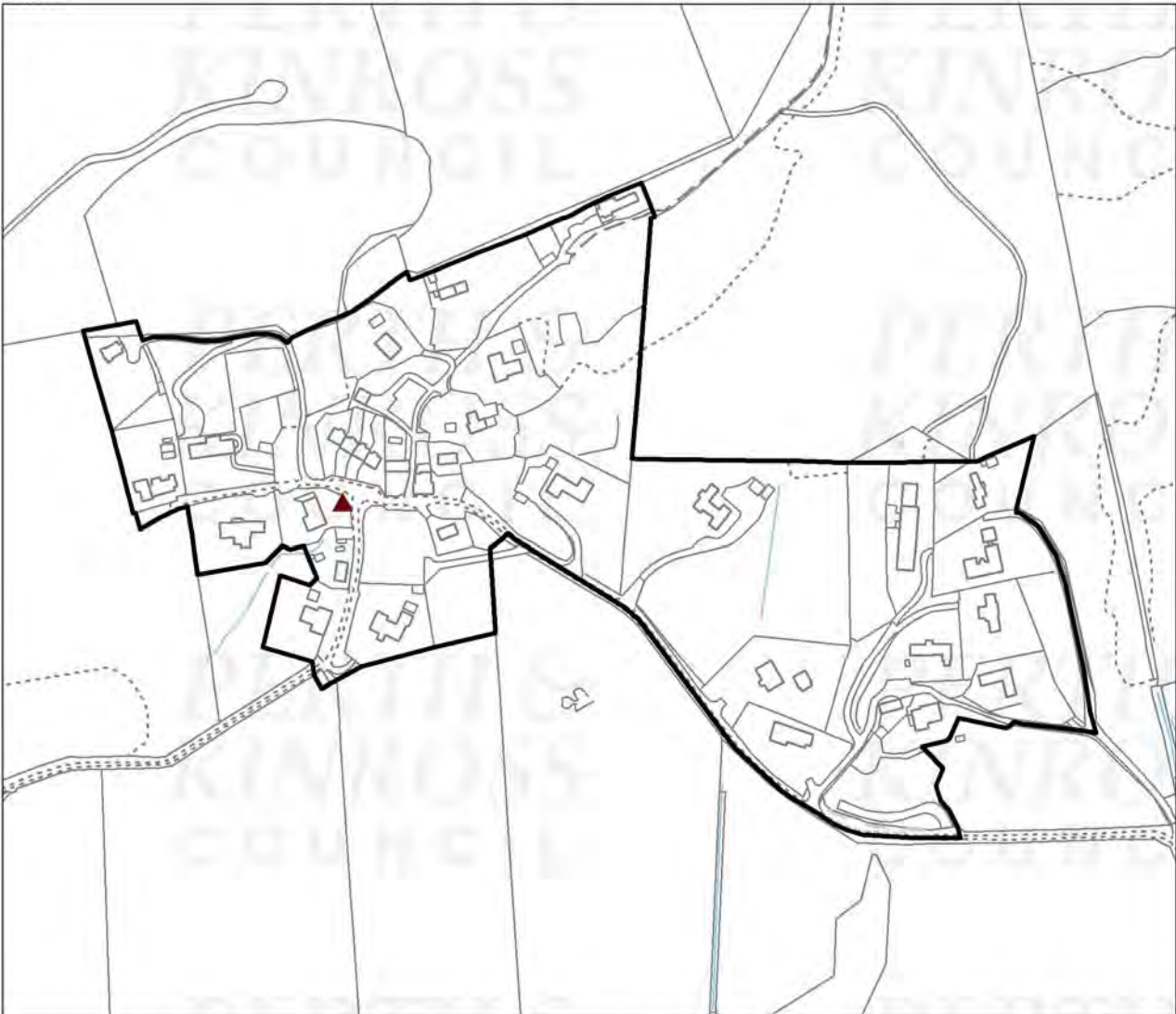
Dull is not identified for significant growth and the settlement boundary has been drawn to offer the potential to accommodate some further development.

6.12.3 Infrastructure Considerations

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

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

Dull



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6.13 Fearnan

6.13.1 Description

Fearnan is located north of the A827 that runs along the north shore of Loch Tay and is immediately adjacent to the western end of Tay Forest Park. The village is over 10 miles south west of Aberfeldy. With a population of 200 Fearnan is primarily residential with a community hall and a number of small businesses which provide local employment. The character and layout of the village is defined by a rigg system which can be seen in the central and northern sections of the settlement.

6.13.2 Spatial Strategy Considerations

This settlement provides some scope for a small residential development in particular for local residential needs. The proposed housing site is located to the north of the village where the topography levels off. The site should have a minimal visual impact from the Loch.

Recognising the importance of existing employment land within rural settlements the Plan seeks to ensure that employment use continues through the designation of the quarry site for employment use.

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

6.13.3 Infrastructure Considerations

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

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

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

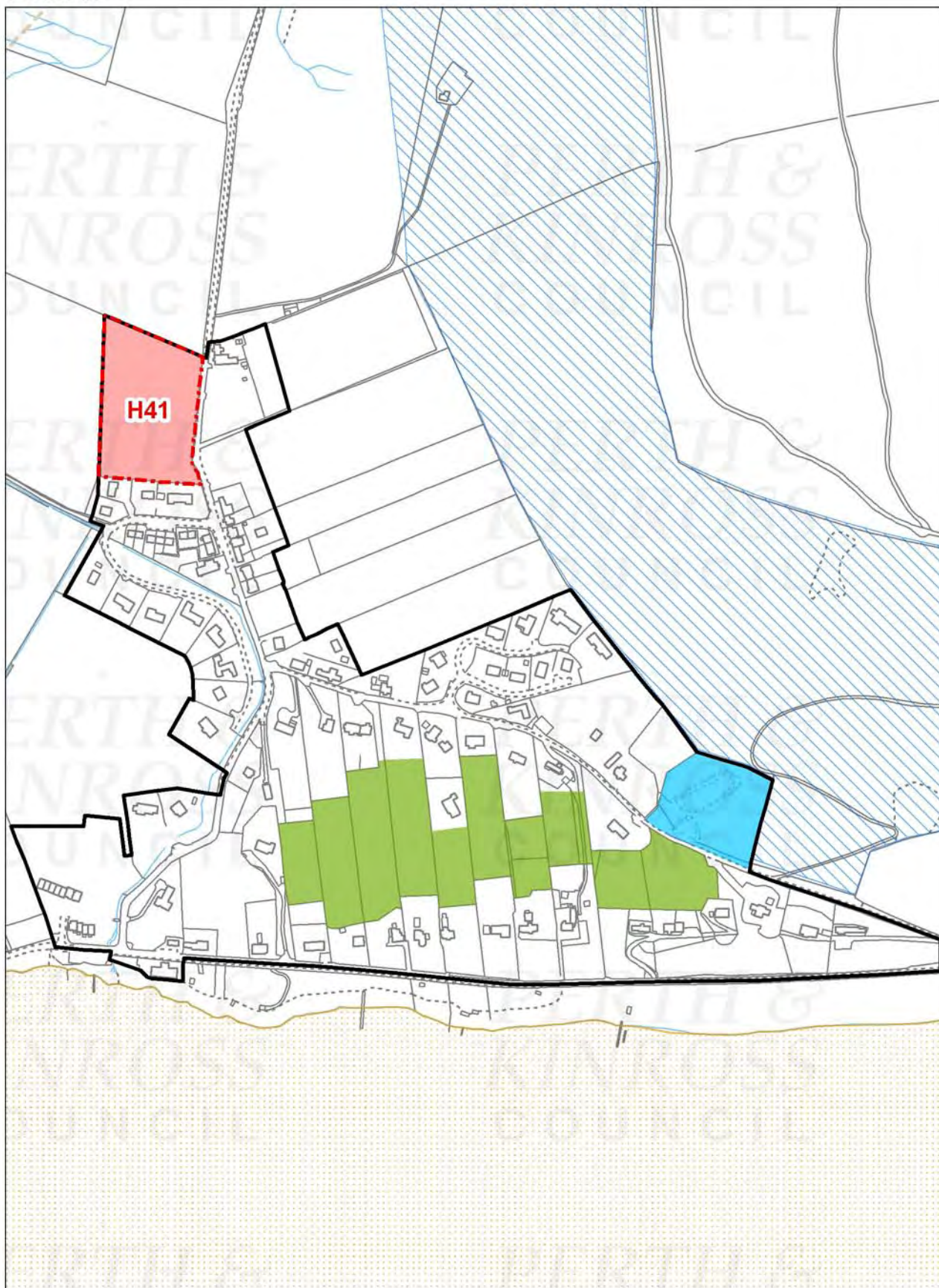
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Residential Site

| Ref | Location | Size | Number |
|---|---------------|--------|------------------------------------|
| H41 | Fearnan North | 1.3 ha | 20 maximum during the life of plan |
| Site Specific Developer Requirements | | | |
| ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. | | | |
| ⇒ Built form and layout should respond appropriately to the landscape and strengthen the character of Fearnan as a distinctive place. | | | |
| ⇒ Enhancement of biodiversity and protection of habitats. | | | |



Fearnan



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6.14 Fortingall

6.14.1 Description

Fortingall is a small settlement located north of the B846 and Tay Forest Park. It is over 8 miles west of Aberfeldy. The settlement has evolved around the church, hotel and along the roadside.

6.14.2 Spatial Strategy Considerations

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

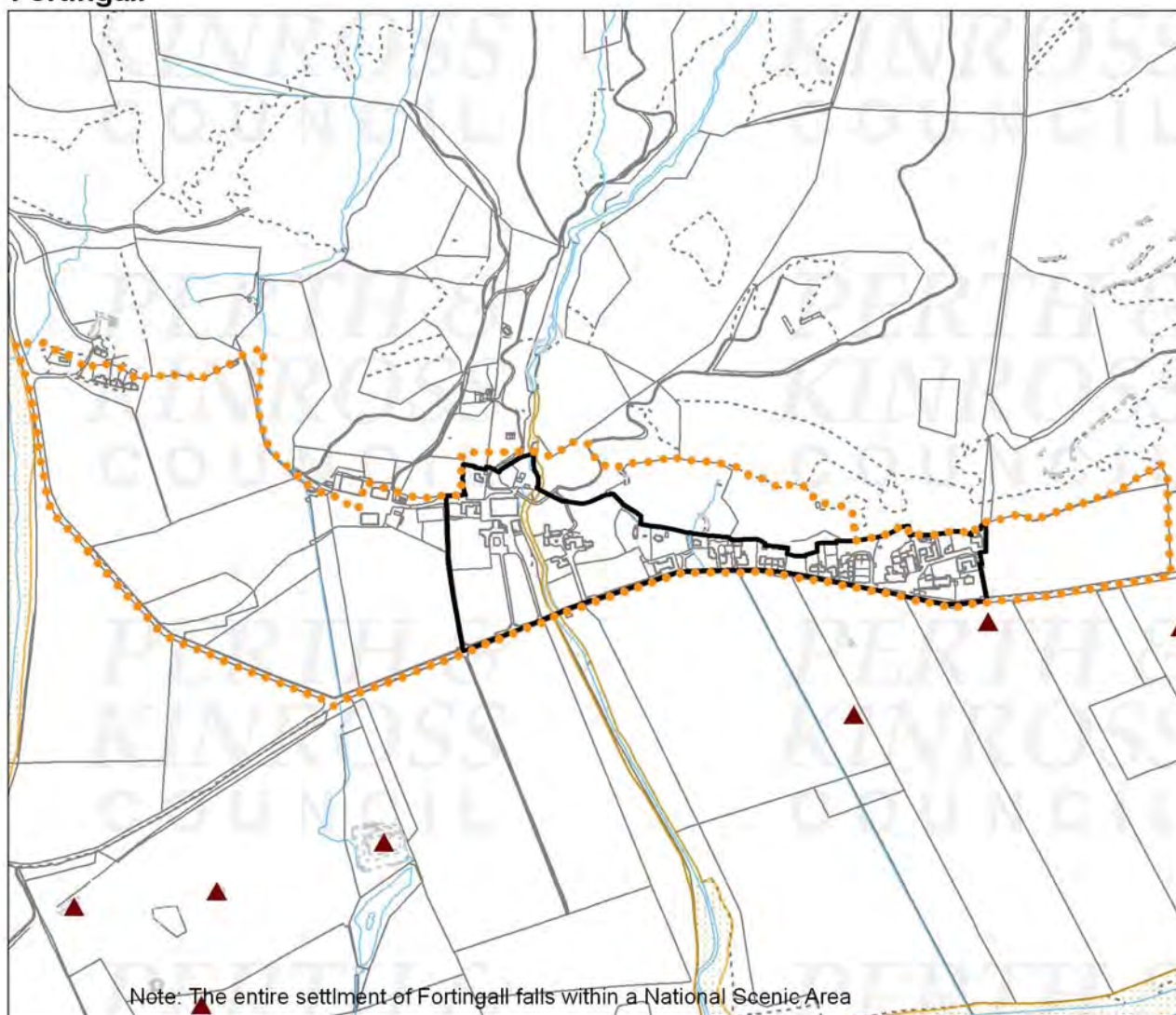
The village is not identified for significant growth and the settlement boundary has been drawn to allow limited further development.

6.15.3 Infrastructure Considerations

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

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

Fortingall



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6.15 Grandtully, Strathtay and Little Ballinluig

6.15.1 Description

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

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

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

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

6.15.2 Spatial Strategy Considerations

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

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

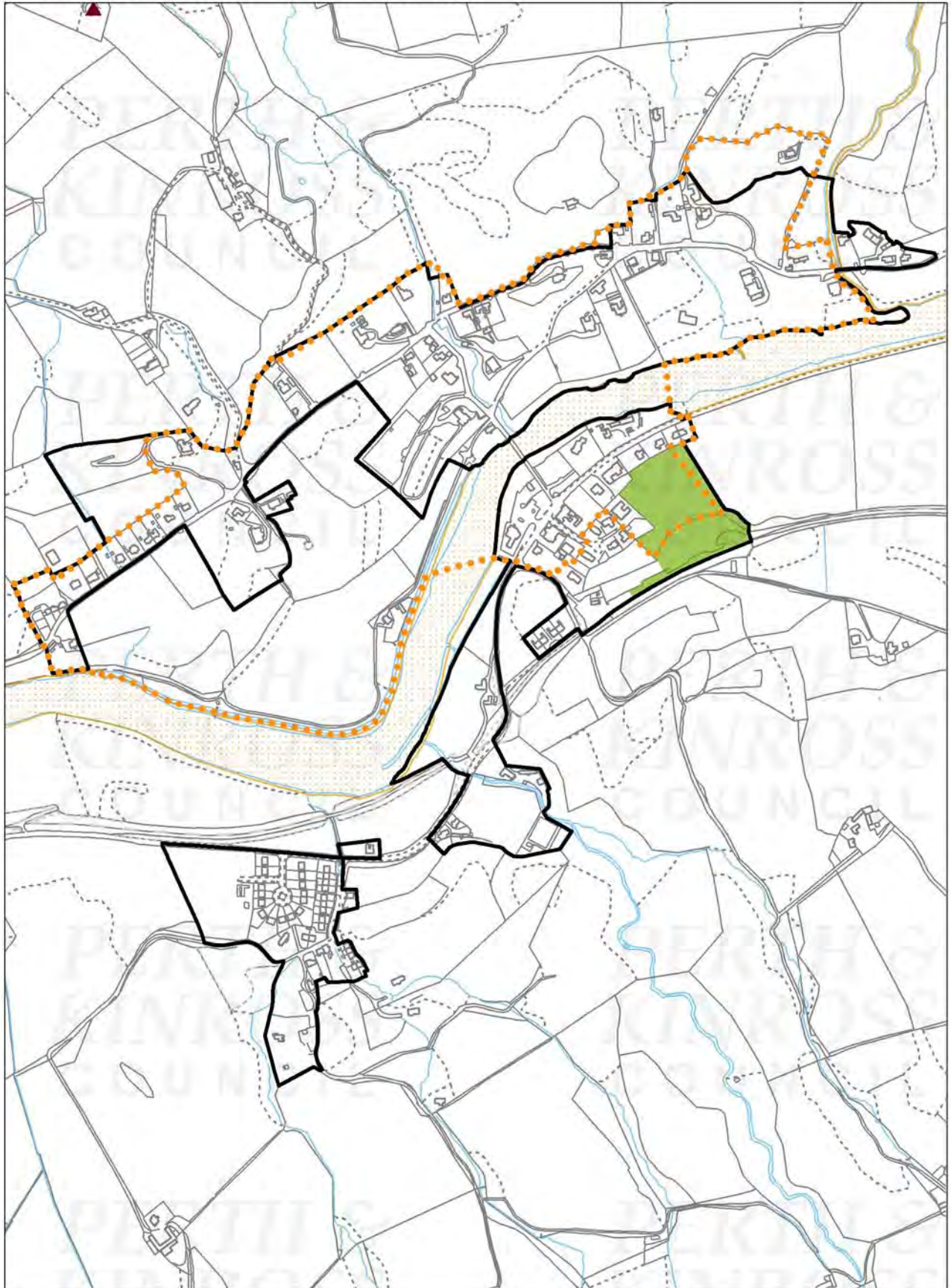
The settlement boundary of Little Ballinluig has been extended to the west to include a site which currently has planning permission for residential development.

6.15.3 Infrastructure Considerations

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

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



Grandtully, Strathtay and Little Ballinluig

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6.16 Inver

6.16.1 Description

Inver is a small settlement located to the south-west of Dunkeld. The north-west of the settlement is residential and the south and south-east of the village are in tourism use with a large caravan park. The eastern part of the village is in employment use.

6.16.2 Spatial Strategy Considerations

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

Tourism plays a key role in supporting employment and the economic viability of services and facilities within the area. The Plan seeks to promote and enhance existing and future tourism developments within the area. Within Inver the caravan park is identified for its contribution to the provision of visitor accommodation in the area and should therefore be retained.

6.16.3 Infrastructure Considerations

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

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

Employment Site

| Ref | Location | Size | Uses |
|---|----------|--------|-------------------------|
| E14 | Inver | 1.6 ha | General employment uses |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Transport Assessment. ⇒ Noise attenuation measures adjacent to A9. ⇒ Landscaping framework. ⇒ Provide measures for the protection of habitats and enhancement of biodiversity. | | | |



Inver



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6.17 Kenmore

6.17.1 Description

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

6.17.2 Spatial Strategy Considerations

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

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

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

6.17.3 Infrastructure Considerations

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

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

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

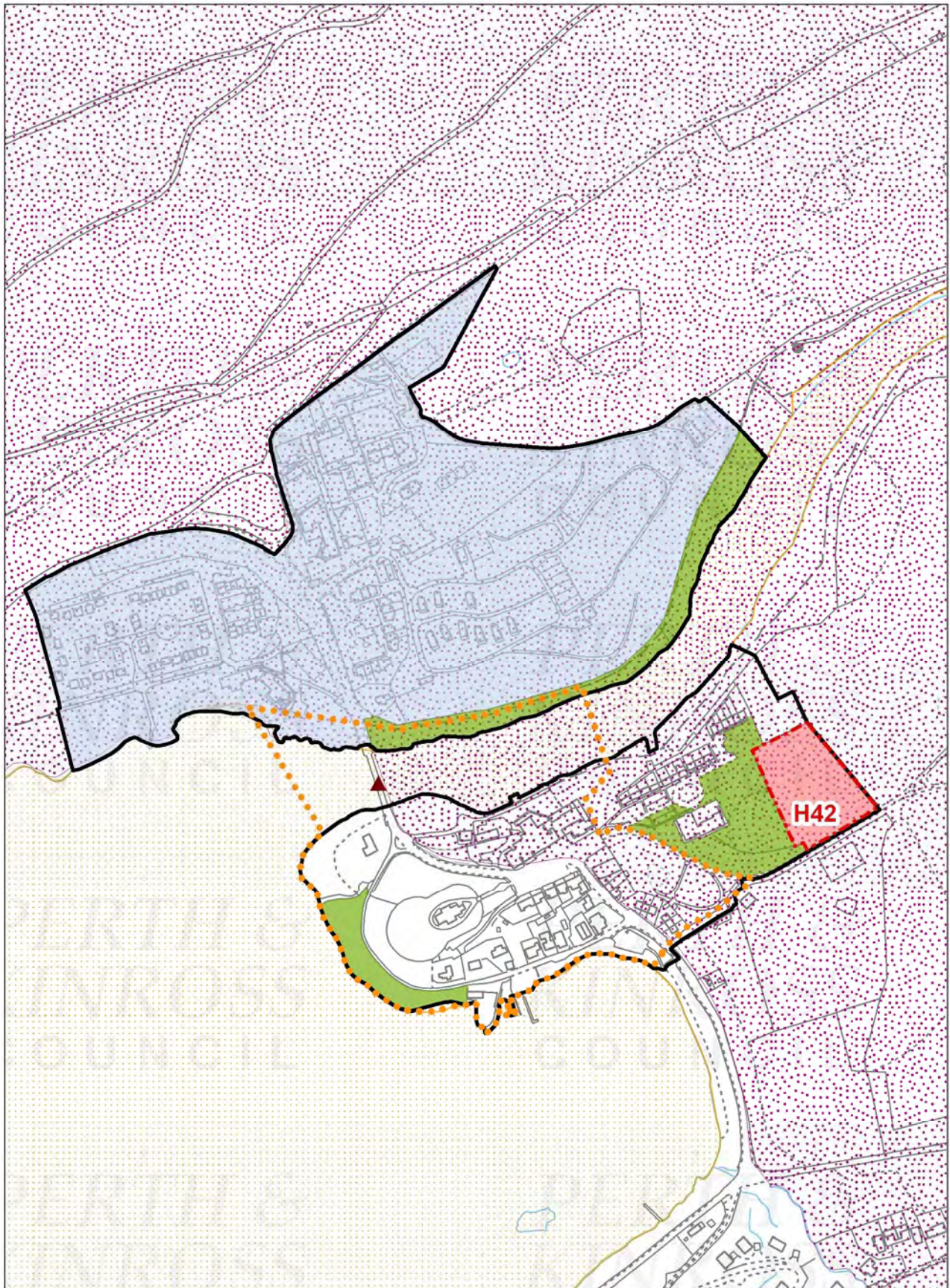
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Residential Site

| Ref | Location | Size | Number |
|---|------------------------|--------|--|
| H42 | East of Primary School | 0.8 ha | 20 houses, 25% affordable, remainder low cost housing or staff accommodation |
| Site Specific Developer Requirements | | | |
| ⇒ Flood Risk Assessment. | | | |
| ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. | | | |
| ⇒ Built form and layout should respond appropriately to the landscape and strengthen the character of Kenmore as a distinctive place. | | | |
| ⇒ Enhancement of biodiversity and protection of habitats. | | | |
| ⇒ Design to incorporate existing trees. | | | |



Kenmore



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6.18 Kinloch Rannoch

6.18.1 Description

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

6.18.2 Spatial Strategy Considerations

This settlement provides some scope for a small residential development, particularly for local residential needs. However, given the open aspect of the settlement and issues such as flooding, the location of the proposed housing site seeks to extend existing residential development in the south of the village.

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

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

6.18.3 Infrastructure Considerations

The existing public septic tank currently has capacity, however, network investigations would be required to assess whether an upgrade would be required as well as to determine whether it would require secondary treatment.

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

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

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

Employment Site

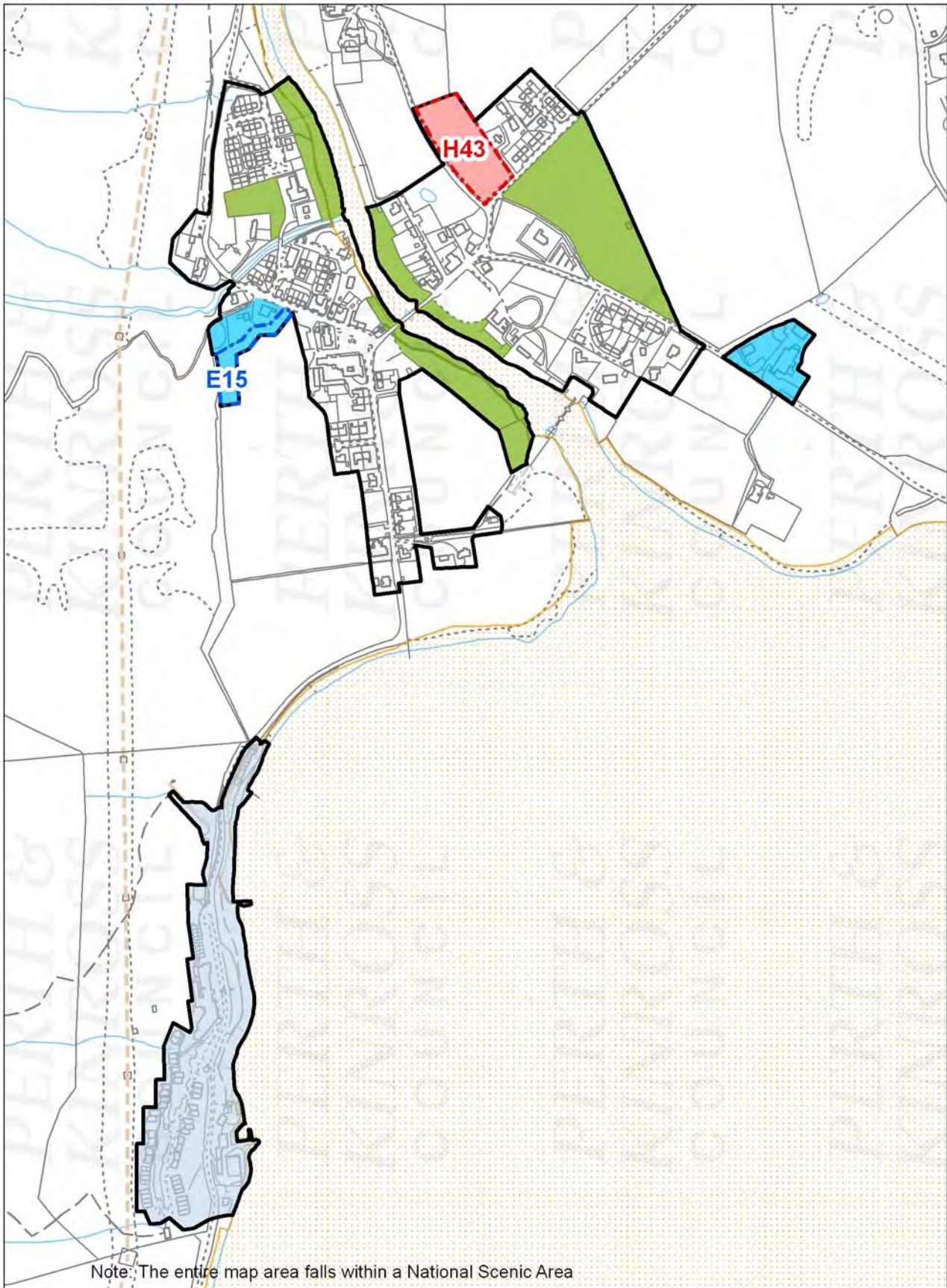
| Ref | Location | Size | Uses |
|--|-----------------------|--------|-------------------------|
| E15 | Kinloch Rannoch North | 0.3 ha | General employment uses |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Enhancement measures to provide landscape setting including biodiversity and protection of habitats. | | | |

Residential Site

| Ref | Location | Size | Number |
|---|------------------|--------|--------|
| H43 | Innerhaddon Farm | 0.8 ha | 20 |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ Built form and layout should respond appropriately to the landscape and strengthen the character of Kinloch Rannoch as a distinctive place. ⇒ Design to incorporate existing trees, hedges and boundary walls to enhance biodiversity and protect habitats. | | | |



Kinloch Rannoch



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6.19 Kinnaird

6.19.1 Description

Kinnaird is a village located to the north of Pitlochry. The village is primarily residential with some holiday lodges.

6.19.2 Spatial Strategy Considerations

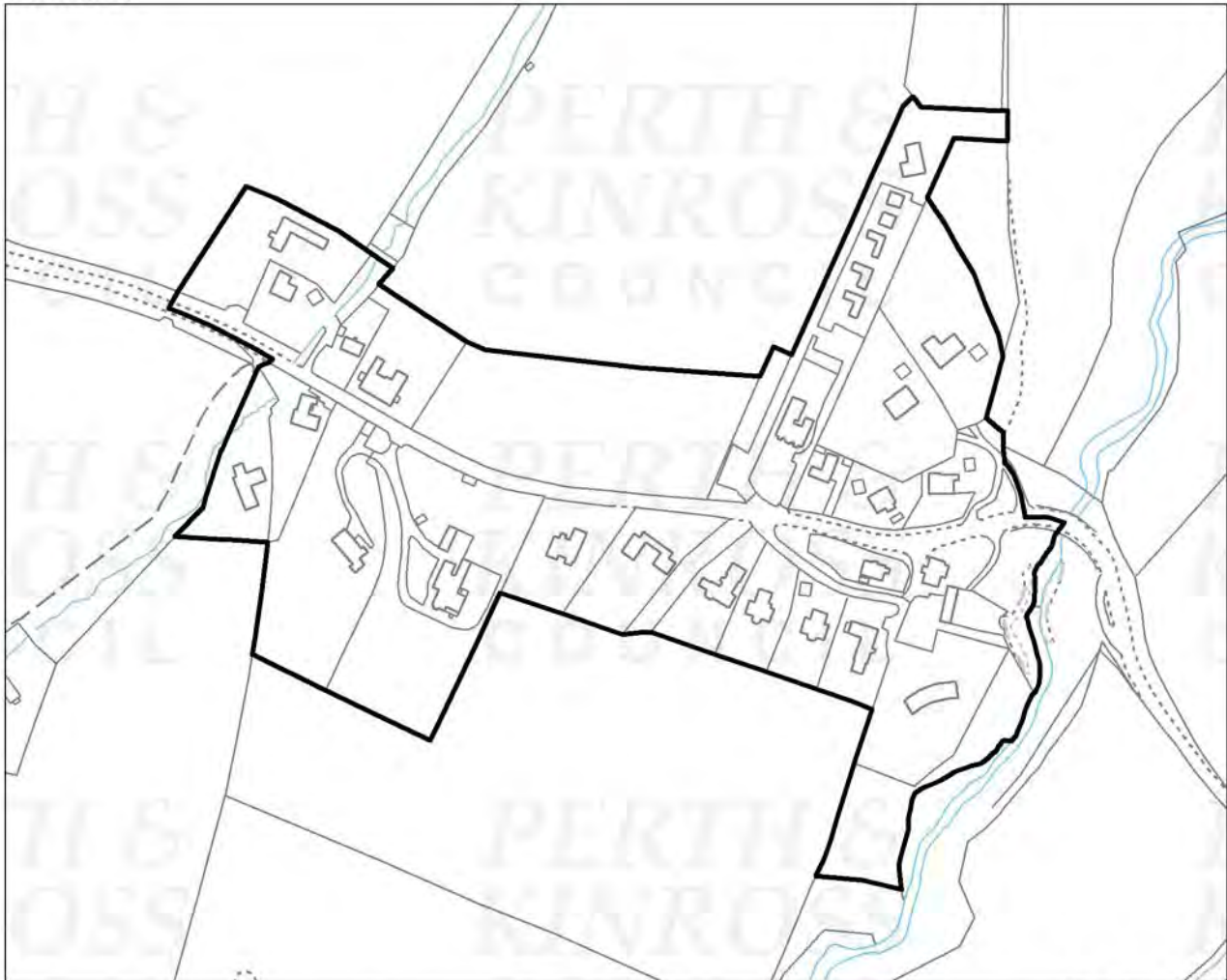
Kinnaird is not identified for significant growth and the settlement boundary has been drawn to offer the potential to accommodate further development including a site on the north side of the A924, which has planning permission for residential use.

6.19.3 Infrastructure Considerations

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

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

Kinnaird



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6.20 Logierait

6.20.1 Description

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

6.20.2 Spatial Strategy Considerations

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

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

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

6.20.3 Infrastructure Considerations

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

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

Logierait



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6.21 Murthly

6.21.1 Description

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

6.21.2 Spatial Strategy Considerations

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

The potential development of a restaurant on the corner of Bridge Road and Station Road in the south of the village creates an opportunity to link with existing residential properties and provides a logical extension to the settlement (H44). In addition, roadside development is a strong characteristic of residential development within this area, therefore it is proposed that this will be continued on the west side of the Bridge Road. The release of sites H44 and H45 for residential development will be subject to the availability of capacity within the local primary school.

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

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

6.21.3 Infrastructure Considerations

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

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

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

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

Residential Sites

| Ref | Location | Size | Number |
|-----|-----------------------|---------|------------|
| H44 | South of Station Road | 1.15 ha | 20 maximum |

Site Specific Developer Requirements

- ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.
- ⇒ Built form and layout should respond appropriately to the landscape and strengthen the character of Murthly as a distinctive place.
- ⇒ Enhancement of biodiversity and protection of habitats.

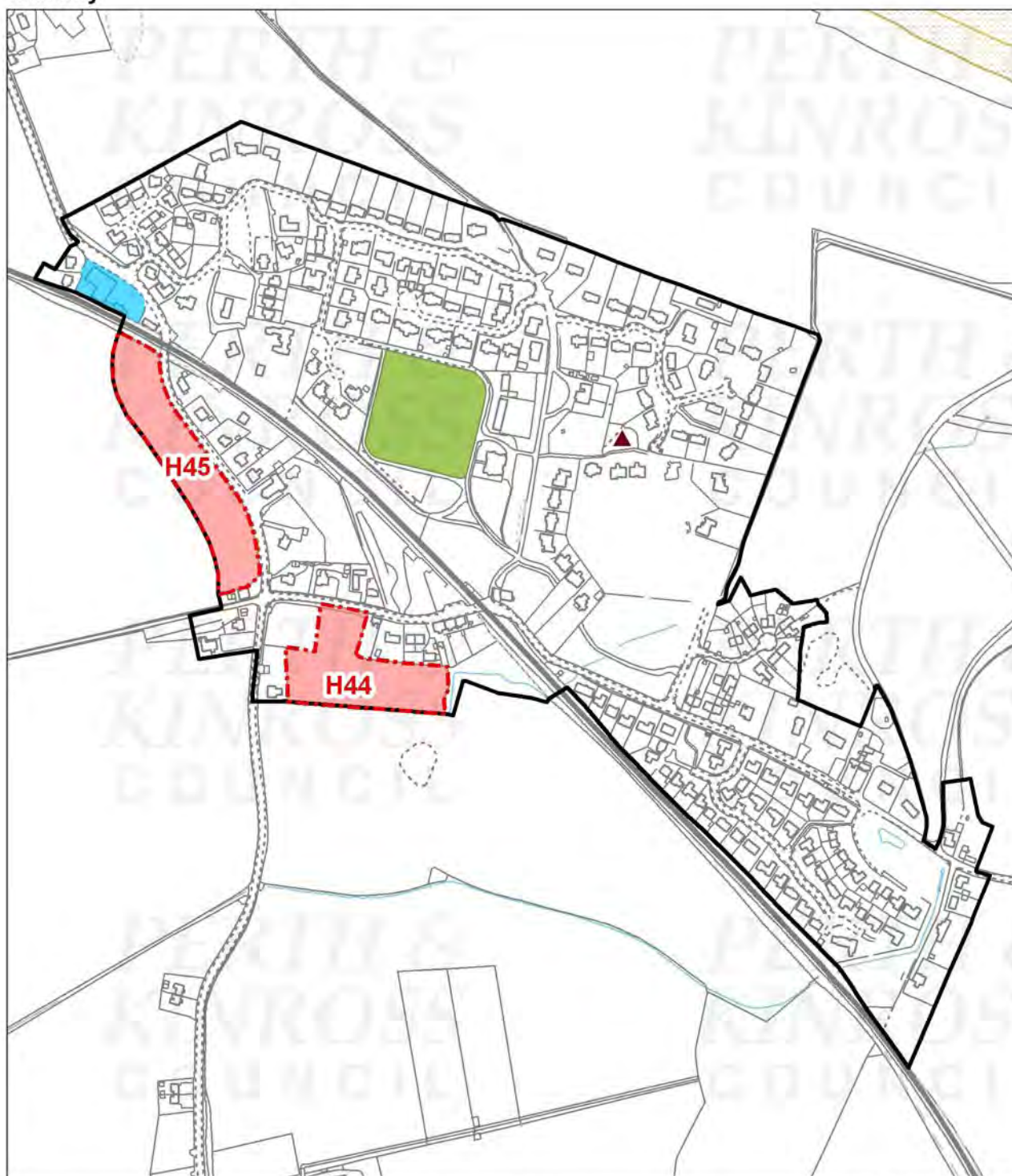


| Ref | Location | Size | Number |
|-----|---------------------|--------|--------|
| H45 | West of Bridge Road | 1.4 ha | 10 |

Site Specific Developer Requirements

- ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.
- ⇒ Built form and layout should respond appropriately to the landscape and strengthen the character of Murthy as a distinctive place.
- ⇒ Enhancement of biodiversity and protection of habitats.
- ⇒ Improvements to core paths around the village.

Murthly



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6.22 Trochry

6.22.1 Description

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

6.22.2 Spatial Strategy Considerations

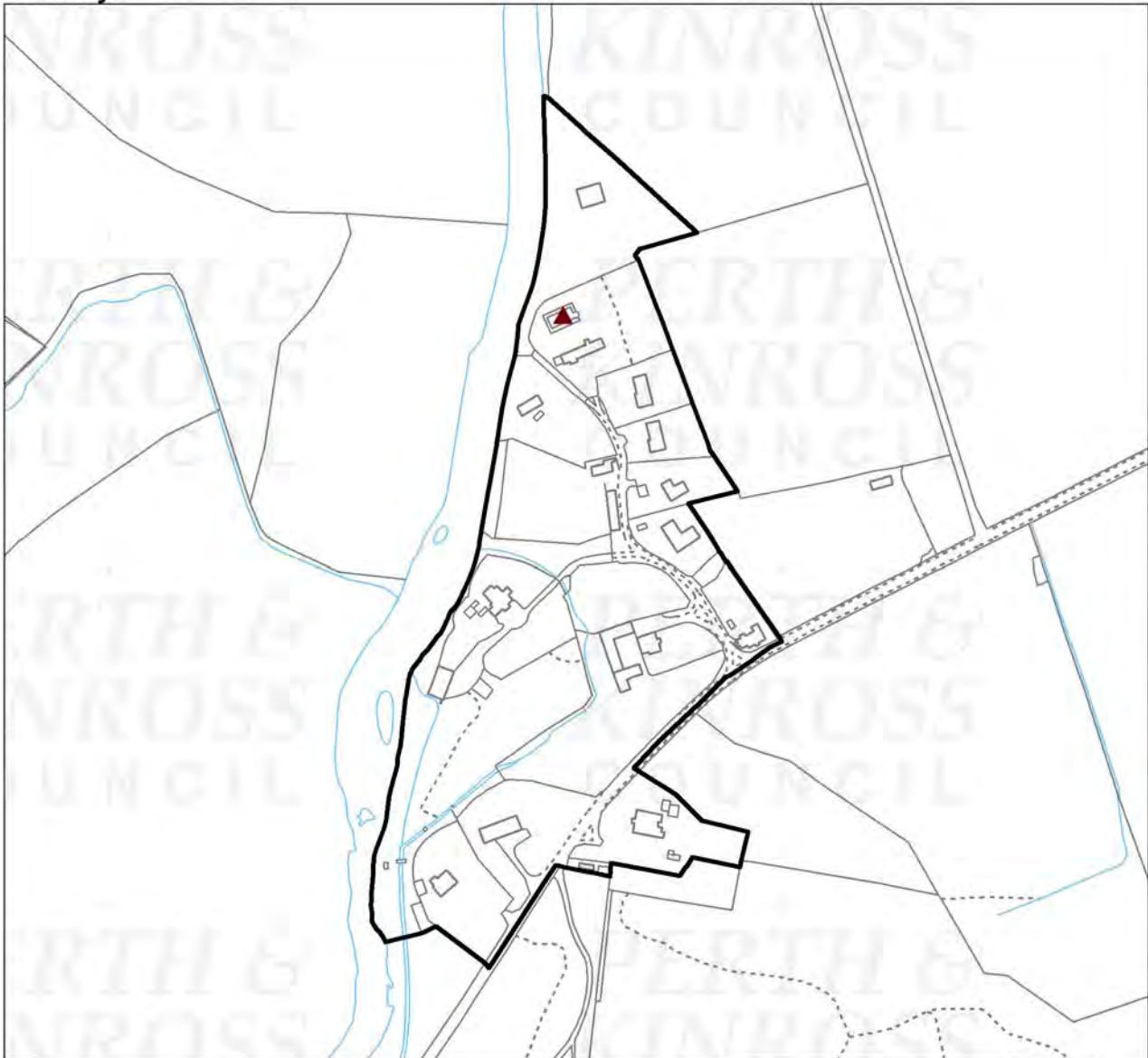
Trochry is not identified for significant growth and the settlement boundary has been drawn to limit the potential to accommodate further development and to protect the character and setting of the village.

6.22.3 Infrastructure Considerations

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

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

Trochry



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Scale:
1:4,000



6.23 Tummel Bridge

6.23.1 Description

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

6.23.2 Spatial Strategy Considerations

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

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

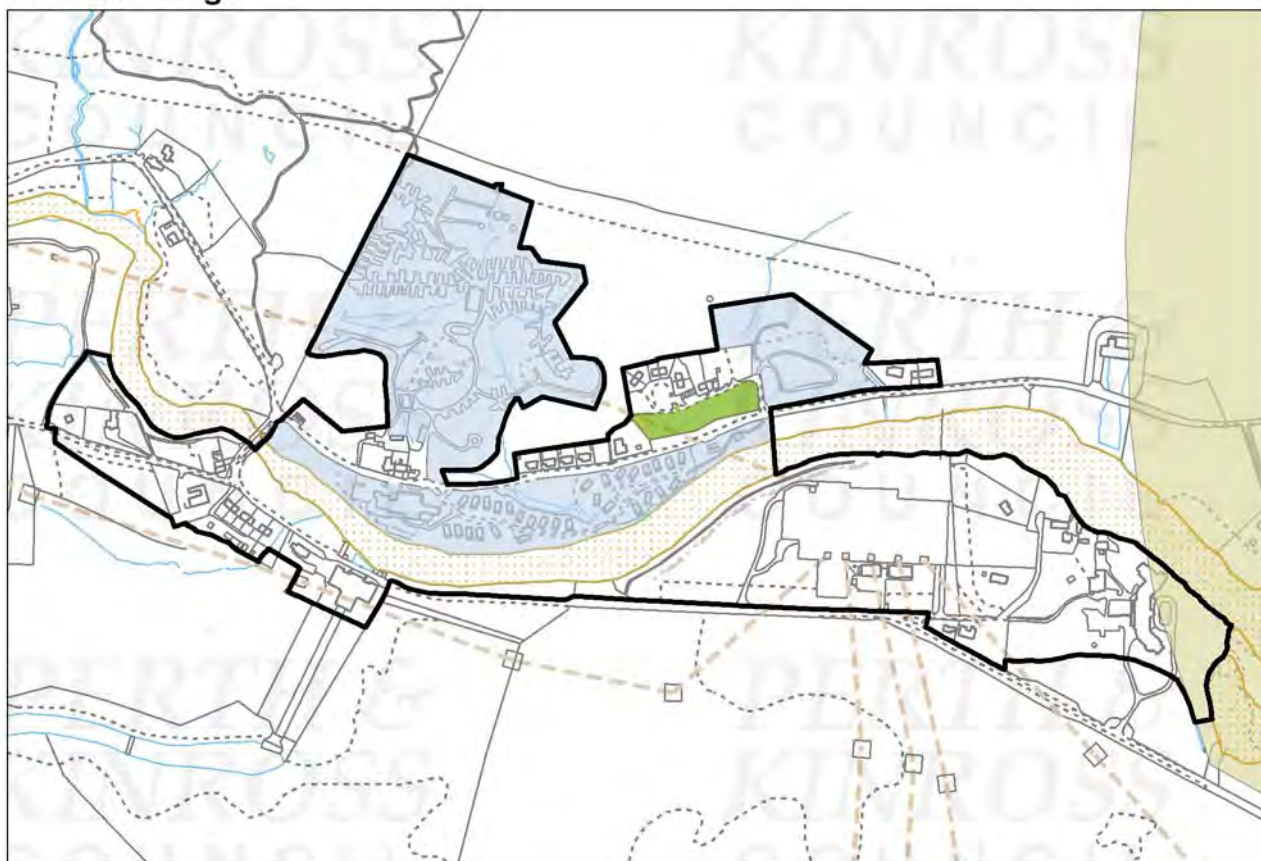
The Plan shows protection for the areas of open space and recreation to maintain the character and amenity of the village as well as protect and enhance local biodiversity.

6.23.3 Infrastructure Considerations

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

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

Tummel Bridge



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Scale:
1:9,000



6.24 Weem and Boltachan

6.24.1 Description

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

6.24.2 Spatial Strategy Considerations

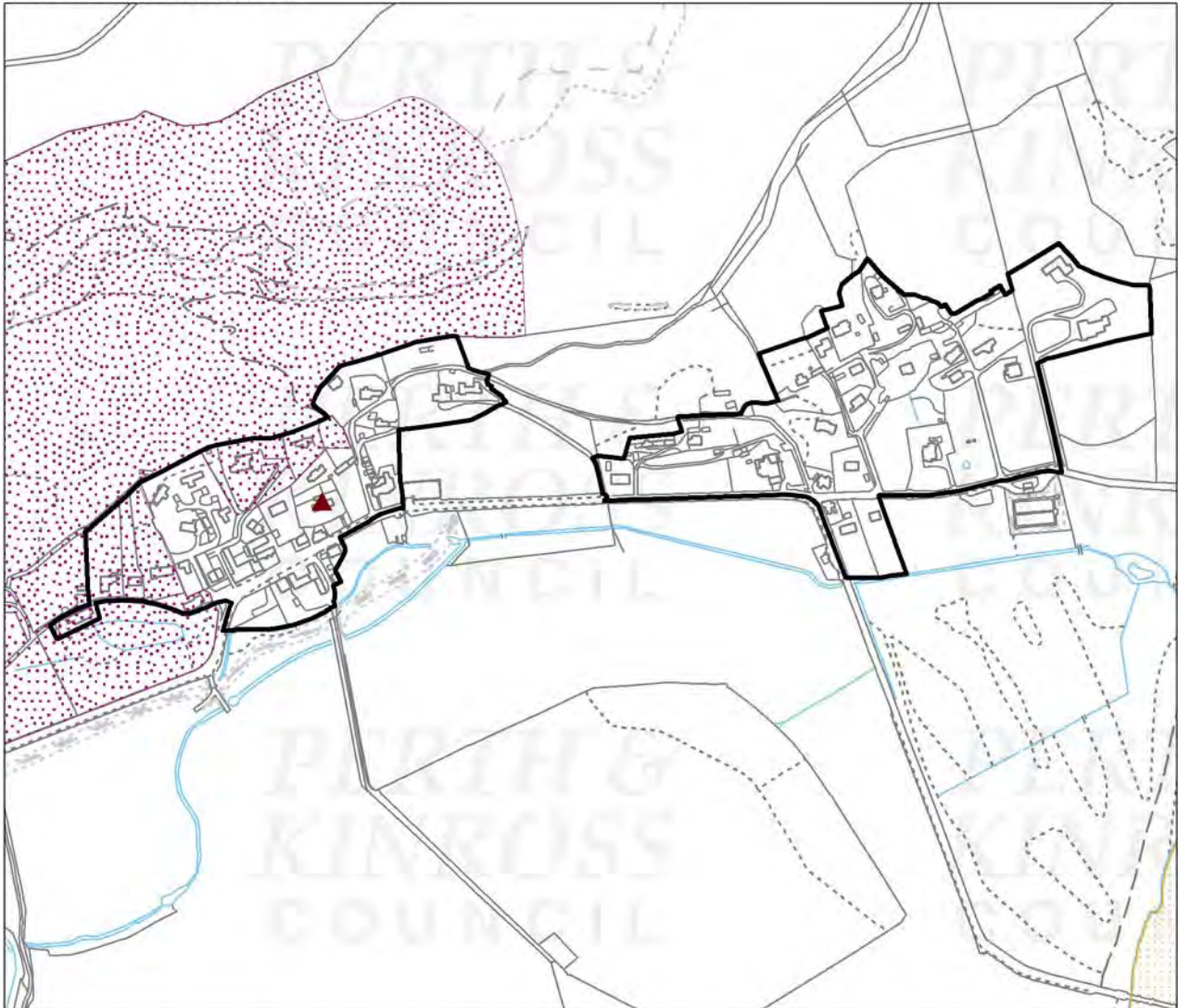
Weem and Boltachan are not identified for significant growth and the settlement boundaries have been drawn to offer the potential to accommodate limited further development for both residential and employment use.

6.24.3 Infrastructure Considerations

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

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

Weem and Boltachan



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↑ Scale:
1:7,000



7. Kinross-shire Area

7.1 Introduction

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

Employment Land

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

| Site Ref | Settlement | Location | Area (ha) |
|--------------|-----------------|--------------------|---------------|
| E16 | Kinross | South Kinross | 1.2 |
| E36 | Kinross | Turfhills | 2.3 (Phase 1) |
| E17 | Kinross | Turfhills | 13 (Phase 2) |
| E18 | Kinross | Station Road South | 3.2 |
| E19 | Milnathort | Stirling Road | 4.5 |
| E20 | Milnathort | Old Perth Road | 2.9 |
| E21 | Milnathort | Auld Mart Road | 0.7 |
| E22 | Blairingone | Vicars Bridge Road | 0.5 |
| E23 | Powmill | Powmill Cottage | 1.5 |
| E24 | Rumbling Bridge | Rumbling Bridge | 0.6 |
| E35 | Balado | Balado Bridge | 1.9 |
| Total | | | 32.3 |

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

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



Housing

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

7.1.9 The additional land required to meet the projected build rate is calculated through the following:
 $(A) - (B + C + D) = E$

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

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

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

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

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

7.1.13 To support the growth of the Portmoak area, a small site is identified at Scotlandwell, with the majority of the landward development being concentrated in Powmill, where the site is likely to provide housing land beyond the lifetime of the Plan. In addition, a number of settlement boundaries offer scope for individual houses or small housing sites.

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

Kinross and Milnathort

| Site Ref | Location | No of Units |
|--------------|----------------|-------------|
| H46 | West Kinross | 125 |
| H47 | Lathro Farm | 220 |
| H48 | Pitdownie | 40 |
| H49 | Pace Hill | 50 |
| H50 | Old Perth Road | 7 |
| Total | | 442 |



Landward

| Site Ref | Location | No of Units |
|--------------|----------------------|-------------|
| Op19 | Ochil Hills Hospital | 35 Max |
| H51 | Balado | 35 |
| H52 | Hattonburn | 30 Max |
| H53 | Powmill | 120 |
| H54 | Scotlandwell | 30 |
| Total | | 250 |

Housing within the Loch Leven Catchment

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

Education Infrastructure












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

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





Kinross-shire Area Landward Map Legend

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





↑ Scale:
1:100,000



7.2 Kinross and Milnathort

7.2.1 Description

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

7.2.2 Spatial Strategy Considerations

Kinross and Milnathort have a range of services and infrastructure including a new community campus; health centre and retail provision which will support future development needs. In order to support future employment, a number of areas of business land and opportunity sites have been identified and the retention of existing employment land will be encouraged. Employment land at Turfhill Phase 2 will only be supported where an appropriate landscape framework is agreed through the development of a masterplan.

To facilitate the provision of higher quality employment land, two opportunity sites are identified at Stirling Road, Milnathort and Kinross Auction Mart where existing buildings may not be fit for purpose to meet future employment needs. These sites allow for mixed use development, including residential, where proposals include improved employment land.

In the past a significant proportion of the food retail spend for the Kinross-shire area has leaked to Perth and towns in Fife, particularly Dunfermline and Glenrothes. The Sainsbury's store in Kinross has improved this situation but there remains an identified need to improve the retail offer in Kinross, through the provision of a larger format supermarket with a wider product range, close to the town centre.

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

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

7.2.3 Infrastructure Considerations

As the settlements lie on the edge of Loch Leven, the Waste Water Treatment Works will require to be upgraded to allow future development needs. Drainage from all development should connect to Public Waste Water Treatment Works.

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

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

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

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



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

Employment Sites

| Ref | Location | Size | Uses |
|---|---------------|--------|-------------------------|
| E16 | South Kinross | 1.2 ha | General employment uses |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ Landscaping framework. ⇒ Noise attenuation measures adjacent to motorway. ⇒ Noise impact assessment. | | | |

| Ref | Location | Size | Uses |
|---|--------------------|--------|-------------------------|
| E18 | Station Road South | 3.2 ha | General employment uses |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ High quality of building and landscape design. ⇒ High quality internal landscaping. ⇒ Significant woodland planting along western boundary of site. ⇒ Provision of multi-user path from Station Road to southern boundary of site. ⇒ Noise attenuation measures where required. | | | |

| Ref | Location | Size | Uses |
|---|-----------|---------|-------------------------|
| E36 E17 | Turfhills | 15.3 ha | General employment uses |
| Phase 1 – 2.3 ha Phase 2 – 13 ha Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Masterplan submitted at the time of any planning application to ensure built form and layout respond appropriately to the landscape. ⇒ Flood Risk Assessment. ⇒ Access road to be delivered in conjunction with adjacent site proposals to the satisfaction of the Council as Roads Authority. ⇒ Transport Assessment. ⇒ Improved pedestrian/cycle links with Kinross. ⇒ A comprehensive landscape framework and specific proposals for its implementation. ⇒ Noise attenuation measures adjacent to motorway. ⇒ Noise impact assessment. | | | |



| Ref | Location | Size | Uses |
|-----|---------------|--------|-------------------------|
| E19 | Stirling Road | 4.5 ha | General employment uses |

Site Specific Developer Requirements

- ⇒ Flood Risk Assessment.
- ⇒ Provision of new junction to Stirling Road facilitating access to existing industrial areas or in conjunction with neighbouring opportunity development site.
- ⇒ Significant woodland planting along western and southern boundary of site.
- ⇒ Provide enhancement to core path network through site.

| Ref | Location | Size | Uses |
|-----|----------------|--------|-------------------------|
| E20 | Old Perth Road | 2.9 ha | General employment uses |

Site Specific Developer Requirements

- ⇒ Flood Risk Assessment.
- ⇒ Landscaping framework.
- ⇒ Noise impact assessment.
- ⇒ Noise attenuation measures adjacent to motorway.
- ⇒ Archaeological Investigation.

| Ref | Location | Size | Uses |
|-----|----------------|--------|-------------------------|
| E21 | Auld Mart Road | 0.7 ha | General employment uses |

Site Specific Developer Requirements

- ⇒ Flood Risk Assessment.



Residential Sites

| Ref | Location | Size | Number |
|-----|--------------|------|--------|
| H46 | West Kinross | 8 ha | 125 |

Site Specific Developer Requirements

- ⇒ A mix of housing types and sizes including low cost housing.
- ⇒ Flood Risk Assessment.
- ⇒ Transport Assessment.
- ⇒ Road connection to A922 Springfield Road and explore a secondary access to Gallowhill Road to the satisfaction of the Council as Roads Authority.
- ⇒ Provision of woodland screen planting along the west boundary of site.
- ⇒ Noise attenuation measures.
- ⇒ Enhancement of Core Path between Springfield Road and Old Gallows Road.
- ⇒ Financial contribution to education provision inline with the Supplementary Guidance.

| Ref | Location | Size | Number |
|-----|-------------|-------|----------------------|
| H47 | Lathro Farm | 13 ha | 220 (120 up to 2024) |

This site will provide housing land over and beyond the lifetime of the Local Development Plan. Development of this site will be in phases with 120 in the life of the Plan. In order to mitigate the impact of the development reducing the visual separation between Kinross and Milnathort, development will only be acceptable where improvements to the landscape, green networks and riparian habitat have been implemented. It is expected that these mitigation works will be implemented on land outwith the site but within the same ownership.

Site Specific Developer Requirements

- ⇒ Development of a masterplan through consultation with the Community and Council submitted at the time of a planning application setting out the phasing of the site.
- ⇒ A mix of housing types and sizes including low cost housing.
- ⇒ Flood Risk Assessment.
- ⇒ Transport Assessment.
- ⇒ Form road connection onto Gallowhill Road, Lathro Land and A922.
- ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.
- ⇒ A comprehensive landscape framework, incorporating public access, and specific proposals for its implementation.
- ⇒ Noise attenuation measures.
- ⇒ Financial contribution to education provision in line with the Supplementary Guidance.

| Ref | Location | Size | Number |
|-----|-----------|------|--------|
| H48 | Pitdownie | 3 ha | 40 |

Site Specific Developer Requirements

- ⇒ A mix of housing types and sizes including low cost housing.
- ⇒ Flood Risk Assessment.
- ⇒ Water margin enhancement along Back Burn.
- ⇒ Road access to be formed from both Manse Road and Curlers' Crescent.
- ⇒ Provision of woodland screen planting along the western edge of Milnathort.
- ⇒ Noise attenuation measures.
- ⇒ Provision of a multi-user core path through woodland planting.



| Ref | Location | Size | Number |
|---|-----------|--------|--------|
| H49 | Pace Hill | 3.5 ha | 50 |
| Site Specific Developer Requirements | | | |
| ⇒ A mix of housing types and sizes including low cost housing. | | | |
| ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. | | | |
| ⇒ Provision of woodland screen planting along the north boundary of site incorporating public access. | | | |
| ⇒ Provision of a multi-user path through woodland planting. | | | |
| ⇒ Noise attenuation measures. | | | |

| Ref | Location | Size | Number |
|---|----------------|--------|--------|
| H50 | Old Perth Road | 1.8 ha | 7 |
| Site Specific Developer Requirements | | | |
| ⇒ Flood Risk Assessment. | | | |
| ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. | | | |
| ⇒ Woodland planting to the north of the site. | | | |
| ⇒ Noise attenuation measures. | | | |
| ⇒ Provision of multi-user route from Pace Hill to Old Perth Road. | | | |

Opportunity Sites

| Ref | Location | Size | Uses |
|--|-------------|------|--------------------------|
| Op10 | Market Park | 1 ha | National Curling Academy |
| Will be retained for the National Curling Academy. The site is of value to the setting of Kinross, and if it is not required for the identified use, it will remain as green space or suitable for a prestigious development which is deemed by the Council to enhance Kinross as a tourism destination and is compatible with existing neighbouring uses. | | | |
| Site Specific Developer Requirements | | | |
| ⇒ Transport Assessment. | | | |
| ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. | | | |

| Ref | Location | Size | Uses |
|--|---------------------------------|------|---|
| Op11 | Turfhills Motorway Service Area | 5 ha | Improvement of existing motorway service area with element of tourism related retailing |
| The motorway services at Turfhills are the focus for motorway services and tourism related retailing. The Council will encourage improvements to existing facilities and creation of tourism related retailing targeted at the travelling public using the strategic road network. | | | |
| Site Specific Developer Requirements | | | |
| ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. | | | |
| ⇒ Landscaping framework. | | | |
| ⇒ Archaeological Investigation. | | | |

| Ref | Location | Size | Uses |
|--|--------------------|---------|---|
| Op12 | Former High School | 2.95 ha | Employment/Retail/Hotel/Community/Residential |
| This site lies within the Kinross Conservation Area and any proposal will be required to preserve or enhance the area. | | | |
| Site Specific Developer Requirements | | | |
| ⇒ Provision of adequate off street parking. | | | |
| ⇒ Landscaping framework. | | | |
| ⇒ New designs should consider the retention of Listed Building. | | | |



| Ref | Location | Size | Uses |
|------|-------------------------|--------|---|
| Op13 | Scottish Motor Auctions | 3.7 ha | Employment and high density residential on no more than 50% of site |

The buildings at the Scottish Motor Auctions may not be fit for purpose to meet future employment needs. To improve the quality and range of employment land, appropriate residential development will be supported, where high quality employment uses are provided on the majority of the site.

Site Specific Developer Requirements

- ⇒ Provision of Class 4 Business units or serviced land, 50% of business requirement will be delivered in advance or in conjunction with residential development.
- ⇒ Flood Risk Assessment.
- ⇒ Transport Assessment.
- ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.
- ⇒ Creation of public access route between B996 and the Pier.
- ⇒ Landscaping framework.
- ⇒ Noise impact assessment.

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

| Ref | Location | Size | Uses |
|------|-----------|--------|----------------|
| Op15 | Lethangie | 3.5 ha | Primary School |

The site is identified for future use as a primary school. If it is not required the land will remain in agricultural use.

Site Specific Developer Requirements

- ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.
- ⇒ Landscaping framework.
- ⇒ Archaeological Investigation.



| Ref | Location | Size | Uses |
|------|---------------|--------|--|
| Op16 | Stirling Road | 3.8 ha | Employment use and residential on no more than 75% of site |

The buildings at Stirling Road may not be fit for purpose to meet future employment needs. To improve the quality and range of employment land, appropriate residential development will be supported, where high quality employment uses are provided on the site.

Site Specific Developer Requirements

- ⇒ Comprehensive development of the site. Class 4-6 units or serviced land compatible with neighbouring land uses, business requirement will be delivered in advance or in conjunction with residential development.
- ⇒ Flood Risk Assessment.
- ⇒ Transport Assessment.
- ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.
- ⇒ Landscaping framework.
- ⇒ Noise impact assessment.
- ⇒ Retain potential for multi-user path connecting to Gallowhill Road and Stirling Road.

| Ref | Location | Size | Uses |
|--------------|--------------|------|--|
| Op17 Op18 | Kay Trailers | N/A | Employment use or Residential (High/Flatted Density) |

Site Specific Developer Requirements

- ⇒ Maintain the streetscape of Stirling Road.
- ⇒ Encouragement will be given to any housing being low cost flats or terraced houses.
- ⇒ Flood Risk Assessment.
- ⇒ Provision of off street parking.

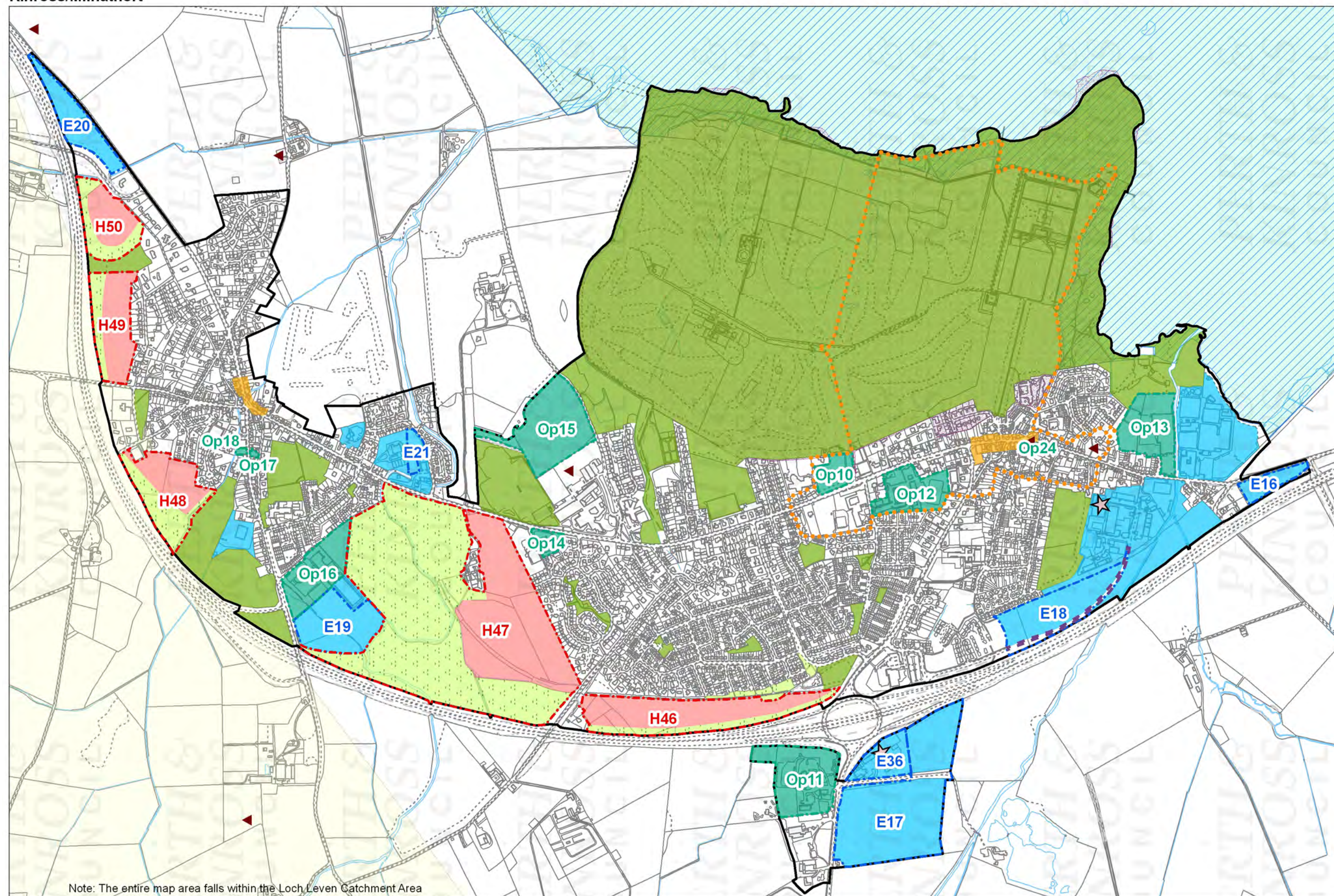
| Ref | Location | Size | Uses |
|------|-------------------|------|--|
| Op24 | Kinross Town Hall | N/A | Conversion to accommodate one or more of the following uses: Community, Retail, Office, Hotel, Restaurant, Residential |

Site Specific Developer Requirements

- ⇒ A sympathetic scheme for the restoration and reuse of the listed buildings.
- ⇒ An enhancement scheme for the public space in front of the buildings.



Kinross/Milnathort



7.3 Balado

7.3.1 Description

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

7.3.2 Spatial Strategy Considerations

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

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

7.3.3 Infrastructure Considerations

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

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

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

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

Employment Site

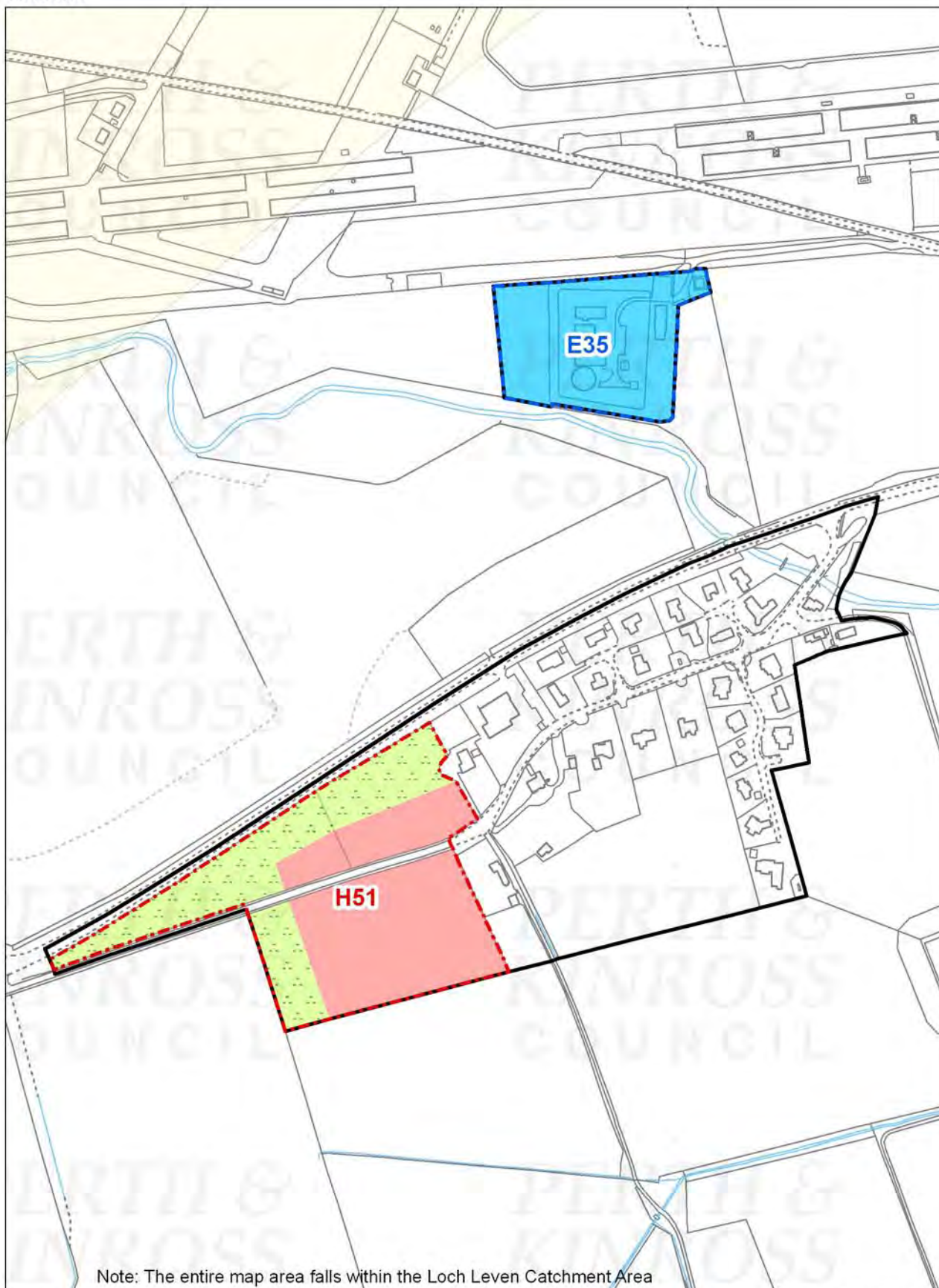
| Ref | Location | Size | Uses |
|--|---------------|--------|------------------------|
| E35 | Balado Bridge | 1.9 ha | General employment use |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Consideration of retention of Radar Housing. ⇒ Flood Risk Assessment. | | | |

Residential Site

| Ref | Location | Size | Number |
|---|----------|--------|--------|
| H51 | Balado | 3.0 ha | 35 |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Onsite affordable housing provision. ⇒ Flood Risk Assessment. ⇒ Provision of a suitable drainage scheme which provides required mitigation. ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ Improved bus stop and safe crossing facilities. ⇒ A village landscape plan and specific proposals for its implementation. ⇒ Provision of children's play area and kick-about area. ⇒ Noise attenuation measures along A977. ⇒ Design to accommodate core paths and connection of the site to the wider core path network. | | | |



Balado



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↑ Scale:
1:5,000



7.4 Blairingone

7.4.1 Description

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

7.4.2 Spatial Strategy Considerations

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

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

7.4.3 Infrastructure Considerations

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

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

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

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

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

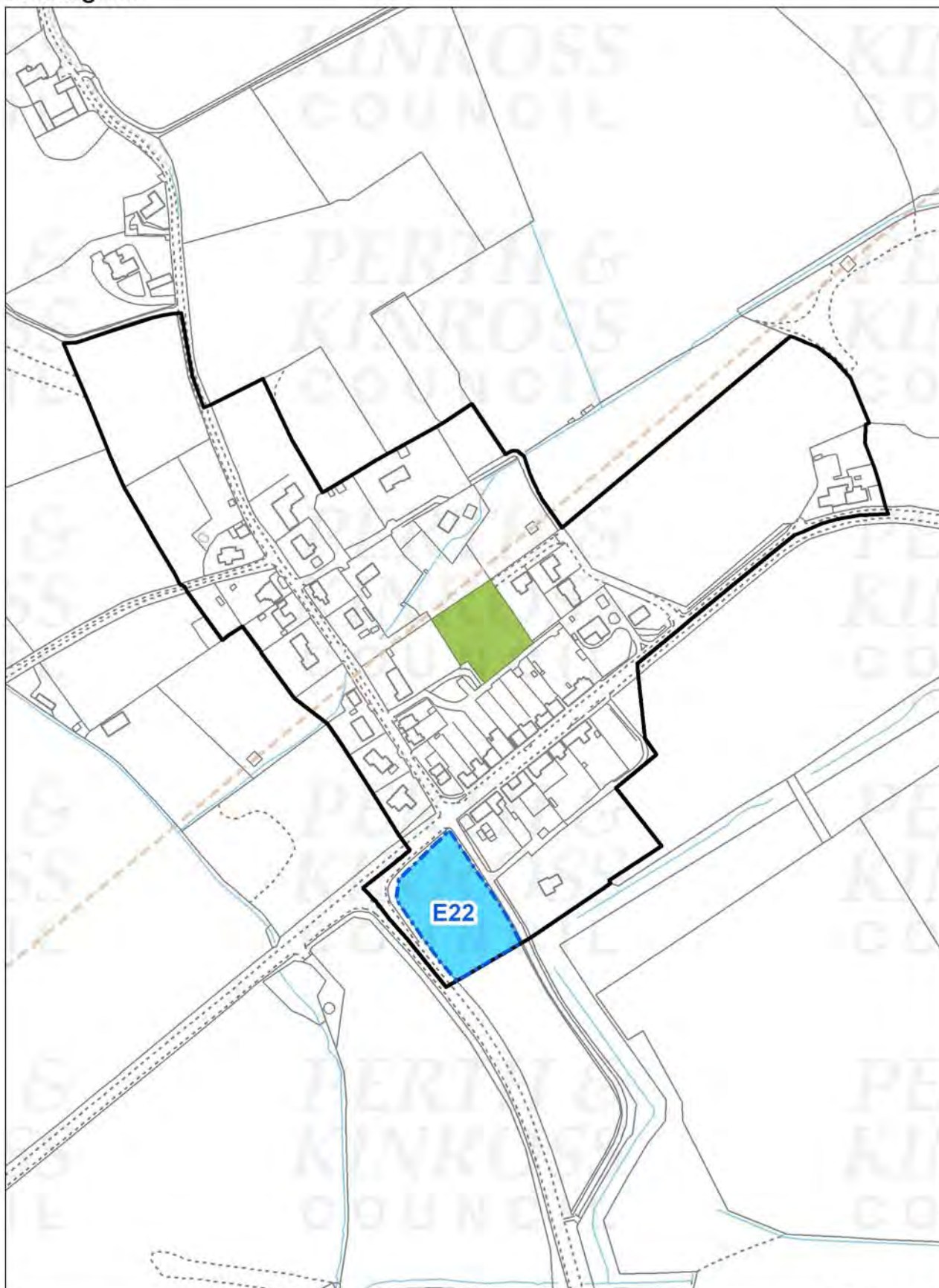
Due to the potential for adverse ground conditions applicants may be required to submit an engineer's report into the suitability of ground conditions with particular regard to old mine workings.

Employment Site

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



Blairingone



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7.5 Carnbo

7.5.1 Description

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

7.5.2 Spatial Strategy Considerations

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

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

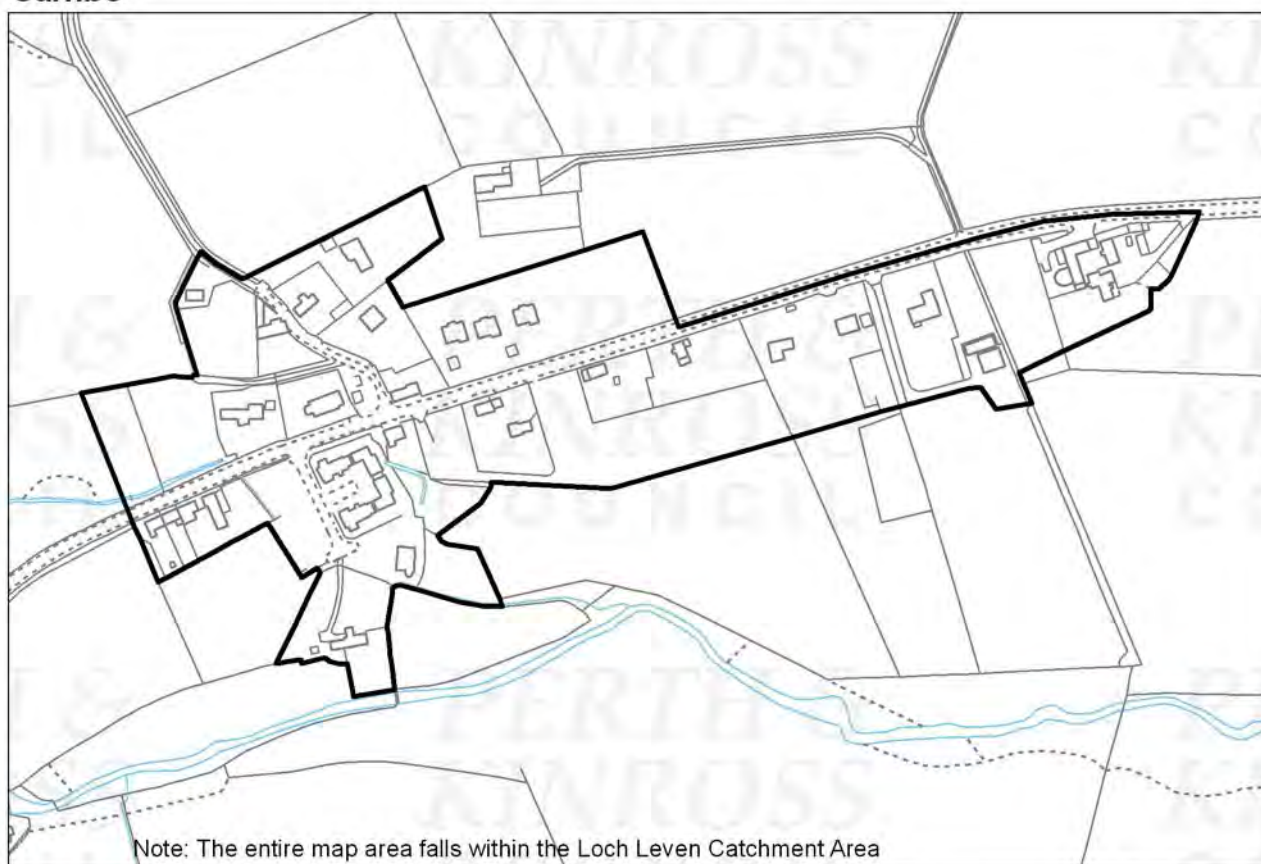
7.5.3 Infrastructure Considerations

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

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

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

Carnbo



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7.6 Cleish

7.6.1 Description

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

7.6.2 Spatial Strategy Considerations

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

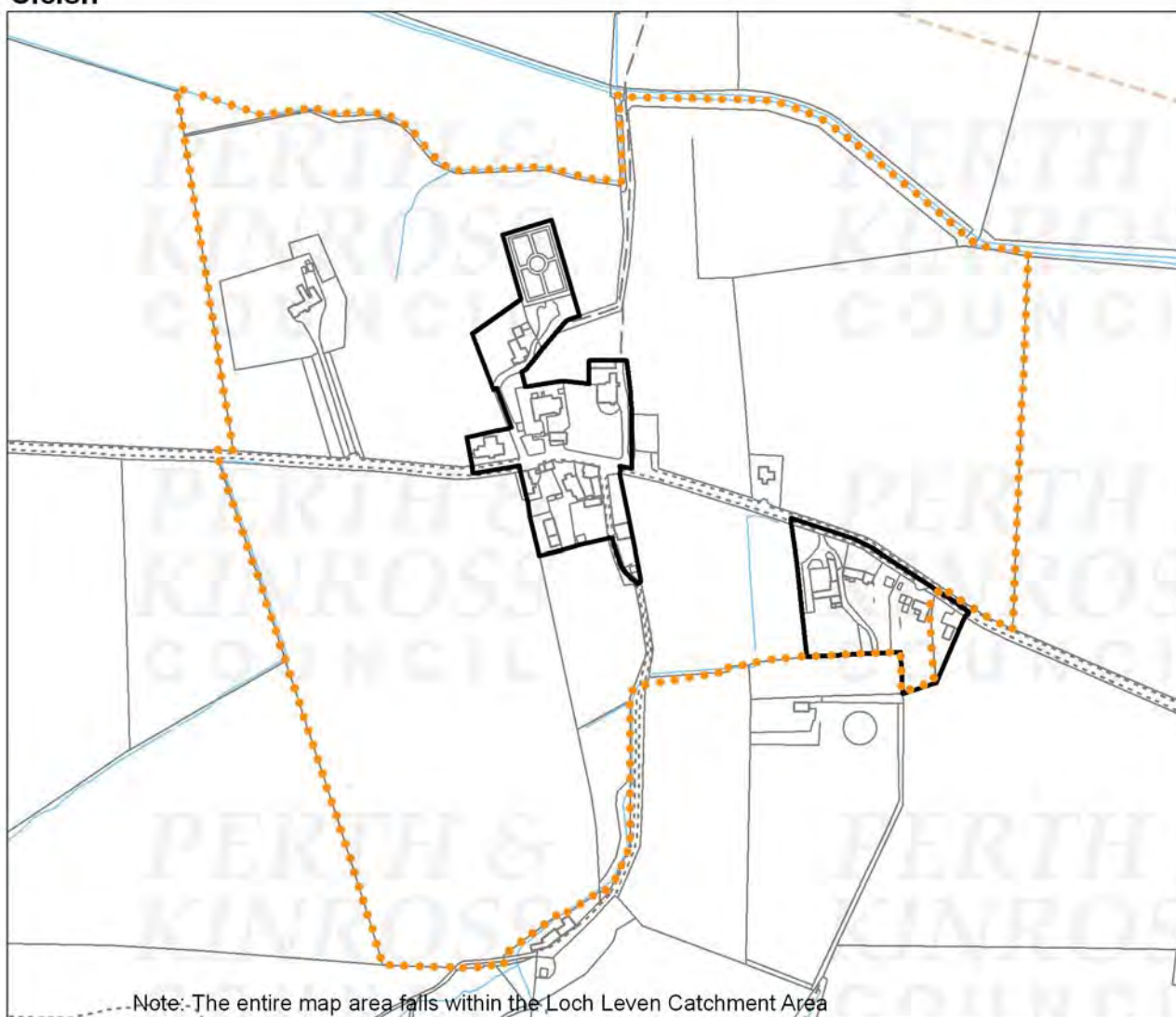
Cleish and its environs are within a Conservation Area designation which seeks to protect the character and historic integrity of the area.

7.6.3 Infrastructure Considerations

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

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

Cleish



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7.7 Crook of Devon

7.7.1 Description

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

7.7.2 Spatial Strategy Considerations

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

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

7.7.3 Infrastructure Considerations

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

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

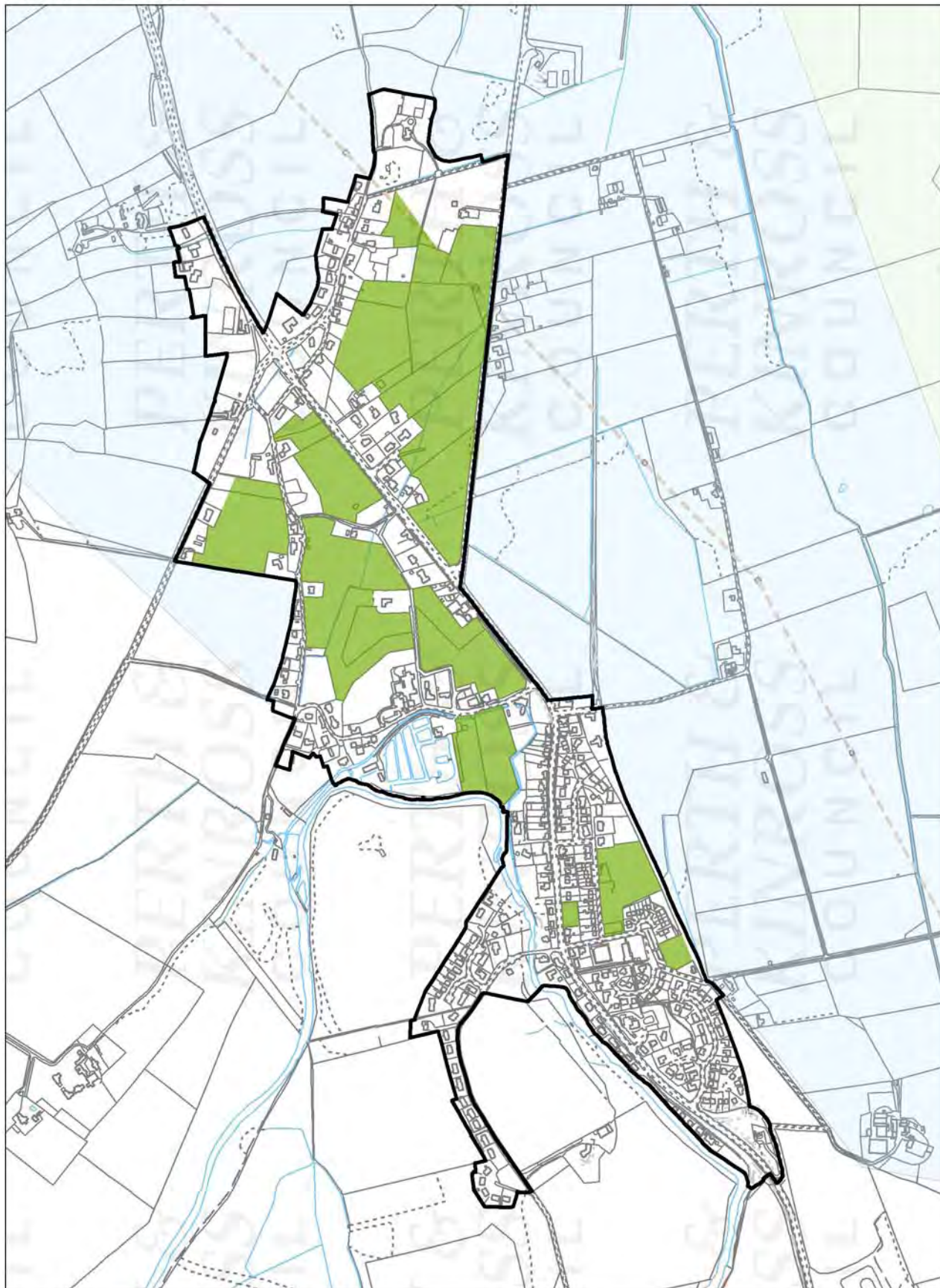
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Crook of Devon



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7.8 Drunzie

7.8.1 Description

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

7.8.2 Spatial Strategy Considerations

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

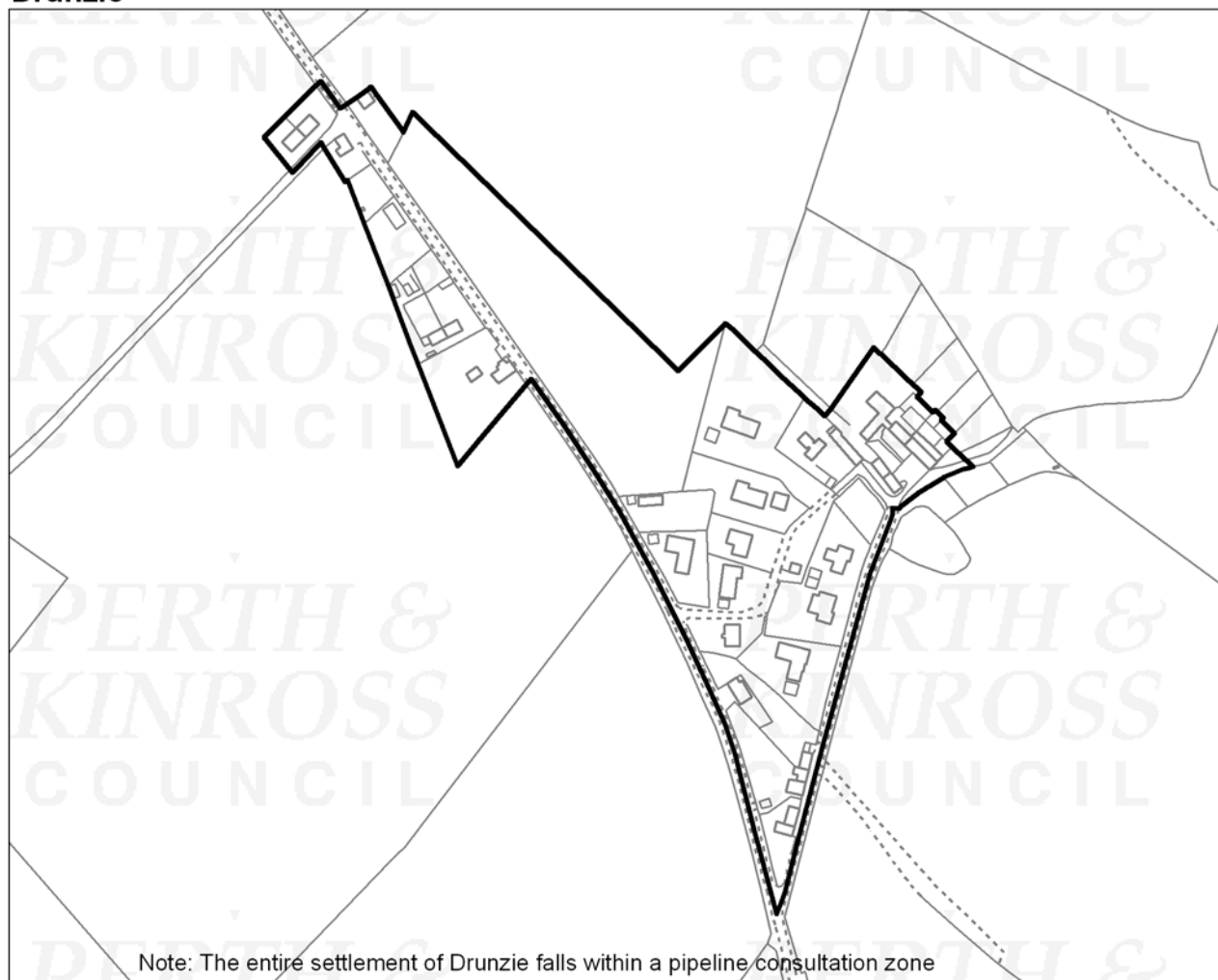
Preference will be given to roadside development echoing the character of the original settlement.

7.8.3 Infrastructure Considerations

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

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

Drunzie



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7.9 Glenlomond

7.9.1 Description

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

7.9.2 Spatial Strategy Considerations

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

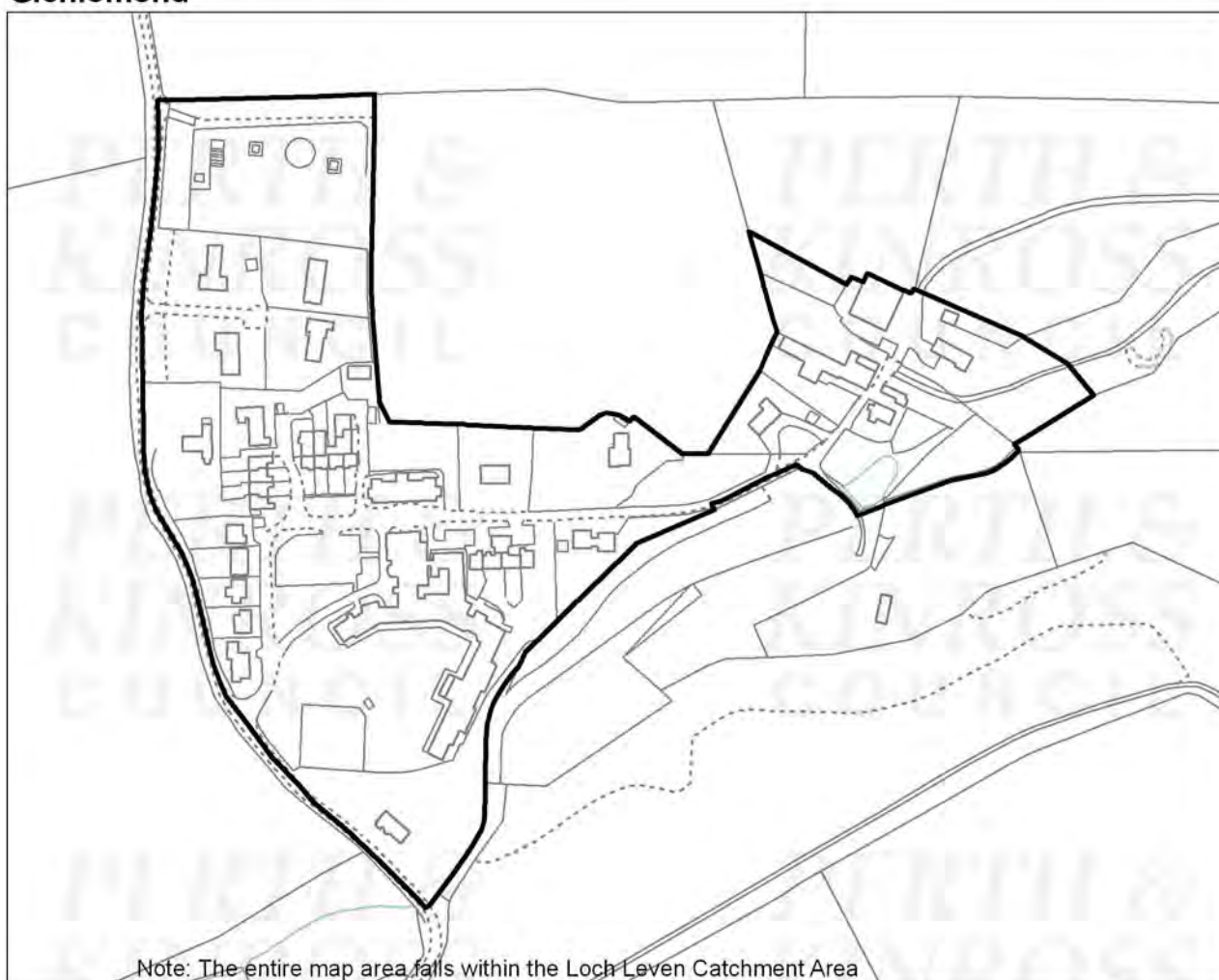
7.9.3 Infrastructure Considerations

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

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

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

Glenlomond



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7.10 Greenacres

7.10.1 Description

Greenacres lies between the M90 and B996, 3 miles to the south of Kinross. The site provides private pitches for Gypsy/Travellers and has grown organically over recent years.

7.10.2 Spatial Strategy Considerations

Through the Housing Need and Demand Assessment, a need for additional capacity for Gypsy/Travellers is identified. Greenacres has become an established site and the settlement boundary has been drawn to offer potential to accommodate a small number of further private pitches and encourage an overall plan for the satisfactory development of the site as a whole. The settlement will be retained for use as a travellers' site. In the event of land ceasing to be used as a Gypsy/Travellers' site, there shall be no presumption in favour of residential development.

7.10.3 Infrastructure Considerations

Greenacres lies within the Loch Leven Catchment Area and any development will be required to provide the appropriate mitigation measures.

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

Road and access improvements to the satisfaction of the Council as Roads Authority may be required.

Prior to the creation of further pitches a landscaping framework, in agreement with the Council as Planning Authority, will be implemented incorporating noise attenuation measures along the boundary with the M90 and boundary screening.

Greenacres



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7.11 Hattonburn

7.11.1 Description

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

7.11.2 Spatial Strategy Considerations

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

7.11.3 Infrastructure Considerations

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

All development will be required to provide a SUDS Plan.

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

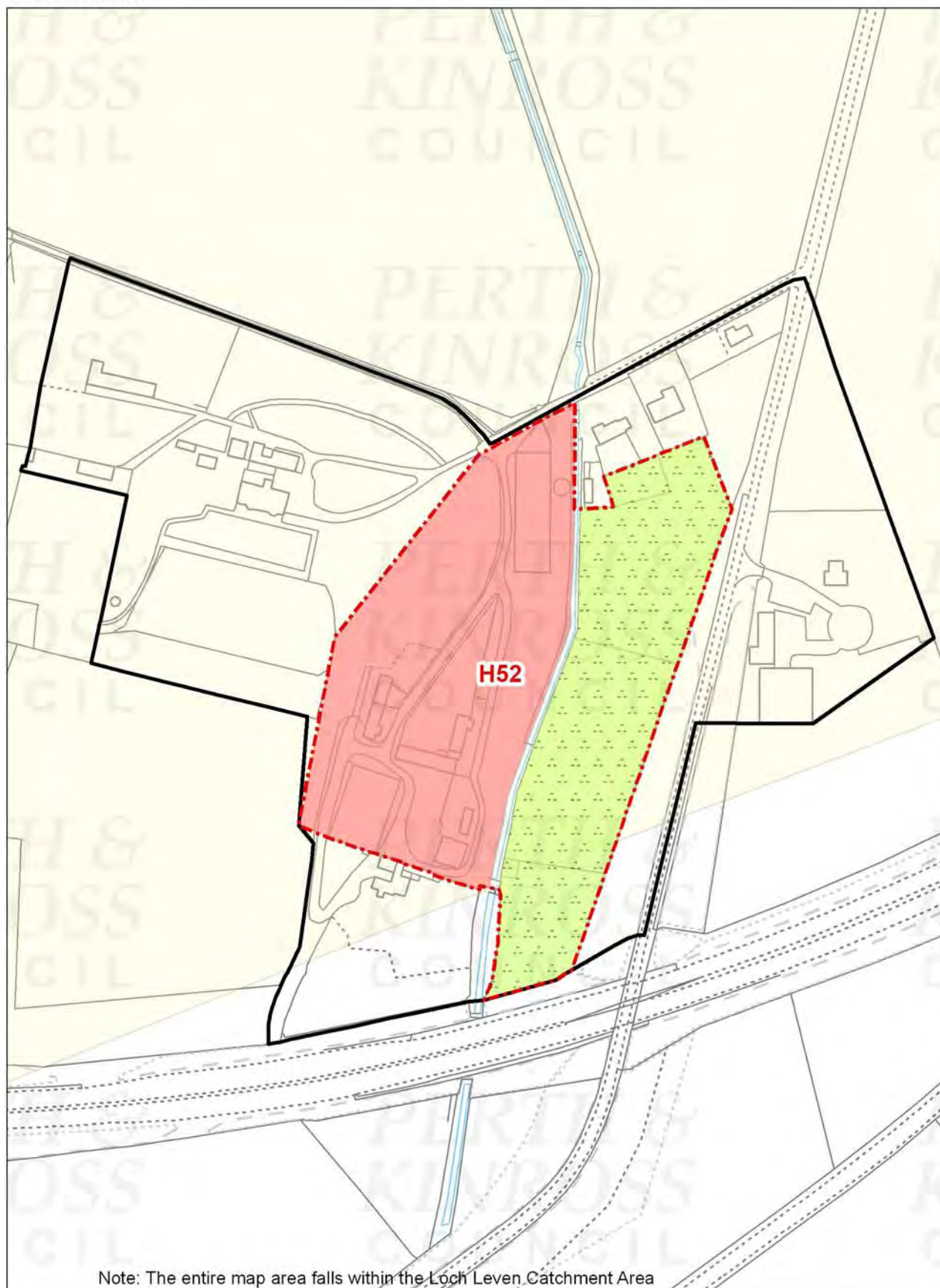
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Residential Site

| Ref | Location | Size | Number |
|--|------------|------|---|
| H52 | Hattonburn | N/A | Conversion + 20 new, total not to exceed 30 |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Sympathetic conversion of traditional buildings. ⇒ Protect setting of Hattonburn House. ⇒ Limited new build (max 20) within footprint of demolished buildings. ⇒ Flood Risk Assessment. ⇒ Consider second access road to Hattonburn Road. ⇒ Retention of existing trees and woodland management plan. ⇒ Improvements to core path network. | | | |



Hattonburn



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7.12 Keltybridge and Maryburgh

7.12.1 Description

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

7.12.2 Spatial Strategy Considerations

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

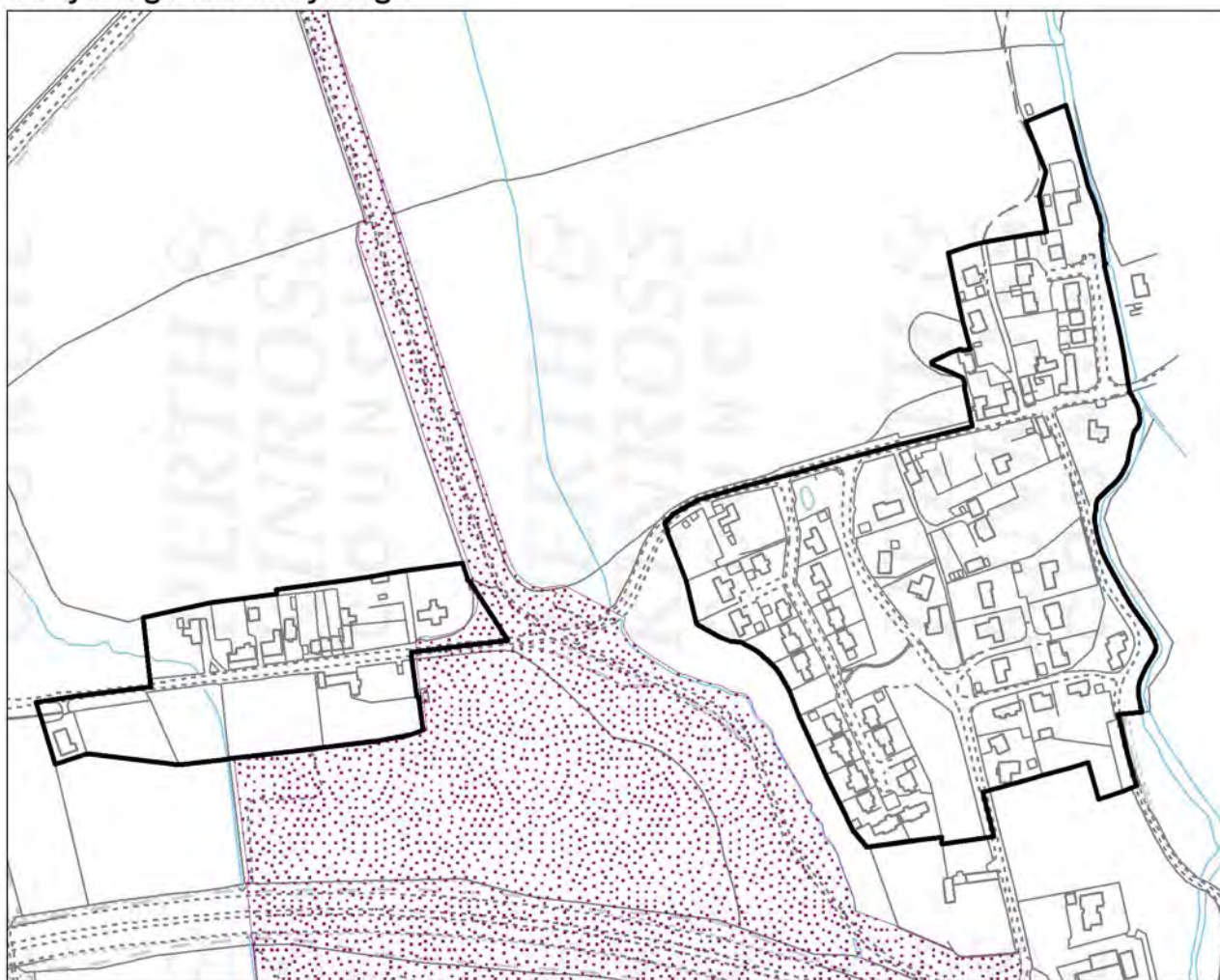
7.12.3 Infrastructure Considerations

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

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

All development should consider the retention of existing trees.

Keltybridge and Maryburgh



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7.13 Kinnesswood

7.13.1 Description

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

7.13.2 Spatial Strategy Considerations

Due to the growth that has taken place in Kinnesswood and the current planning permissions, the settlement is not identified for further growth and this has been reflected in the settlement boundary. Adjacent to Bishop Terrace, an area of land has been included within the settlement boundary which may be suitable for the development of a single dwellinghouse.

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

7.13.3 Infrastructure Considerations

Drainage from all development should connect to Public Drainage System.

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

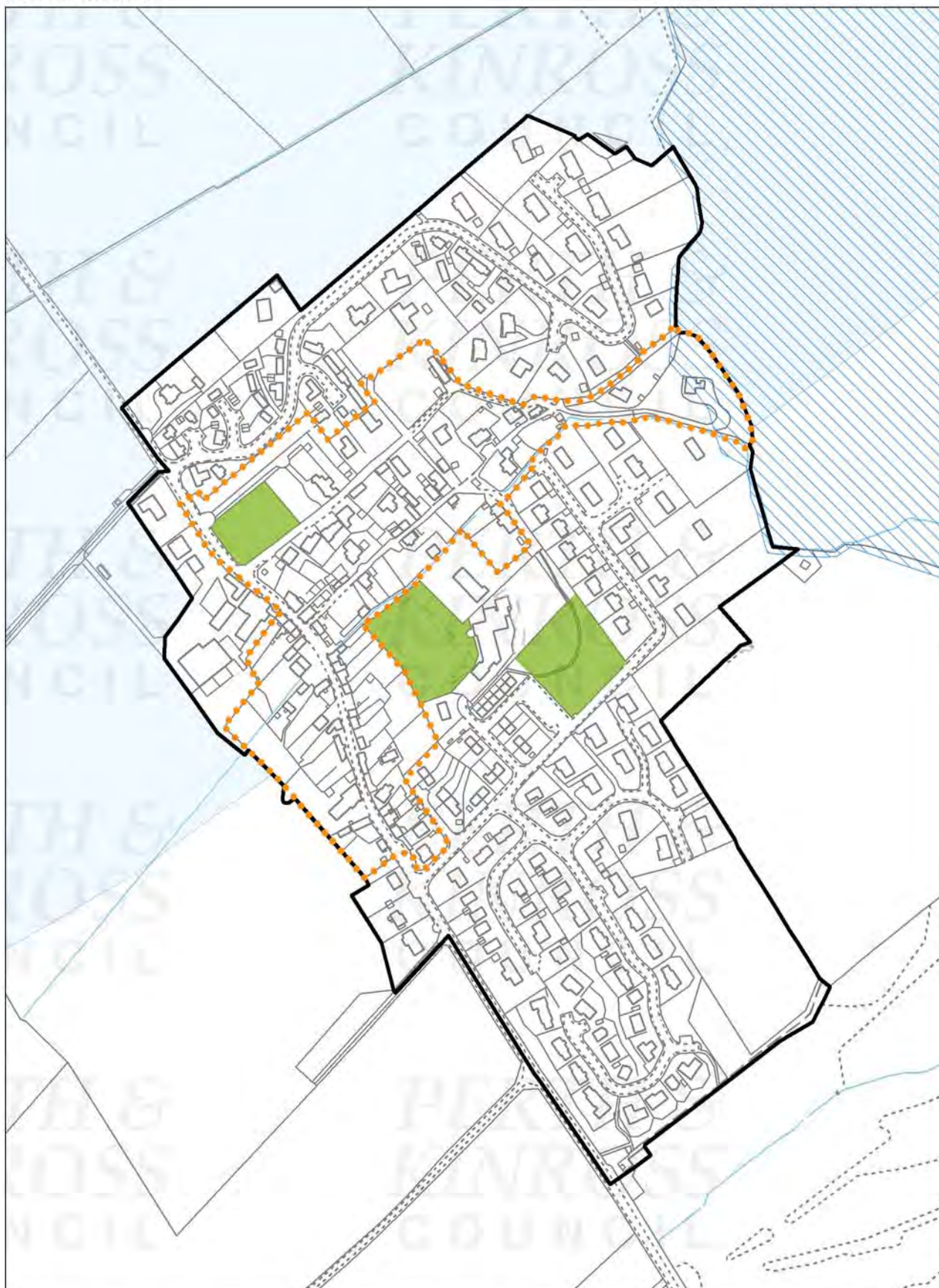
Any development of 5 or more houses will require to contribute towards affordable housing provision in accordance with the Council's Affordable Housing Policy.

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

Development of the land at Bishop Terrace is required to accommodate the core path and its connection to the wider core path network.



Kinnesswood



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7.14 Ochil Hills Hospital

7.14.1 Description

The Ochil Hills Hospital site lies on the upper slopes of the eastern Ochils, some 2 miles to the north-west of Milnathort. The site covers the grounds of the former Ochil Hills Hospital, built in 1902 as a TB sanatorium. Unused since the late 1980s, the main hospital building and associated annex buildings were demolished in 2003. The majority of the grounds are wooded. The site is served by a long, single track access road from the minor public road system at Tillyrie.

7.14.2 Spatial Strategy Considerations

The settlement boundary has been drawn to reflect the site of the former hospital and the existing planning permission.

7.14.3 Infrastructure Considerations

Ochil Hills Hospital lies within the Loch Leven Catchment Area and any development will be required to provide the appropriate mitigation measures.

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

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

Opportunity Site

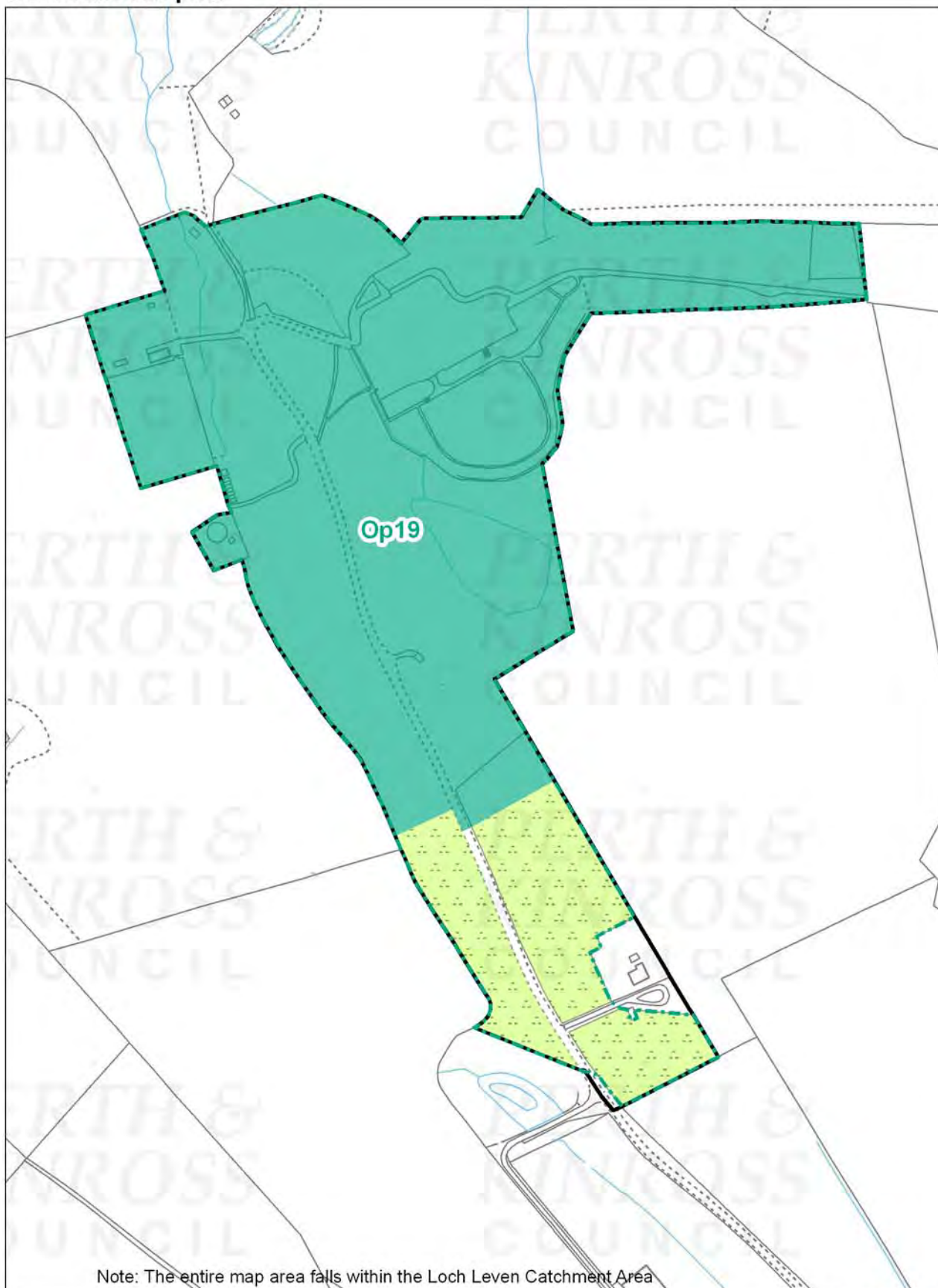
| Ref | Location | Size | Uses |
|------|----------------------|------|---|
| Op19 | Ochil Hills Hospital | N/A | Residential Maximum of 35 houses/ Hotel or Leisure/Institutional use |

Site Specific Developer Requirements

- ⇒ Comprehensive development of the entire site.
- ⇒ Flood Risk Assessment.
- ⇒ Provision of public drainage system with capacity to accommodate surrounding development.
- ⇒ Diversion of effluent outwith Loch Leven Catchment or mitigation measures.
- ⇒ Improved access from A91 and develop roads layout to the satisfaction of the Roads Authority.
- ⇒ A comprehensive woodland management plan and specific proposals for its implementation.
- ⇒ Improvements to existing core path and its connection to the wider core path network.



Ochil Hills Hospital



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7.15 Powmill

7.15.1 Description

Powmill lies on the Pow Burn, straddling the A977, some 8 miles south-west of Kinross. The settlement has a small shop, village hall and the Powmill Milk Bar & Café to the north. Powmill and Gartwhinzean Feus are visually separated by the former Gartwhinzean Hotel and Farm Steading which occupy a prominent position when entering the settlement from the south.

7.15.2 Spatial Strategy Considerations

The former Gartwhinzean Hotel and adjacent steading are brownfield land with planning permission for residential development. In order to integrate the redevelopment of the brownfield land, and provide a suitable landscape framework while supporting the growth of the village, a masterplan-led development site is identified. The former Gartwhinzean Hotel and adjacent steading will form the first phase of any development. Any proposal will require the production of a suitable landscape framework integrating new development into the existing landscape.

7.15.3 Infrastructure Considerations

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

Drainage should, where appropriate connect, to Public Waste Water Treatment Works.

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

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

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



Employment Site

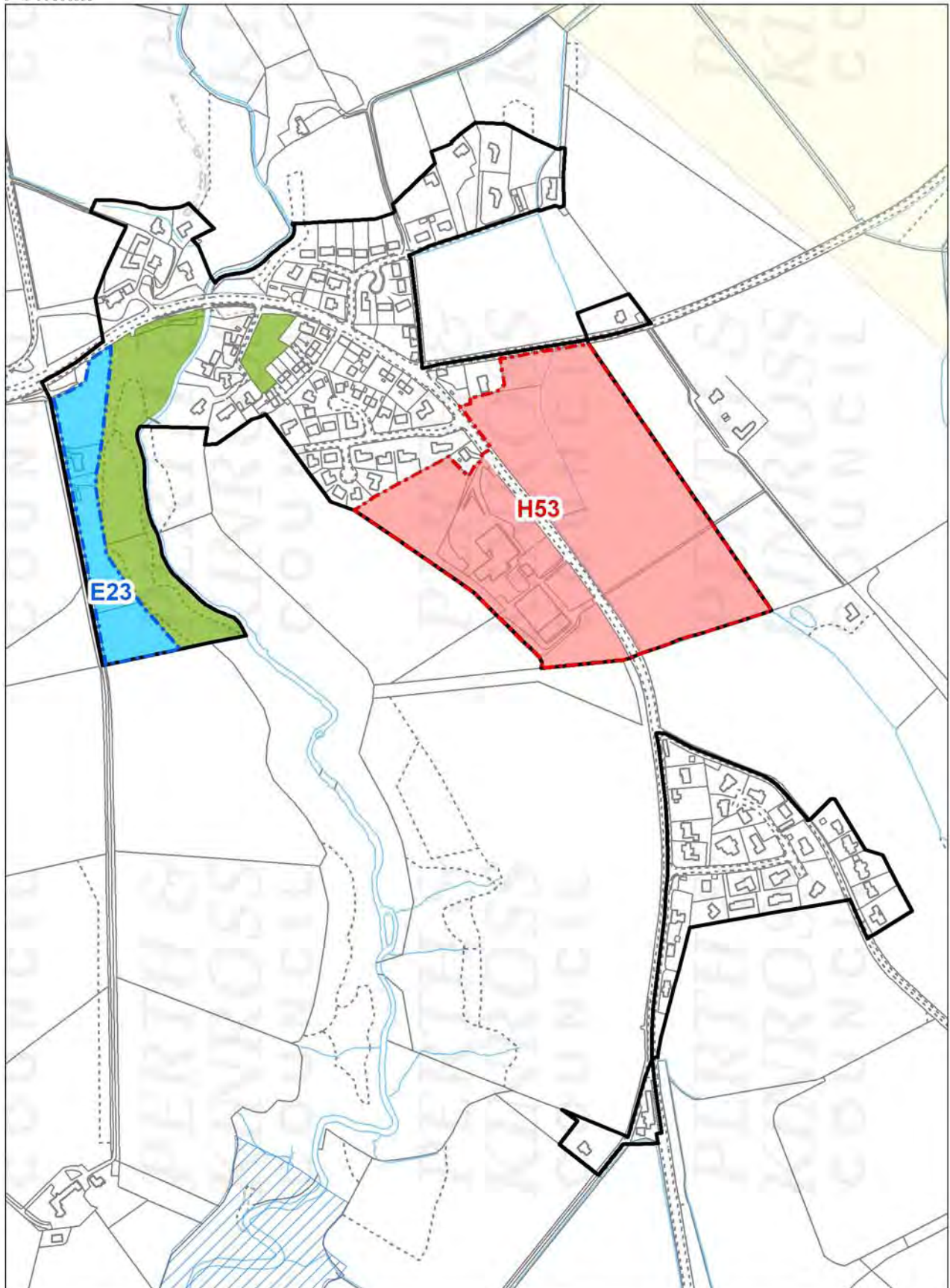
| Ref | Location | Size | Uses |
|--|-----------------|--------|--|
| E23 | Powmill Cottage | 1.5 ha | Employment use with Associated Residential |
| <p>Encouragement will be given to the development or expansion of employment opportunities where the development would be compatible in amenity and land use terms with surrounding land uses. Single dwellinghouses in association with employment use may be permitted where the employment element can exist as a stand alone unit.</p> <p>Site Specific Developer Requirements</p> <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Landscaping framework. ⇒ Enhancement of biodiversity, natural space and riparian strip. ⇒ Noise impact assessment. | | | |

Residential Site

| Ref | Location | Size | Number |
|---|--------------|------|--------|
| H53 | Gartwhinzean | 9 ha | 120 |
| <p>Site Specific Developer Requirements</p> <ul style="list-style-type: none"> ⇒ Masterplan submitted at the time of any planning application to ensure built form and layout respond appropriately to the landscape and strengthen character of Powmill as distinctive place. ⇒ Phased provision of 1ha of serviced Class 4 Business Land. ⇒ Assessment of community facilities need and contribution towards on site provision. ⇒ A mix of housing sizes including low cost housing. ⇒ Flood Risk Assessment. ⇒ Transport Assessment. ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority. ⇒ Improvements to A977/A823 Junction should be considered. ⇒ Improved bus stop and safe crossing facilities. ⇒ Contribution to the development of the core paths network through the site. ⇒ Financial contribution to education provision in line with the Supplementary Guidance. | | | |



Powmill



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7.16 Rumbling Bridge

7.16.1 Description

Rumbling Bridge straddles the A823 at its junction with the A977, some 7 miles south-west of Kinross. The village takes its name from the unique double bridge that crosses a narrow gorge and the sound the water makes as it passes below. The village is mainly residential in nature but also contains a nursing home and a caravan site.

7.16.2 Spatial Strategy Considerations

The settlement boundary seeks to reflect the existing settlement pattern and provides opportunities to support the future of the village. In order to encourage small scale employment uses within the village, a site has been identified for such uses. There will be a presumption for the retention of the caravan park within the village boundary.

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

7.16.3 Infrastructure Considerations

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

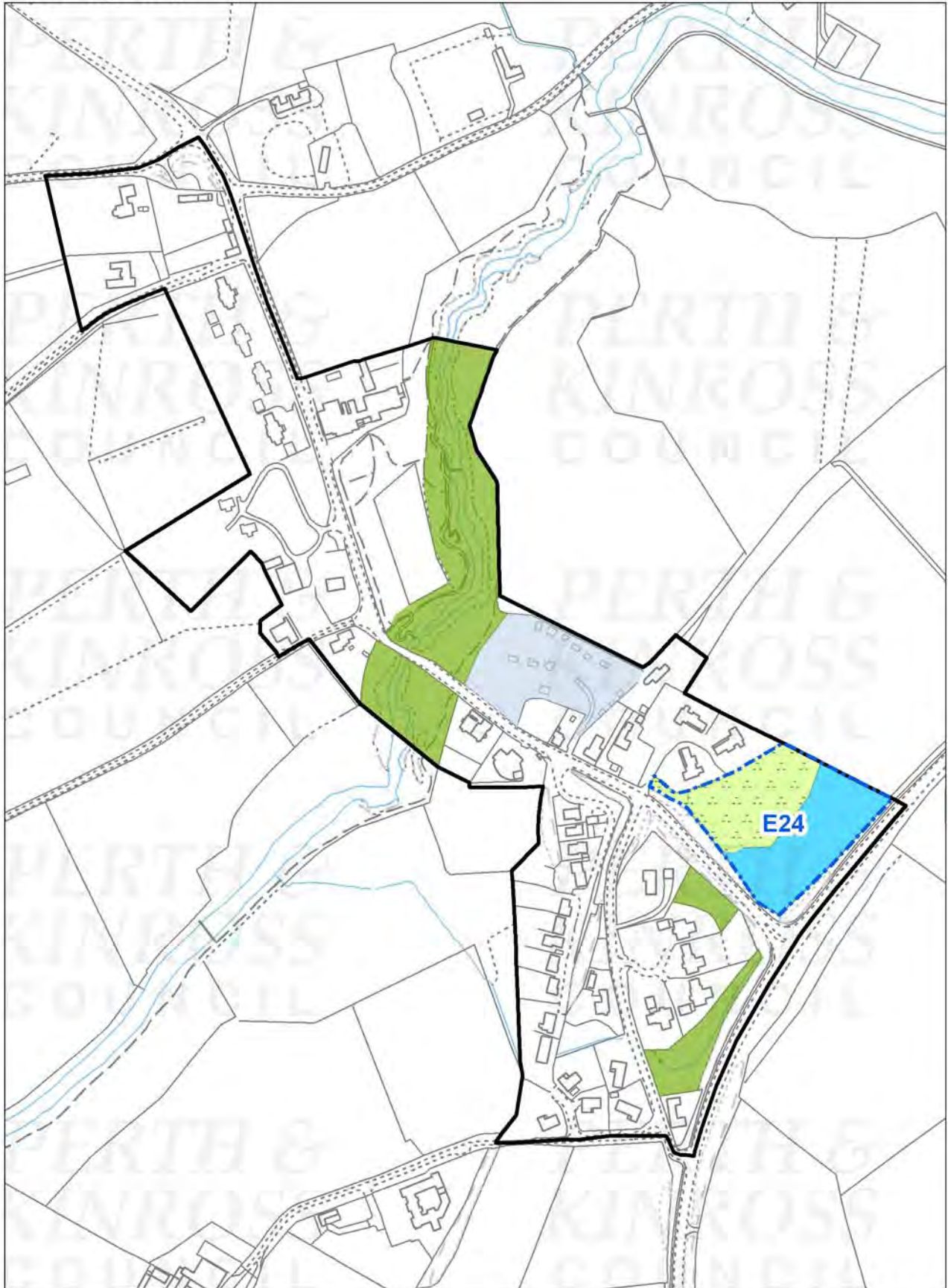
Any development of 5 or more houses will require to contribute towards affordable housing provision in accordance with the Council's Affordable Housing Policy.

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

Employment Site

| Ref | Location | Size | Uses |
|--|-----------------|--------|------------------------|
| E24 | Rumbling Bridge | 0.6 ha | General employment use |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Develop access from the A823 and internal road layout to the satisfaction of the Road Authority. ⇒ Landscaping framework. ⇒ Enhancement of biodiversity. ⇒ Noise impact assessment. | | | |



Rumbling Bridge

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Scale:
1:4,500



7.17 Scotlandwell/Kilmagadwood

7.17.1 Description

The village of Scotlandwell lies 4.5 miles to the east of Kinross between Loch Leven and the foot of Bishop Hill. The settlement is named after the well in the village which was thought to cure many diseases. On the hillside above the village are the remnants of a medieval runrig field system known locally as the Crooked Riggs.

7.17.2 Spatial Strategy Considerations

Scotlandwell has been identified for limited additional growth to support future housing needs within the Portmoak area. The village is outwith the Loch Leven Catchment Area and connection to the public drainage system is available.

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

Encouragement will be given to proposals which provide additional parking or path improvements to serve 'The Green'.

7.17.3 Infrastructure Considerations

Drainage from all development should connect to Public Drainage System.

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

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

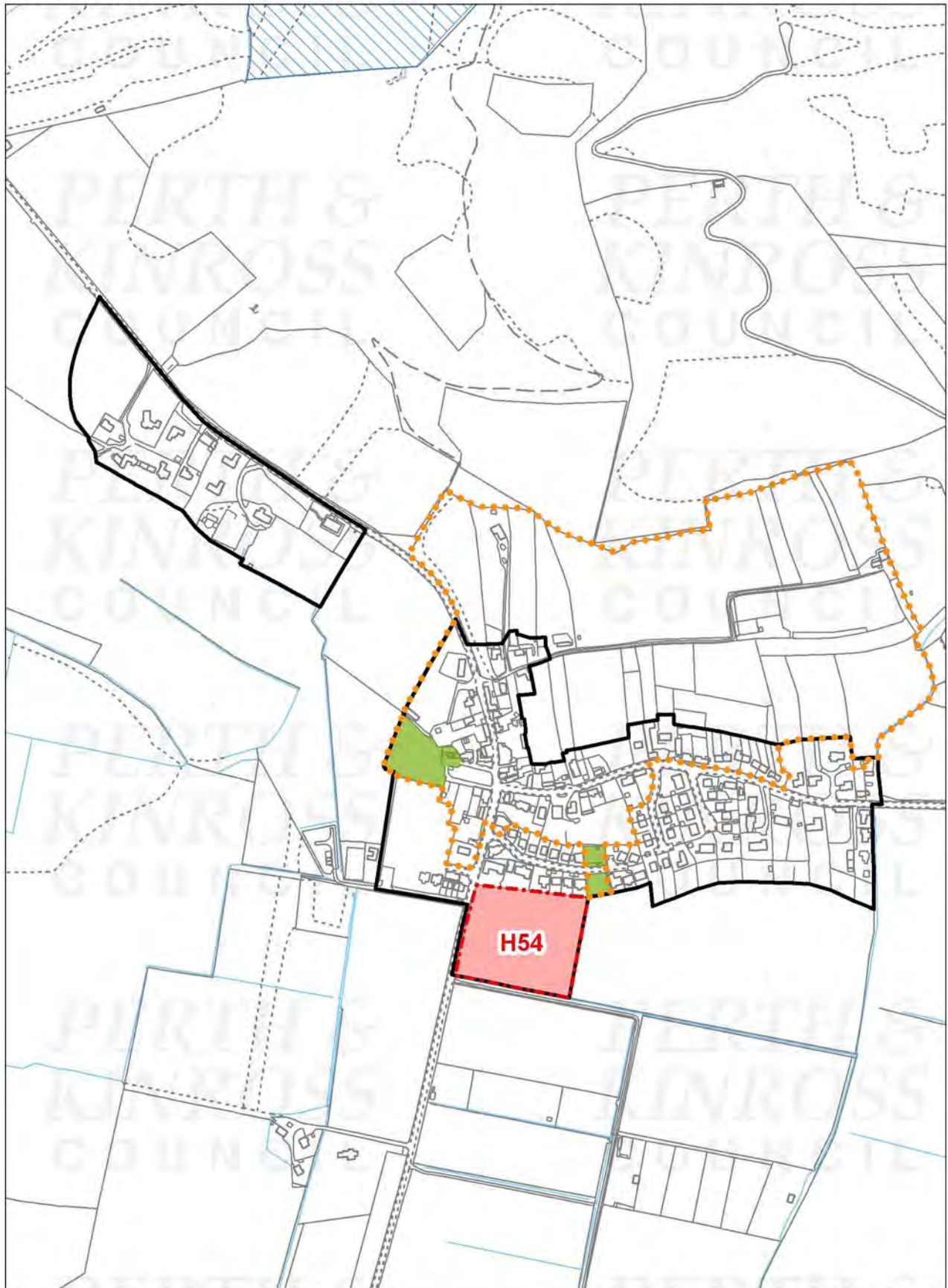
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Residential Site

| Ref | Location | Size | Number |
|---|--------------|--------|--------|
| H54 | Scotlandwell | 1.7 ha | 30 |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ A mix of housing types and sizes including low cost housing. ⇒ Enhanced traffic calming at village edge. ⇒ Form Access from B920, The Causeway. ⇒ Landscape framework. | | | |



Scotlandwell



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7.18 Wester Balgedie

7.18.1 Description

Wester Balgedie straddles the A911 Milnathort/Glenrothes Road, approximately 2 miles east of Milnathort. Much of the settlement is a Conservation Area, containing the final 'ferm toun' of Kinross-shire which is largely intact and undeveloped. The settlement has a public house but limited other services.

7.18.2 Spatial Strategy Considerations

Wester Balgedie has seen development on the western boundary of the settlement. There is no connection to public waste water treatment works and it lies in the Loch Leven Catchment Area. The settlement boundary has been drawn to reflect the limited additional development opportunities available. The redevelopment or conservation of the farm buildings will be encouraged subject to appropriate design and layout.

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

Support will be given for improved pedestrian links within the settlement and to neighbouring villages.

7.18.3 Infrastructure Considerations

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

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

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

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



Wester Balgedie

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

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8. Strathearn Area

8.1 Introduction

- 8.1.1 The Strathearn Area extends to approximately 365 sq miles and contains the upland area around Ben Chonzie to the north, the River Earn valley and the Ochil Hills to the south. Strathearn's topography is strongly influenced by the existence of the Highland Boundary Fault that runs north-east to the south-west through the area.
- 8.1.2 The A9 trunk road provides an important strategic link north to northern Scotland and south to the central belt and the national motorway network. The A85 trunk road in the northern half of Strathearn provides an important tourist route east and west between Oban and Perth. Gleneagles Station provides access to the railway network.
- 8.1.3 Settlements in Strathearn are located within a very high quality landscape framework enjoyed by both residents and visitors. The Plan will have to strike a balance between identifying sufficient land to accommodate development needs while protecting the area's assets.

Employment

- 8.1.4 In accordance with TAYplan the Plan seeks to retain existing employment areas. Opportunities for future employment land are directed to Auchterarder and Crieff and will be brought forward in conjunction with new residential development. Further employment areas are encouraged in the landward area at Aberuthven and Cultybraggan Camp near Comrie.
- 8.1.5 As identified in TAYplan, the Plan seeks to provide at least a 5 year supply of effective employment land. The total requirement for the 14 year period from 2010-24 is estimated to be 20 ha, and with just 5.6 ha of land immediately available, this leaves a requirement to allocate 14.4 ha of land capable of being brought forward during this Plan period.
- 8.1.6 Opportunities for new employment sites at Crieff have been identified north of Broich Road and at Bridgend. In addition, employment land is expected to be provided as part of the residential proposal south of Broich Road.
- 8.1.7 In Auchterarder, a Development Framework was approved by the Council as Supplementary Planning Guidance in 2008. It sets out that employment land should be provided in a phased manner in tandem with residential development.
- 8.1.8 Employment land opportunities in the villages are being maintained at Blackford and Comrie, and a new site has been identified at Aberuthven in response to demand.

| Site Ref | Settlement | Location | Area (ha) |
|--------------|--------------|---------------|-------------|
| E25 | Auchterarder | South of A824 | 8 |
| E26 | Crieff | Bridgend | 6 |
| E27 | Crieff | Broich Road | 1.5 |
| MU7 | Crieff | Broich Road | 5 |
| E29 | Aberuthven | Main Road | 5 |
| Total | | | 25.5 |

Housing

- 8.1.9 TAYplan has identified that in order to provide housing to accommodate projected population increases approximately 130 houses will be required per year. If this build rate is to be achieved it will require the Local Development Plan to identify an effective housing land supply capable of delivering 1,820 houses.



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

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

(A) Housing Land Requirement

(B) Completions 2010 – 2011

(C) Effective Land Supply 2011

(D) Windfall Sites (10% of Housing Land Requirement)

(E) Additional Allocation Required

| Housing Market Area | A Housing Land Requirement 2010-24 | B Completions 2010-11 | C Effective Supply 2011 | D Expected Windfall Sites | E Additional Allocations Required |
|---------------------|--|-----------------------------|-------------------------------|------------------------------|---|
| Strathearn | 1,820 | 90 | 1,285 | 180 | 265 |

8.1.11 In line with the TAYplan hierarchical approach, the Plan seeks to concentrate the majority of development within the principal settlements of Crieff and Auchterarder. It is recognised, however, that Auchterarder in particular has a significant supply of effective housing land, which is more than adequate to meet demand until beyond the Plan period. Therefore the scope for additional development allocations in Auchterarder is limited and the Plan reflects this.

8.1.12 The majority of the required residential development sites are identified in Crieff, where improved community and commercial facilities are also planned. The long-term direction of housing growth in Crieff is aligned with the provision of sites for a new supermarket and primary school, and the recently-opened community campus. Three sites have been identified in the town that collectively have the potential to provide housing land beyond the lifetime of the Plan.

8.1.13 With current effective housing sites in Blackford and Greenloaning, no new allocations are required in these villages. To provide choice one site is identified in Comrie which currently has a limited supply.

8.1.14 To meet the TAYplan requirement, the following housing allocations are proposed:

Crieff

| Site ref | Location | No of Units |
|--------------|------------------|-------------|
| MU7 | Broich Road | 300 |
| H57 | Wester Tomaknock | 60 |
| H55 | Laggan Road | 50 |
| Total | | 410 |

Landward

| Site ref | Location | No of Units |
|----------|---------------------|-------------|
| H58 | Cowden Road, Comrie | 30 |

Retail

8.1.15 In Crieff, planning permission has been granted for a supermarket at Broich Road. This proposal serves an identified need in the town and will reduce the need to travel to Perth.

8.1.16 The significant level of growth planned for Auchterarder is likely to increase demand for improved retail provision in the town. Although the Plan does not identify a site for a supermarket, it is recognised that options for sites in or alternatively on the edge of the town centre may be needed in the future.



Tourism

8.1.17 Crieff and Gleneagles are important tourism centres, attracting visitors to the area, providing accommodation and offering employment opportunities. The Plan recognises the importance of three tourism developments at Crieff Hydro, Gleneagles Hotel, and gWest, and seeks to protect and enhance them.

Infrastructure

8.1.18 To fund improvements to the A9 junctions at Loaninghead (completed), and Shinafoot, a financial contribution will be sought from development which would benefit from the upgrades to these junctions within the boundary identified in Supplementary Guidance. Outwith this boundary, but within the Strathearn area, major developments which have an identified impact on the junctions will be required to make a proportionate contribution.

Education Infrastructure

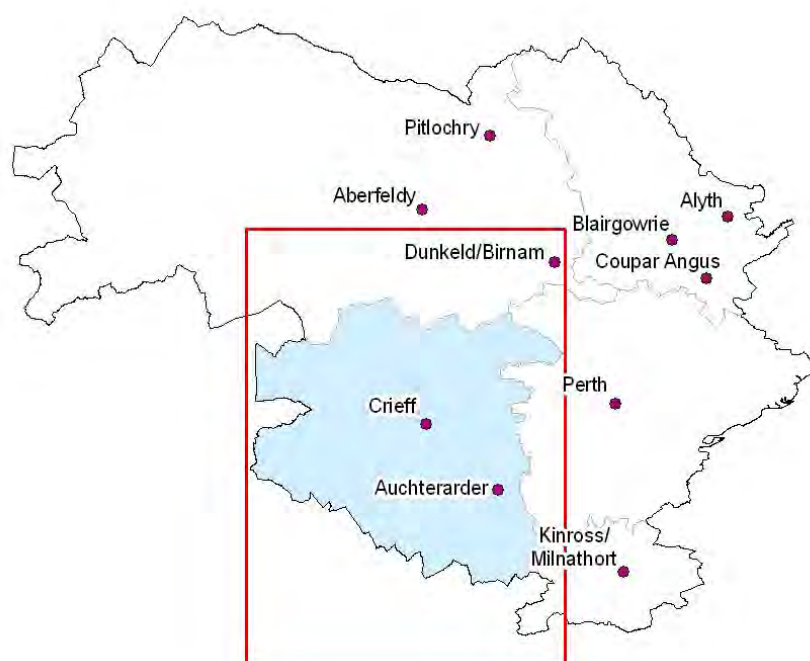
8.1.19 A number of the primary schools serving Strathearn have limited capacity to support future development needs. To meet the proposed development at Auchterarder, the Community School of Auchterarder will require to be extended. The level of development identified in Crieff and existing planning permissions will require a new primary school and a site is identified for this use.

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

Gleneagles Station

8.1.21 The Tay Estuary Rail Study identifies the need to upgrade Gleneagles Station to provide 'access for all' and a new 'access road' from the A823.



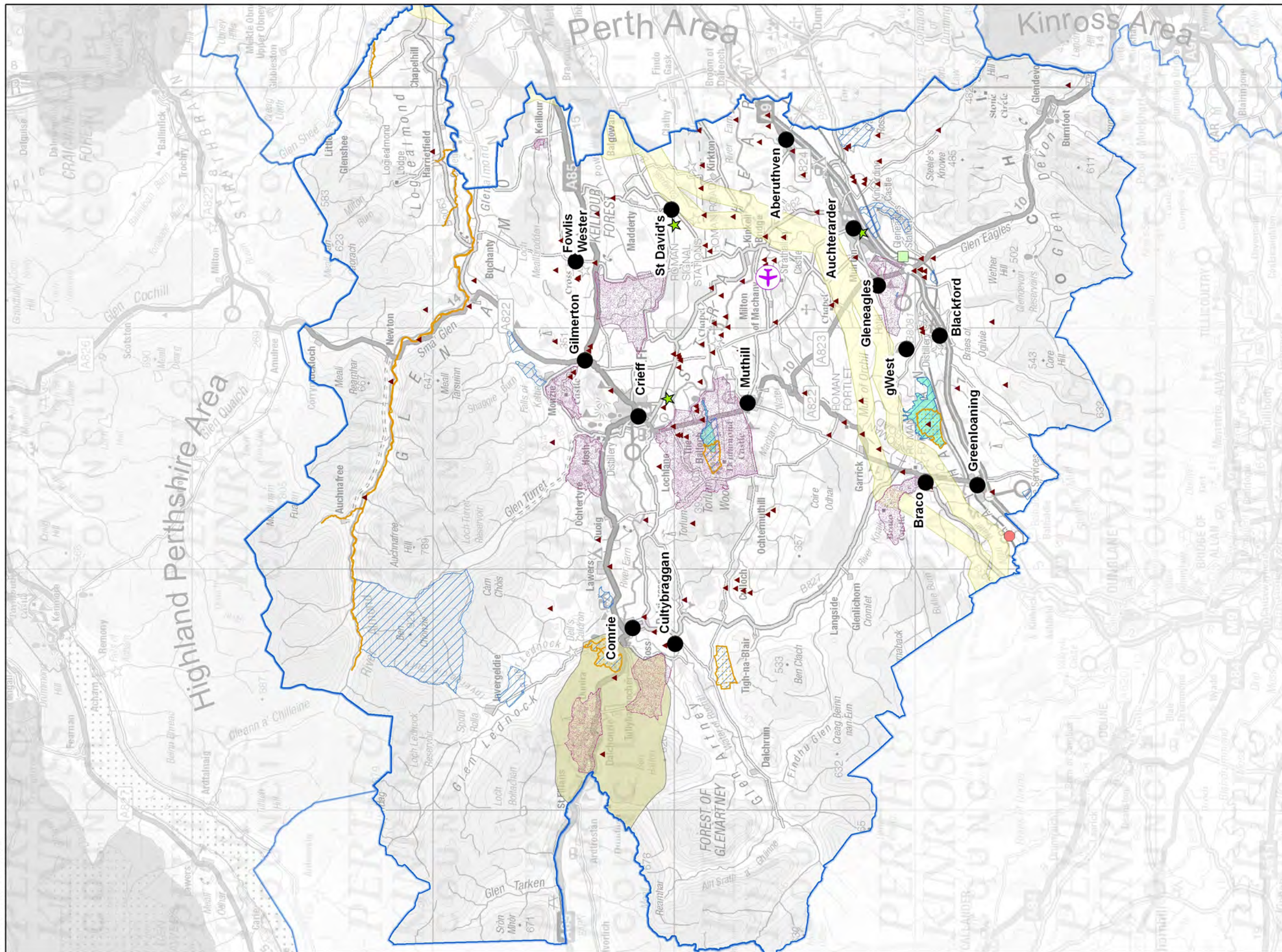


Strathearn Area Landward Map Legend

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



Strathearn Area



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Scale:
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8.2 Auchterarder

8.2.1 Description

Auchterarder has a population of approximately 4,200 people and has a good range of community facilities including the Community School of Auchterarder. The town centre provides a selection of independent shops and services for the local population as well as visitors. Auchterarder also plays an important role in the provision of employment and housing land in the Strathearn area.

8.2.2 Spatial Strategy Considerations

The Auchterarder Development Framework, which has been adopted by the Council, presents a structured approach to the provision of 800 houses, together with associated employment land. A large effective housing land supply therefore already exists, and this is more than adequate to meet demand in the town until beyond the Plan period.

Note: The Auchterarder Development Framework comprises of 3 sites. Sites 1 and 2 to the north of the town are identified for 625 houses with planning consent granted for the initial phases. Site 3 does not have planning consent and is identified in this Plan as Op20.

In Auchterarder, a 4 ha site had previously been identified as part of the Development Framework, on further analysis it is accepted that there are better options available. A new site has been identified that is deliverable earlier, has less visual impact and a larger developable area (up to 8 ha). Whilst the relocation of the employment land from the Development Framework site may allow an increased number of houses to be delivered, there is no requirement to do so during the life of the Plan.

The Plan identifies the town centre where policies seek to encourage the retention of town centre uses to ensure continued vitality and viability.

The settlement boundary has been adjusted to take account of recently completed residential sites and, where necessary, to maintain a separation distance between the town and the A9 trunk road. The Plan also shows protection for areas of open space and recreation to maintain the character and amenity of the settlement, as well as to protect and enhance its biodiversity.

8.2.3 Infrastructure Considerations

The Community School of Auchterarder will require to be extended to meet future development needs. A financial contribution towards any necessary expansion to the school's capacity will be required from development in line with Council guidance.

The Auchterarder Development Framework is produced as Supplementary Guidance. The Planning Authority may opt to prepare further guidance adding clarity to the principles of the Development Framework outlining how key infrastructure contributions will be allocated throughout the Development Framework area.

The settlement lies within the Auchterarder A9 junction improvements policy boundary and a proportionate contribution will be required for development in accordance with Supplementary Guidance.

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

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

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



Employment Site

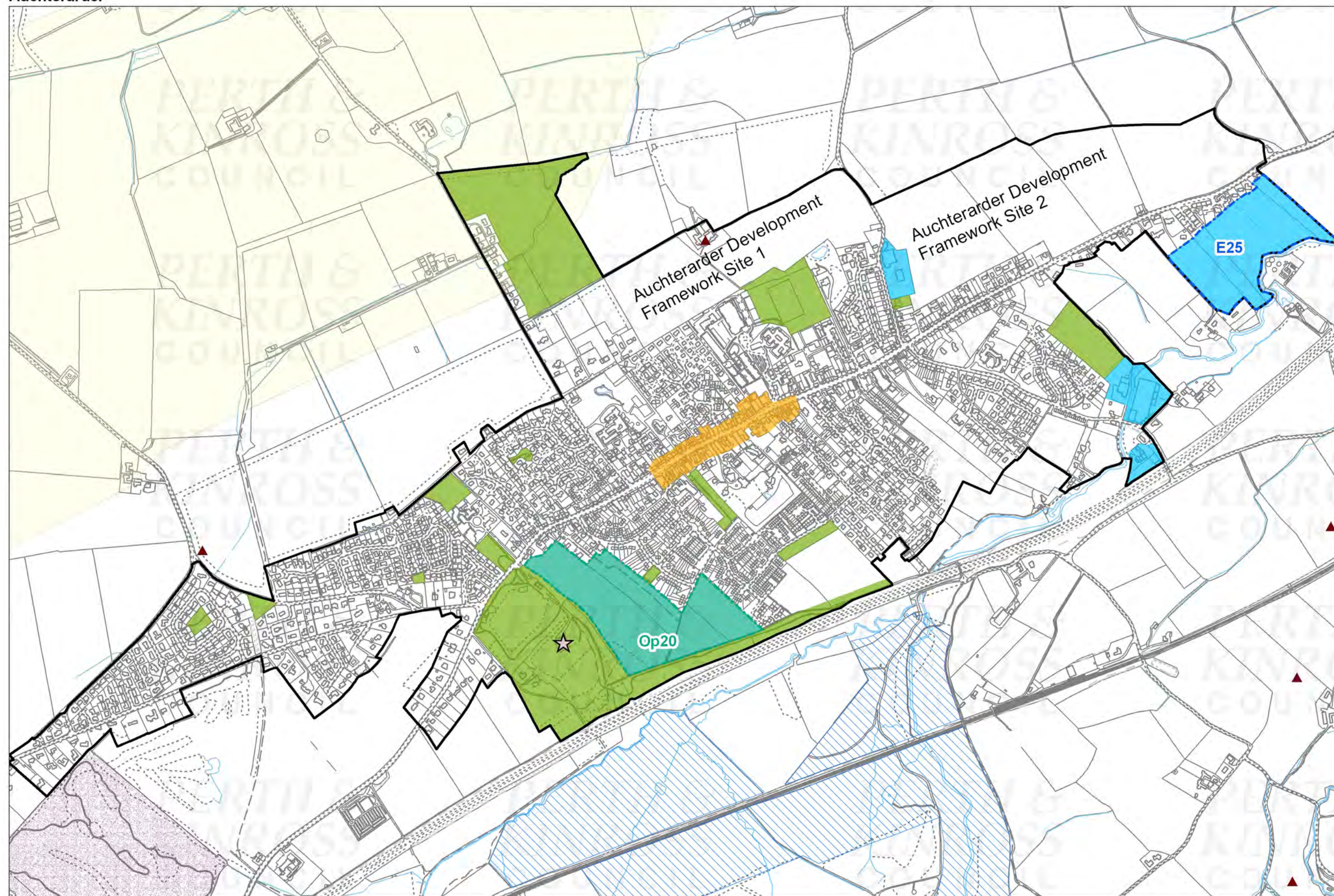
| Ref | Location | Size | Uses |
|---|--------------|------|-------------------------|
| E25 | Auchterarder | 8 ha | General employment uses |
| <p>The site is not within the Auchterarder Development Framework area, however, the framework document allows for an alternative employment site within the Auchterarder area to be brought forward instead of the planned 4 ha at north-west Kirkton.</p> <p>Over part of the site there is a flood risk presented by the watercourse running to the south of the site and a Flood Risk Assessment will be needed at planning application stage. Any development at the site should avoid adverse impact on the Scottish Water Waste Water Treatment Works located immediately to the south of the site, specifically avoiding placing any restriction on the works' ability to continue to operate. This, plus the landscaping and biodiversity requirements, may reduce the developable area.</p> <p>Site Specific Developer Requirements</p> <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Transport Assessment. ⇒ Landscaping framework, green buffer along Ruthven Water, extend and retain riparian planting. ⇒ Links to path network. ⇒ Enhancement of biodiversity and protection of habitats. | | | |

Opportunity Site

| Ref | Location | Size | Uses |
|---|---|---------|--------------------------|
| Op20 | Auchterarder Development Framework Site 3 | 10.5 ha | Residential – 180 Houses |
| <p>Site Specific Developer Requirements</p> <ul style="list-style-type: none"> ⇒ Implementation of approved Auchterarder Development Framework including contributions to the provision of employment land and the comprehensive package of infrastructure improvements required to accommodate the entire Auchterarder Development Framework area. | | | |



Auchterarder



8.3 Crieff

8.3.1 Description

Crieff has a population of approximately 7,400 people and has a good range of community facilities including the community campus, which includes a library and sports facilities. The town centre offers a selection of independent shops and services for the local population as well as visitors. Crieff has an important role in the provision of employment and housing land in the Strathearn area.

8.3.2 Spatial Strategy Considerations

The Plan identifies retention of existing employment land together with new employment land, education and retail proposals at the south of the town.

This provision of better community and commercial facilities in the town supports the allocation of the majority of the Strathearn Area housing proposals to Crieff. The south of the town has been identified as the most suitable direction to sustainably grow the settlement and provide a long-term housing and employment land supply.

Tourism provides employment and brings visitors to the town. This improves the vitality and viability of Crieff and ensures that services and facilities can continue to be provided in the area. The Plan therefore seeks to promote and enhance existing and future tourist development in the area. The Crieff Hydro Hotel, and the caravan site to the west of the town, are specifically identified for their contribution to the provision of visitor accommodation and should therefore be retained for their current uses.

The Plan identifies the town centre where policies seek to encourage the retention of town centre uses to ensure continued vitality and viability. A site for a medium sized food store has been identified at the southern part of the town, which will help to reduce the need to travel to Perth or Stirling for food shopping.

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

The Plan also shows protection for areas of open space and recreation to maintain the character and amenity of the settlement, as well as to protect and enhance its biodiversity.

8.3.3 Infrastructure Considerations

A site for a new primary school is identified that will have capacity to accommodate development identified in the Plan. A financial contribution to this programmed expansion will be required from development in line with Council guidance.

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

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

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

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

Better links and, where necessary, improvements and extensions to the path network around Crieff will also be needed, particularly where the existing network will require to be integrated with new development proposed at the south of the town.



Employment Sites

| Ref | Location | Size | Uses |
|-----|----------|--------|------------------------|
| E26 | Bridgend | 5.9 ha | General employment use |

Site Specific Developer Requirements

- ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.
- ⇒ Landscaping framework, including retention of woodland belt and new woodland buffer to southern boundary.
- ⇒ Link to core path network.
- ⇒ Enhancement of biodiversity and protection of habitats.
- ⇒ Mitigation of potential impact on northern fringes of the Drummond Castle Garden and Designed Landscape.

| Ref | Location | Size | Uses |
|-----|-------------|--------|------------------------|
| E27 | Broich Road | 1.6 ha | General employment use |

This site is adjacent to a proposed primary school, proposed supermarket and a residential area therefore uses must be compatible with neighbouring uses, particularly with respect to visual impact and noise-sensitive school and residential properties.

Site Specific Developer Requirements

- ⇒ Implementation of approved development brief (non-statutory supplementary guidance).
- ⇒ Access road to be delivered in conjunction with adjacent supermarket site proposal to the satisfaction of the Council as Roads Authority.



Residential Sites

| Ref | Location | Size | Number |
|--|-------------|--------|------------|
| H55 | Laggan Road | 3.2 ha | 50 maximum |
| <p>Due to the site's prominent position on the edge of Crieff, it is important to protect the setting of the settlement. The site is served by a network of minor roads with limited capacity and as a result the maximum capacity of this site is 50 houses.</p> <p>Site Specific Developer Requirements</p> <ul style="list-style-type: none"> ⇒ Mix of housing types and sizes. ⇒ Appropriate northern boundary treatment. ⇒ Enhancement of biodiversity and protection of habitats. ⇒ Link to core path network at west and south boundaries of site. | | | |

| Ref | Location | Size | Number |
|---|------------------|--------|--------|
| H57 | Wester Tomaknock | 5.6 ha | 60 |
| <p>Because of its size and sensitive landscape setting, a masterplan will be required for the development of this site. Significant landscaping requirements including a woodland strip will reduce its developable area to 4 ha or approximately 60 units.</p> <p>Site Specific Developer Requirements</p> <ul style="list-style-type: none"> ⇒ Masterplan submitted at the time of any planning application to ensure built form and layout respond appropriately to the landscape. ⇒ Mix of housing types and sizes including low cost housing. ⇒ Flood Risk Assessment. ⇒ Transport Assessment. ⇒ Enhancement of biodiversity and protection of habitats. ⇒ Public access, extension of path network around Crieff. ⇒ Archaeological investigation may be required. | | | |



Mixed Use Sites

| Ref | Location | Size | Uses |
|-----|-------------|-------|---|
| MU7 | Broich Road | 32 ha | Residential Approximately 300 with minimum of 5 ha serviced employment land |

This site could deliver approximately 300 residential units in a phased development. Not all the land will be needed for residential development, with areas of open space and amenity landscaping. Land at the western part of the site could also be suitable for compatible employment use. Development should avoid impact on the existing waste management facility at North Forr.

There are archaeological features in and around the site.

Site Specific Developer Requirements

- ⇒ Masterplan required with phasing plan due to scale of site.
- ⇒ Mix of housing types and sizes including low cost housing.
- ⇒ Transport Assessment.
- ⇒ Public access, extension of core path network to south of Crieff.
- ⇒ Existing woodland framework to be retained, existing hedge lines and woodland corridors within and around perimeter of site to be extended.
- ⇒ Enhancement of biodiversity and protection of habitats.
- ⇒ At the eastern part of the site there is a Scheduled Ancient Monument, which development should avoid. The plan shows this area should be reserved for landscaped open space or left undeveloped.
- ⇒ Archaeological investigation will be required.

Opportunity Site

| Ref | Location | Size | Uses |
|------|-------------|------|----------------|
| Op21 | Broich Road | 4 ha | Primary School |

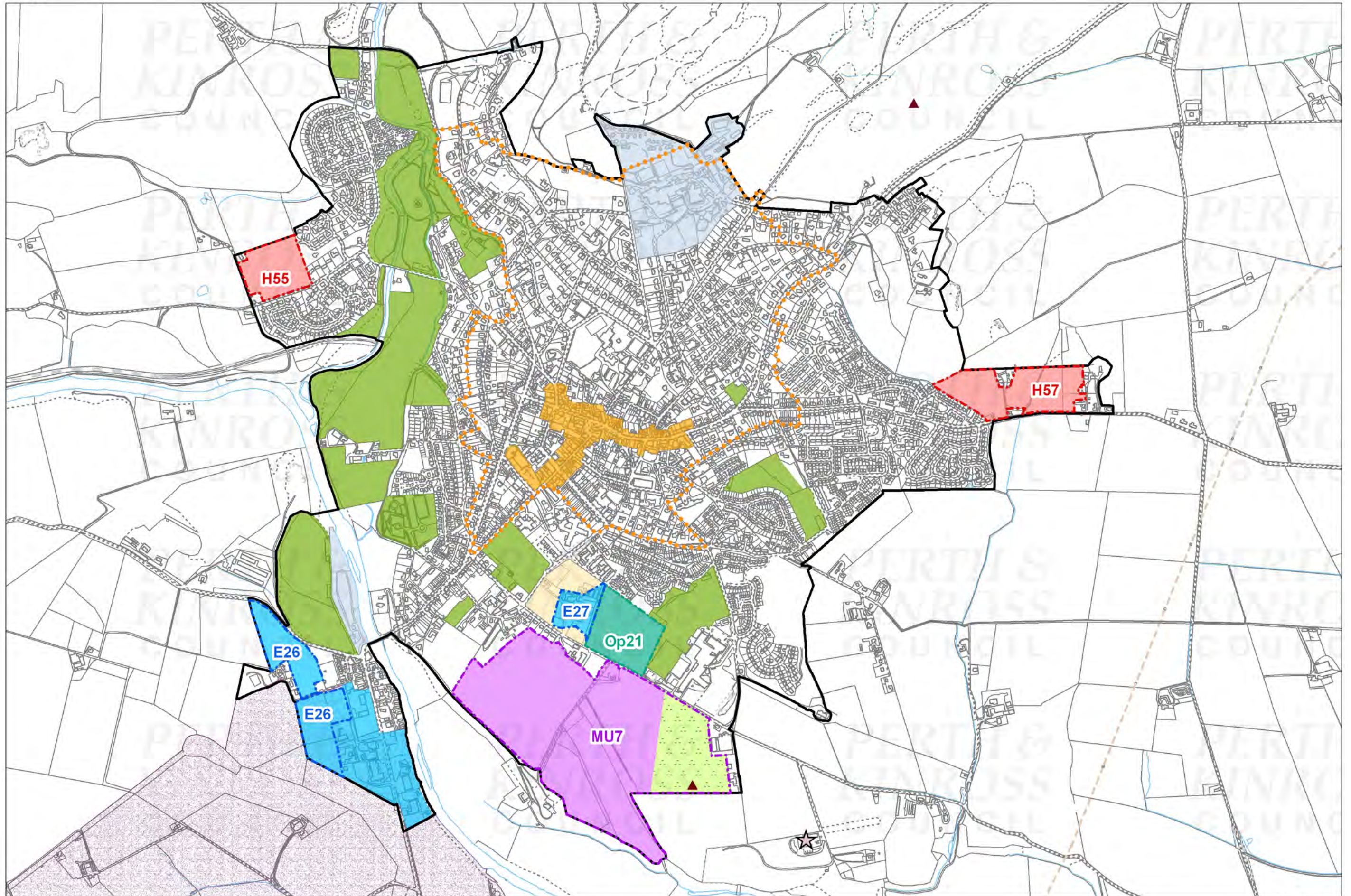
This site is identified for future use as a primary school.

Site Specific Developer Requirements

- ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.
- ⇒ Accessible by public transport and links to path network.
- ⇒ Landscaping framework.
- ⇒ Enhancement of biodiversity and protection of habitats.



Crieff



8.4 Aberuthven

8.4.1 Description

Aberuthven has a population of approximately 390 people and is located two miles east of Auchterarder with a direct link to the A9. There is a primary school in the village but there are few other services.

8.4.2 Spatial Strategy Considerations

With recent significant growth, Aberuthven is not identified for housing growth during this Plan period. The existing employment site has seen a healthy uptake and with anticipated demand for small scale employment uses, a site has been identified in the village.

8.4.3 Infrastructure Considerations

The village lies within the Auchterarder A9 junction improvements policy boundary and a proportionate contribution will therefore be required in accordance with the Supplementary Guidance.

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

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

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

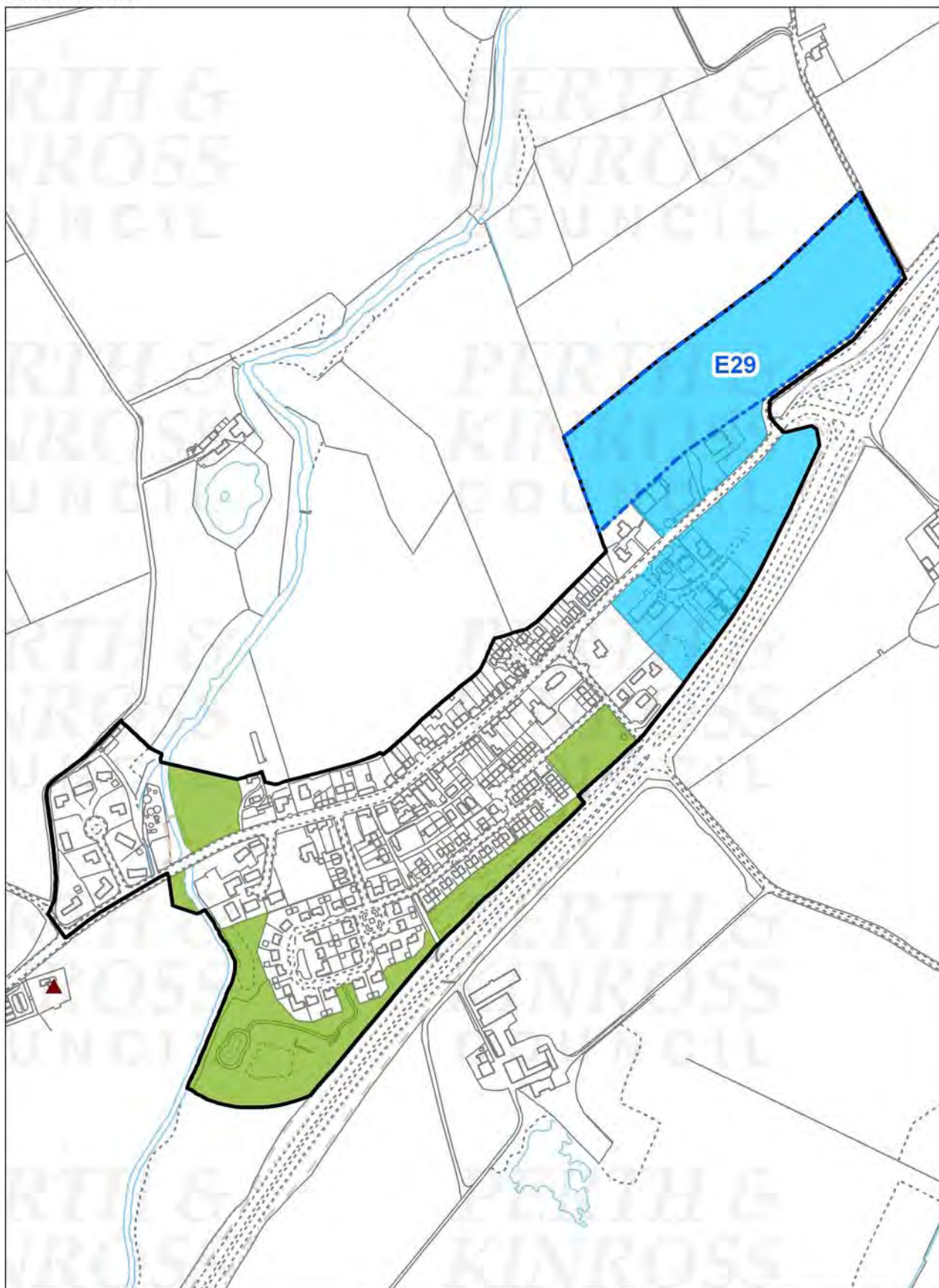
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.


Employment Site

| Ref | Location | Size | Uses |
|--|------------|------|------------------------|
| E29 | Aberuthven | 5 ha | General employment use |
| In the future there may also be potential to extend the village with residential development south-west of this location. | | | |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Transport Assessment. ⇒ Links to Main Road, public transport and path network. ⇒ Appropriate northern boundary treatment. ⇒ Enhancement of biodiversity. ⇒ Reserve access route to potential future residential site, subject to assessment in future Local Development Plan review. | | | |



Aberuthven



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8.5 Blackford

8.5.1 Description

Blackford is a village with a population of approximately 740 people. The village has a primary school and limited shops and services, with Auchterarder located some four miles to the north-east. The village is mainly residential, with employment sites occupied by a water bottling plant and the Tullibardine Distillery, the latter of which is also a tourist attraction.

8.5.2 Spatial Strategy Considerations

There is currently an effective housing land supply of 100 houses within the village and Blackford is not identified for further growth during this Plan period. The settlement boundary has been drawn to accommodate only infill development.

Land south of the railway will remain protected pending investigation of the long-term potential for development of rail passenger and/or freight facilities in Blackford. This protection will be subject to reassessment in future Local Development Plan reviews.

8.5.3 Infrastructure Considerations

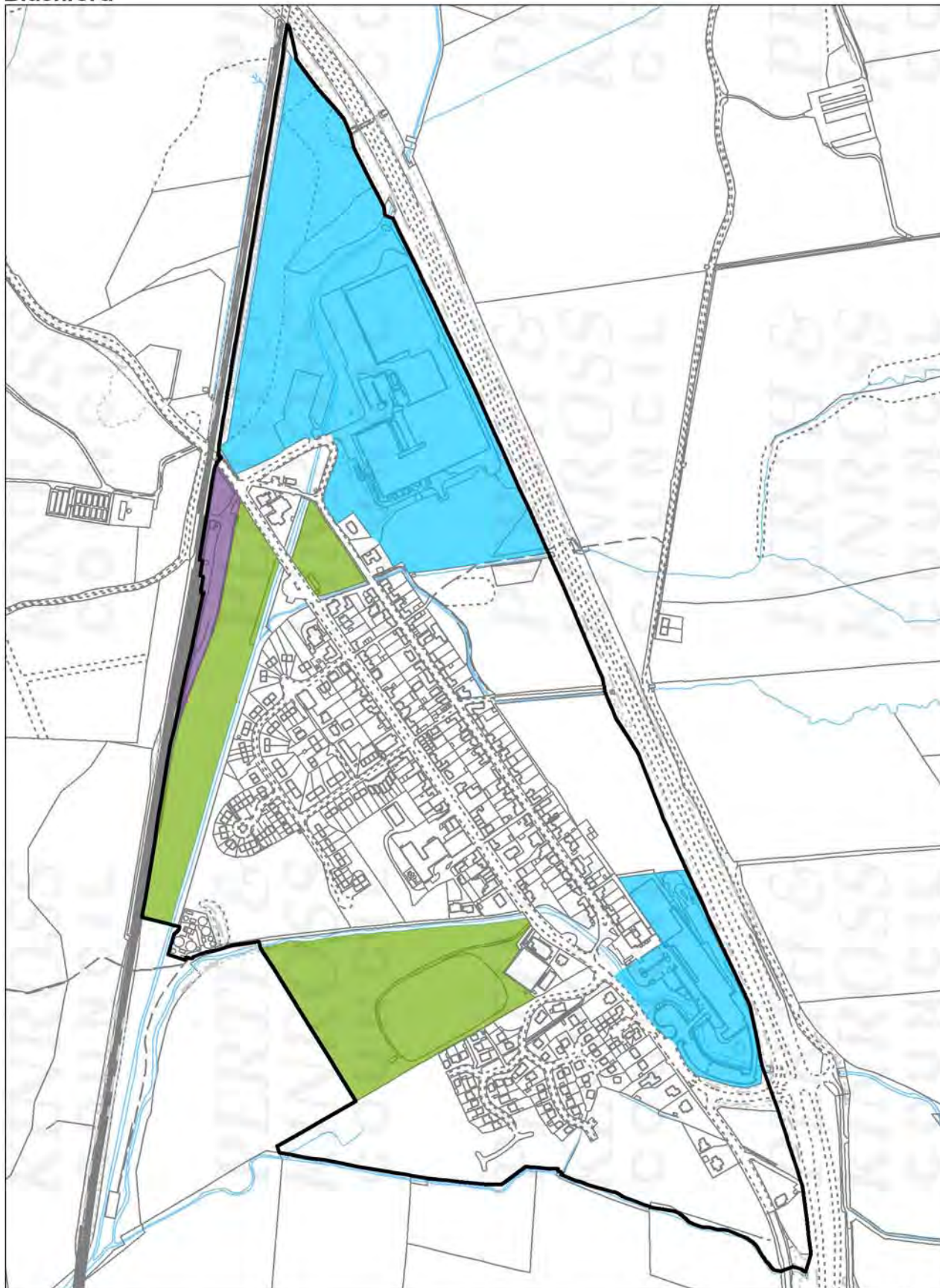
Drainage from all development should connect to Public Waste Water Treatment Works.

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

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

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



Blackford

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8.6 Braco

8.6.1 Description

Braco is a village with a population of approximately 530 people. The village has a primary school and limited shops and services, with Auchterarder located some six miles to the north-east. The village is mainly residential, with the majority of surrounding land in agricultural use. There is a significant amount of archaeological interest in the area and the northern part of the village is adjacent to the Braco Castle Garden and Designed Landscape.

8.6.2 Spatial Strategy Considerations

Braco is not identified for growth during this Plan and the settlement boundary has been drawn to accommodate limited further development. Although not identified as a specific proposal in the Plan, there is interest in developing land to the south of the settlement for allotments during this Plan period, this would be supported.

8.6.3 Infrastructure Considerations

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

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

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

Braco



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8.7 Comrie and Cultybraggan

8.7.1 Description

Comrie is a village with a population of approximately 1,900 people. The village has a primary school, shops and other services, with the nearest town of Crieff located some six miles to the east.

To the south-west of the village lies the former Cultybraggan Camp, which was a former Army facility until 2007 when ownership was transferred to a Community Trust, and is primarily being developed for community and employment uses.

8.7.2 Spatial Strategy Considerations

There is a limited supply of housing land in the area, however, the settlement lies in a very high quality landscape framework. The village is not identified for significant growth and the settlement boundary has been largely maintained with a relatively modest site identified to the south of the village for housing.

Within Comrie, the caravan park is identified as making a significant contribution to the provision of visitor accommodation and should be retained.

It is recognised that community owned land at Cultybraggan has significant potential for development, and planning permission has been granted for a variety of uses including employment land. This will provide important opportunities for sustainable economic growth in a rural location.

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

8.7.3 Infrastructure Considerations

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

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

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

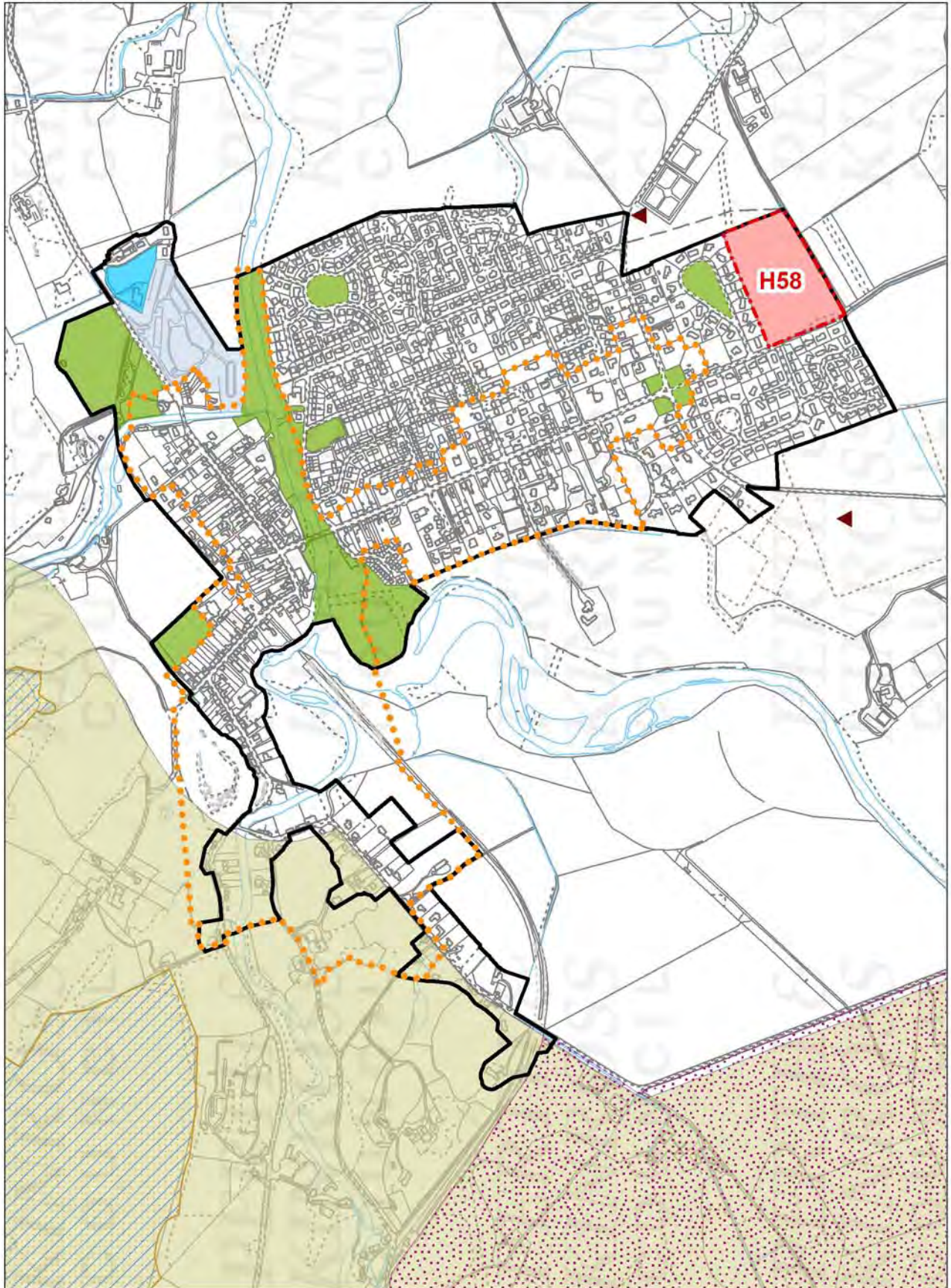
All development will contribute towards the provision of on or off-site public space and play facilities where required, in line with Council guidance.

Residential Site

| Ref | Location | Size | Number |
|---|-------------|--------|------------|
| H58 | Cowden Road | 3.8 ha | 30 maximum |
| Site Specific Developer Requirements | | | |
| ⇒ Flood Risk Assessment. | | | |
| ⇒ The development will be required to be accessed from the public road. | | | |
| ⇒ Link to paths at west, south and east boundaries of site. | | | |
| ⇒ Protection and enhancement of woodland to east and south boundary. | | | |
| ⇒ Enhancement of biodiversity and protection of habitats. | | | |



Comrie

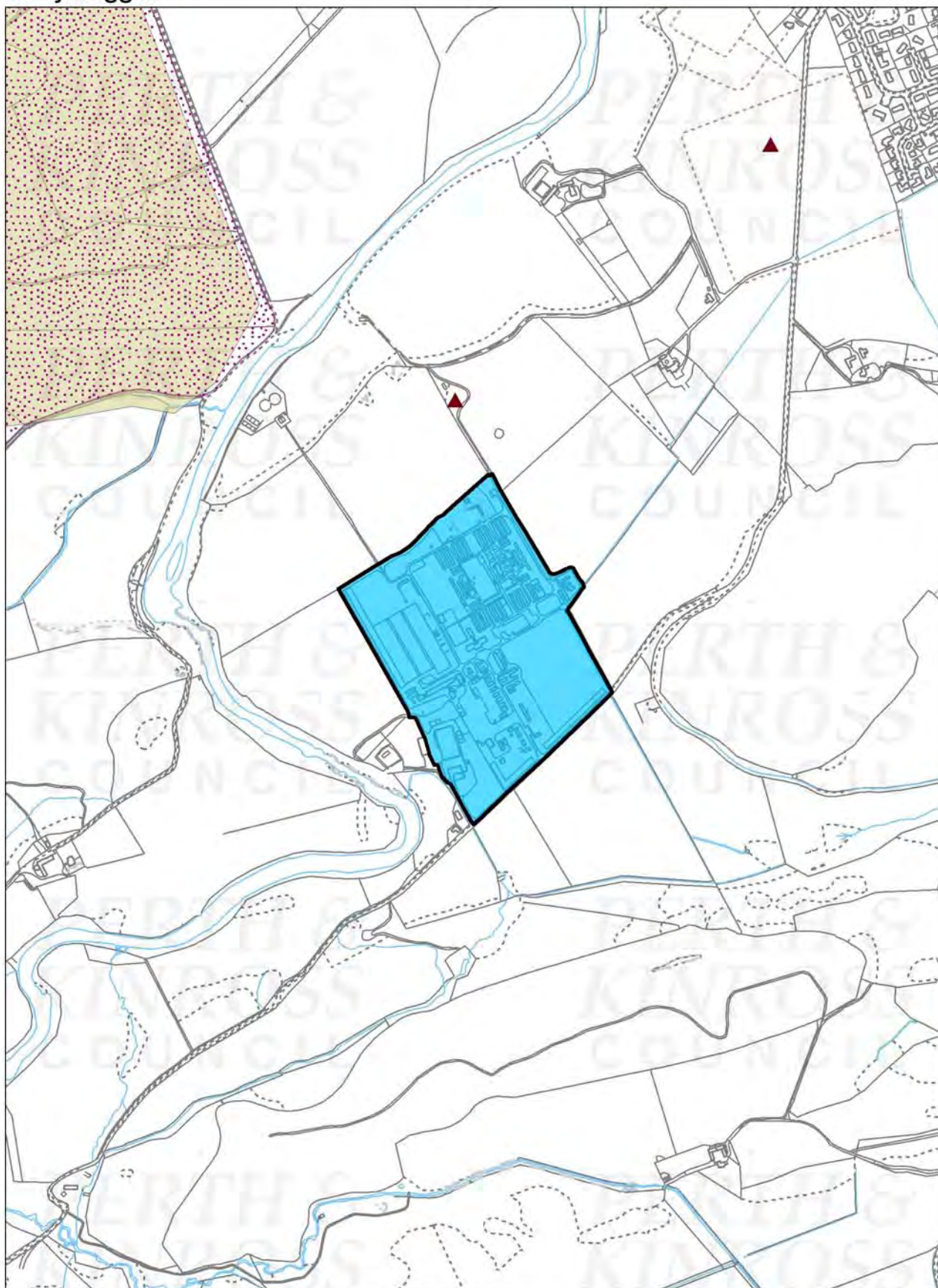


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Cultybraggan



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↑ Scale:
1:10,000



8.8 Fowlis Wester

8.8.1 Description

Fowlis Wester is a small village some five miles to the west of Crieff. The village is mainly residential, with the surrounding land mainly in agricultural use.

8.8.2 Spatial Strategy Considerations

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

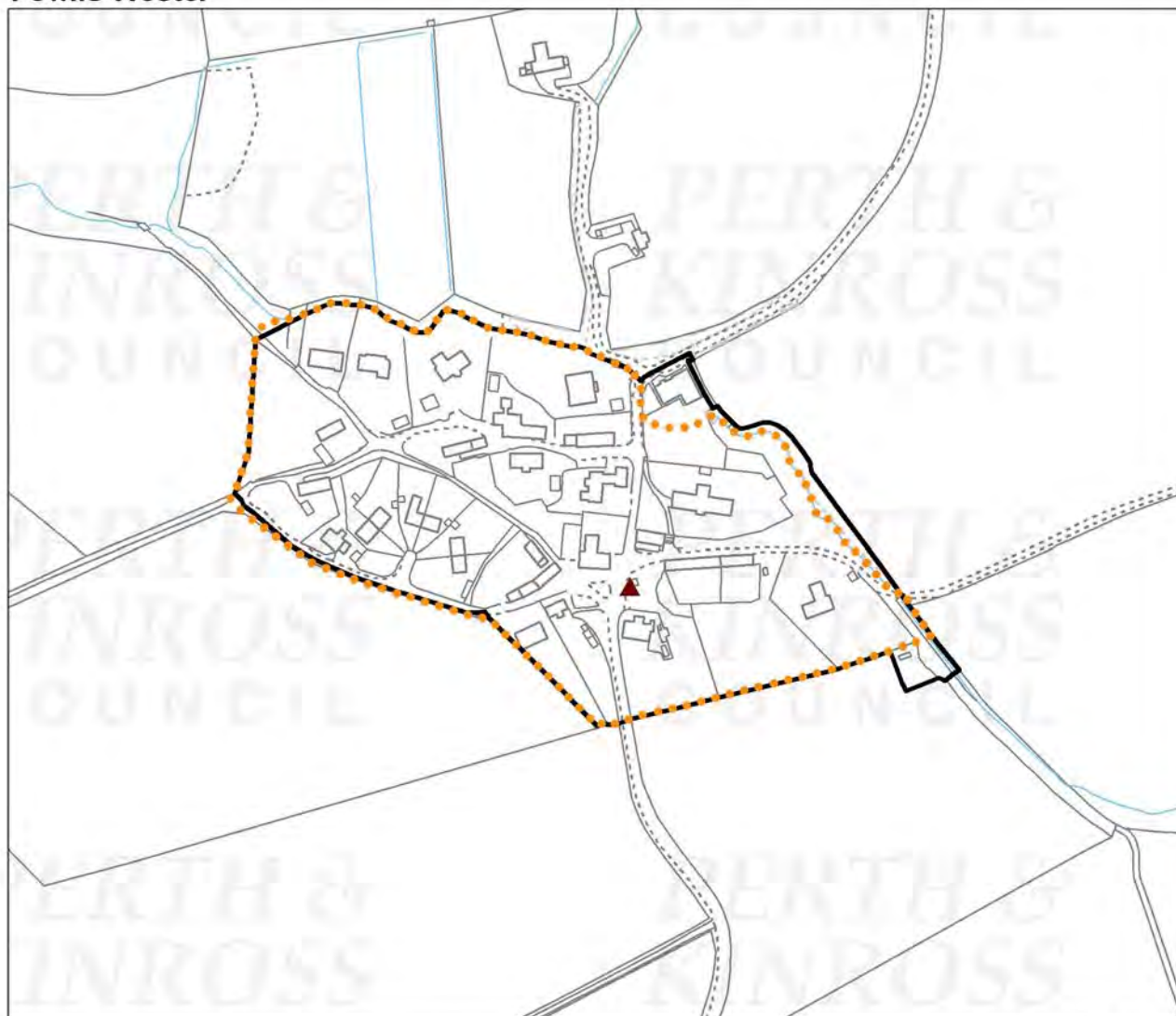
Fowlis Wester is not identified for growth during this Plan and the settlement boundary has been drawn accordingly to limit potential for new housing in the village.

8.8.3 Infrastructure Considerations

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

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

Fowlis Wester



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8.9 gWest

8.9.1 Description

gWest is the name for a tourist and exclusive residential development site approximately two miles west of Auchterarder, and north of Blackford. Planning permission in principle for golf courses, a club house, hotel, housing, shared ownership and leisure-based housing has been granted.

8.9.2 Spatial Strategy Considerations

Tourism also plays an important role in the Strathearn area and gWest is specifically identified in the Plan for its future contribution to the provision of visitor accommodation, and because it is expected to be an important economic driver and major provider of employment opportunities.

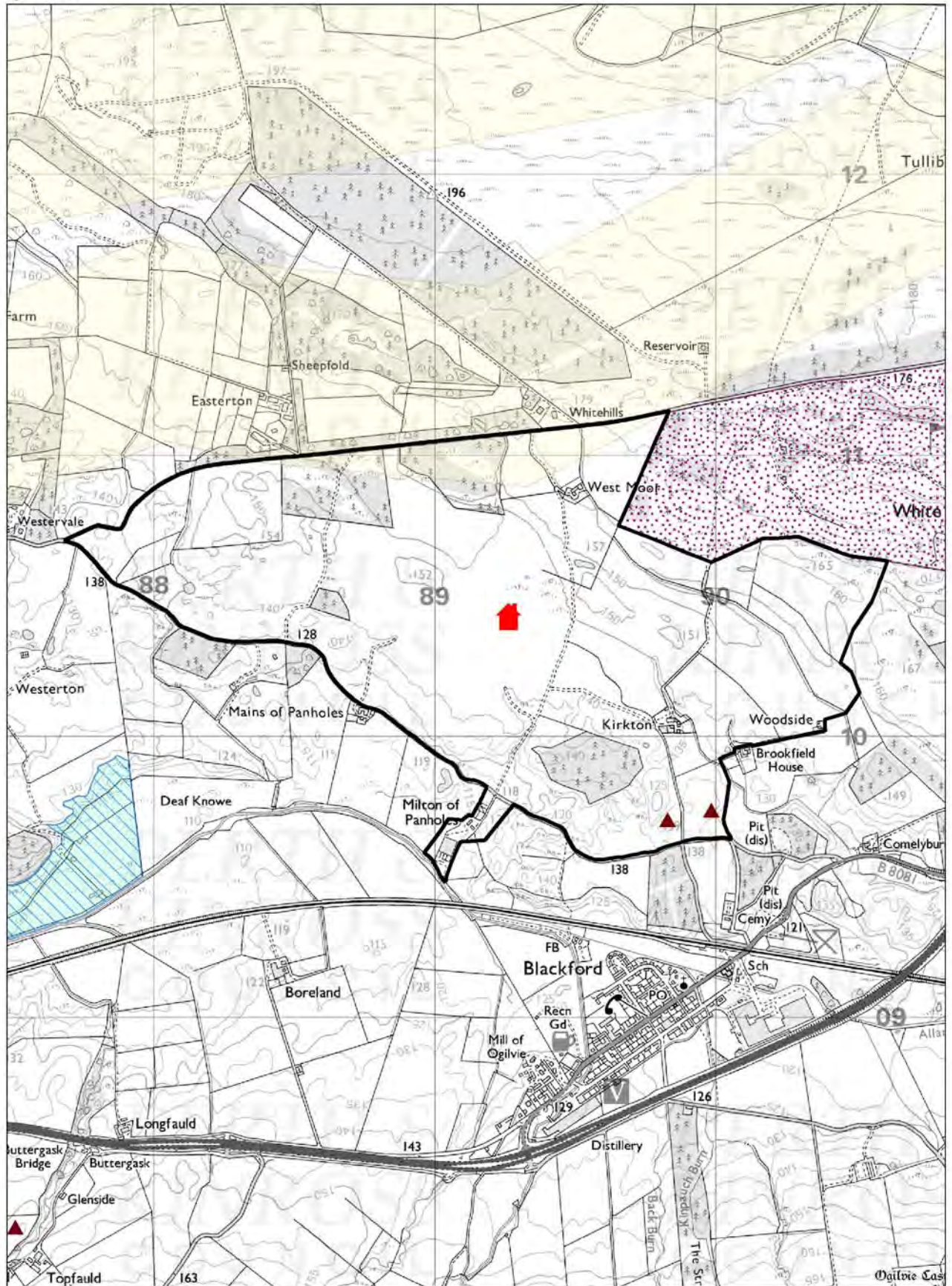
Full planning permission or approval of reserved matters will be sought in stages for the development and the Plan therefore identifies the site as a new settlement.

8.9.2 Infrastructure Considerations

Implementation in line with approved planning consent.



gWest



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8.10 Gilmerton

8.10.1 Description

Gilmerton is a village with a population of approximately 260 people. The village has no shops or services, with the nearest town of Crieff located some two miles to the south-west. The village is mainly residential with the surrounding land in agricultural use.

8.10.2 Spatial Strategy Considerations

Gilmerton is not identified for growth during this Plan and the settlement boundary has been drawn to accommodate limited further development.

8.10.3 Infrastructure Considerations

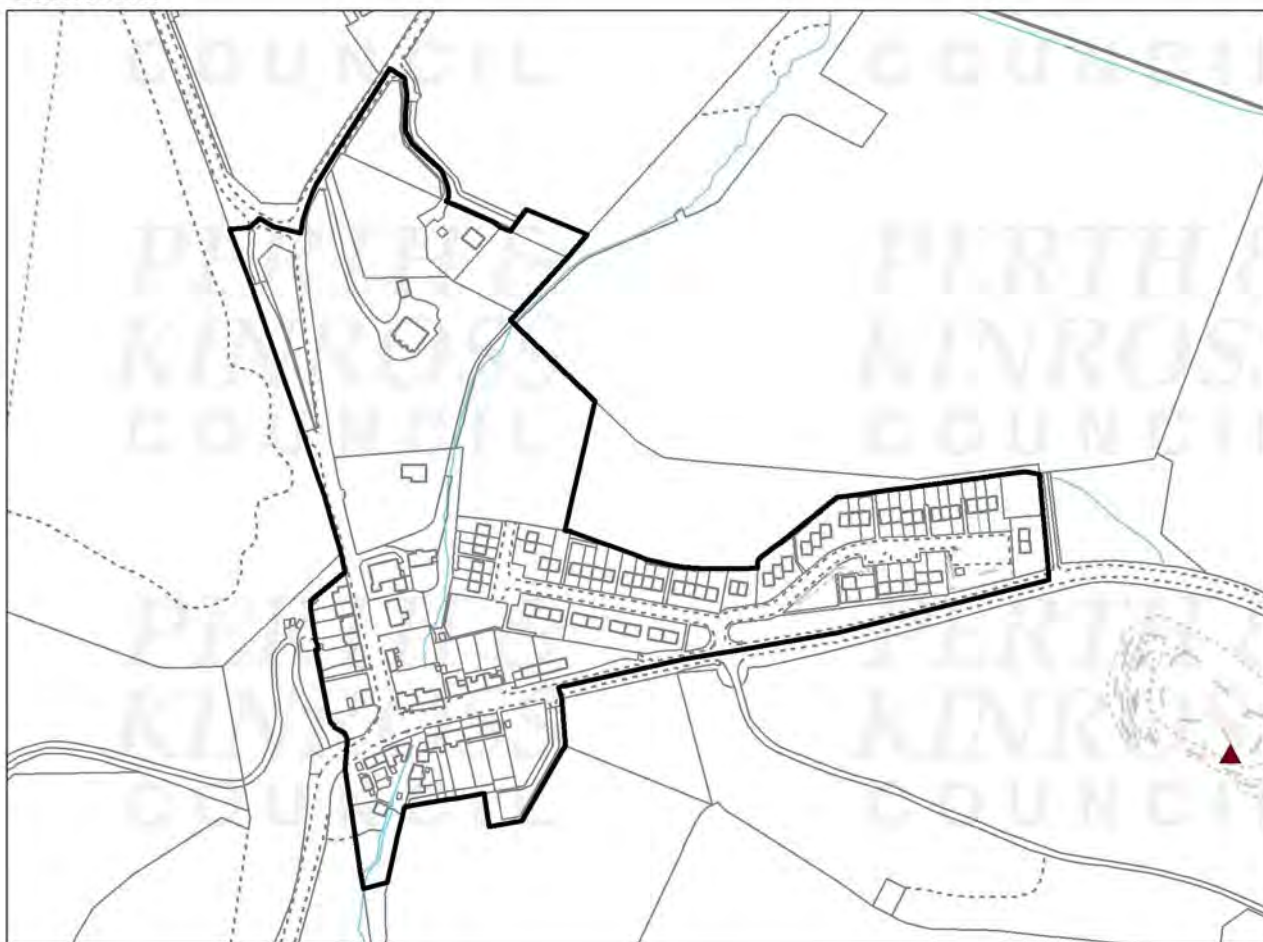
The village is part of Crieff Primary School's catchment area. A site for a new primary school in Crieff is identified in the Plan and will have capacity to accommodate any development in Gilmerton. A financial contribution to this programmed expansion will be required from development in line with Supplementary Guidance.

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

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

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

Gilmerton



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Scale:
1:4,500



8.11 Gleneagles

8.11.1 Description

An established village on the fringe of Auchterarder, Gleneagles has a population of approximately 300 people.

8.11.2 Spatial Strategy Considerations

Gleneagles plays an important role in the provision of low density residential development in a very high quality landscape framework. Tourism also plays an important role in the settlement and is a major provider of employment opportunities, particularly at The Gleneagles Hotel, which is specifically identified for its contribution to the provision of visitor accommodation. The Plan seeks the retention and expansion of this important economic driver within the Strathearn area.

The Auchterarder Development Framework, which has been adopted by the Council, presents a structured approach to the provision of significant residential development over the Plan period and beyond, together with further employment land. A large effective housing land supply therefore already exists nearby, which is more than adequate to meet demand in the area until beyond the Plan period. No significant sites for residential development at Gleneagles are therefore identified.

A significant part of the village has been included in the Garden and Designed Landscape relating to The Gleneagles Hotel. The Plan also seeks to protect an area of open space to maintain the character and amenity of the settlement as well as to protect and enhance its biodiversity.

8.11.3 Infrastructure Considerations

The Community School of Auchterarder will require to be extended to meet future development needs. A financial contribution towards any necessary expansion to the school's capacity will be required from development in line with Council guidance.

The settlement lies within the Auchterarder A9 junction improvements policy boundary and a proportionate contribution will be required for development in accordance with the Council's Supplementary Guidance.

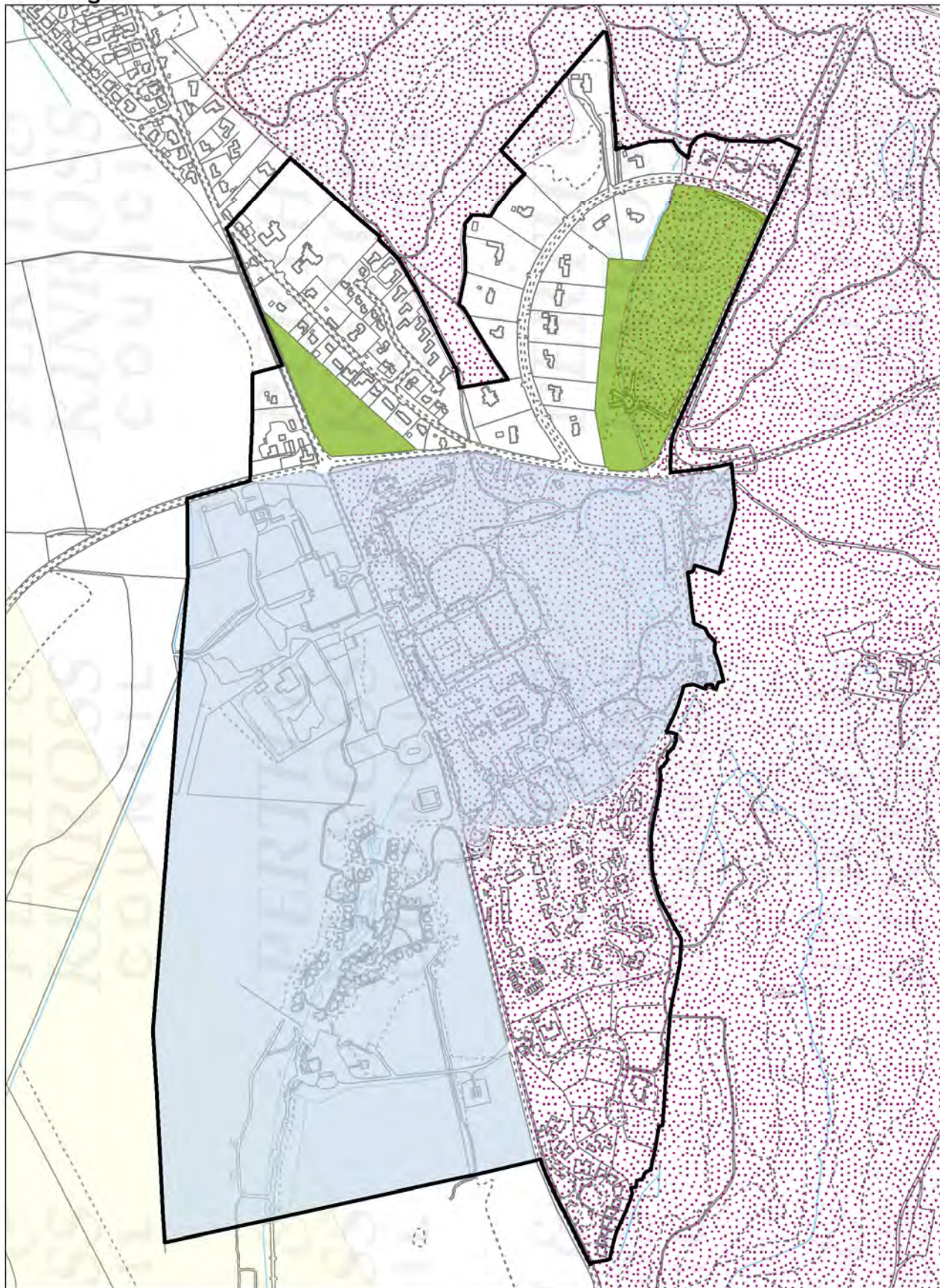
Drainage from all residential development should connect to Public Waste Water Treatment Works.

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

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

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



Gleneagles

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8.12 Greenloaning

8.12.1 Description

Greenloaning is a village with a population of approximately 330 people and is located adjacent to the A9 some seven miles south-west of Auchterarder. The village is mainly residential with the surrounding land in agricultural use.

8.12.2 Spatial Strategy Considerations

Greenloaning is not identified for growth during this Plan and the settlement boundary has been drawn to accommodate limited further development.

8.12.3 Infrastructure Considerations

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

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

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

Noise attenuation measures will be required for development near the A9 trunk road.

Greenloaning



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Scale: 1:5,500



8.13 Muthill

8.13.1 Description

Muthill is a village with a population of approximately 690 people and lies some three miles south of Crieff and five miles north-west of Auchterarder. The village has a good range of shops and a public hall.

The village is mainly residential and is at the southern edge of the Drummond Castle Garden and Designed Landscape.

8.13.2 Spatial Strategy Considerations

The village is not identified for significant growth and the settlement boundary has been largely maintained with a relatively modest expansion of the village to the west to reflect a recent planning consent.

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

8.13.3 Infrastructure Considerations

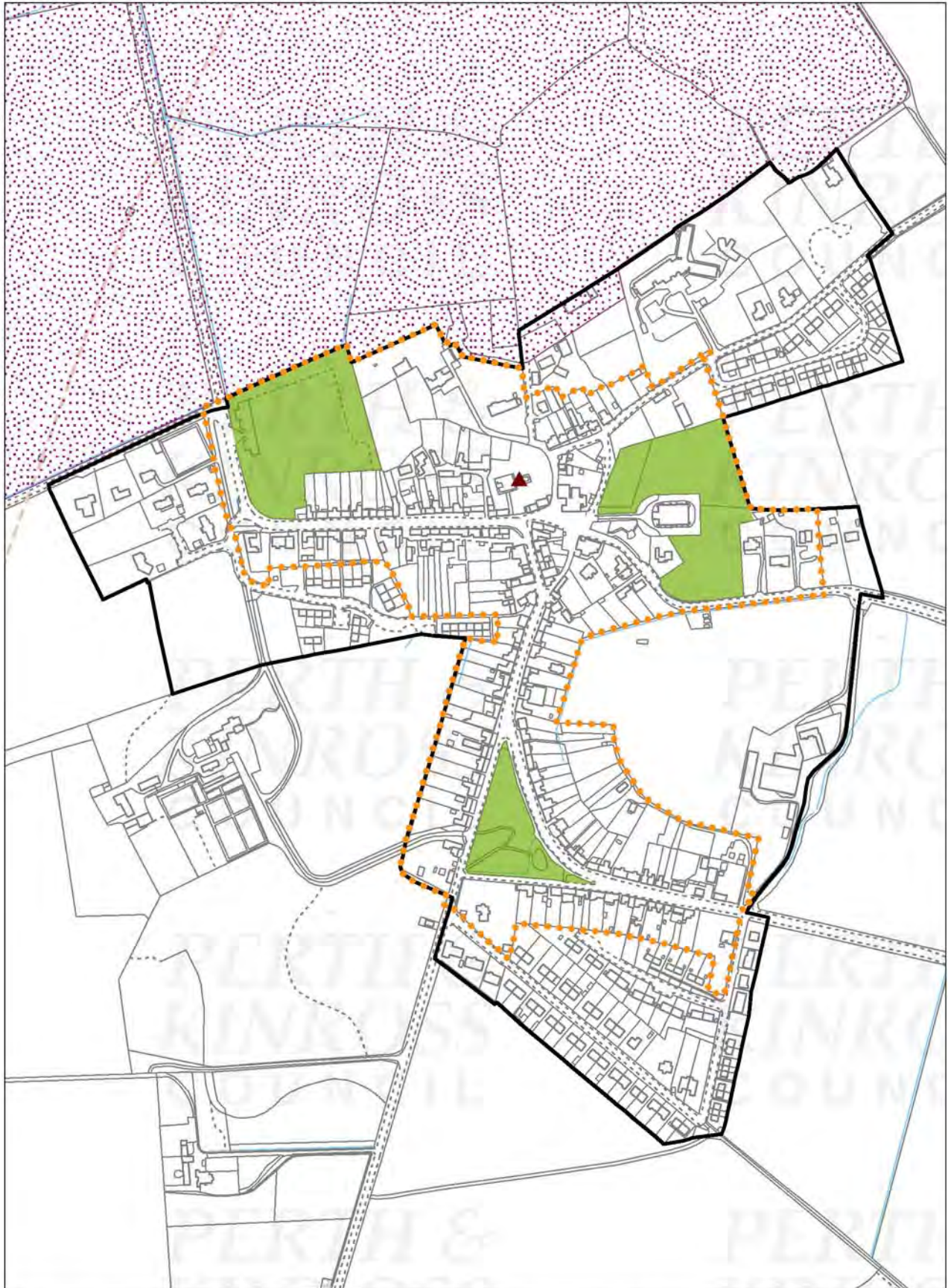
Drainage from all development should connect to Public Waste Water Treatment Works.

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

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

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



Muthill

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8.14 St David's

8.14.1 Description

St David's is a small village located approximately 5 miles east of Crieff and 10 miles west of Perth. It has a rural setting and is 3 miles south of the A85 truck road. It is mainly residential and the majority of the surrounding land is in agricultural use.

8.14.2 Spatial Strategy Considerations

St David's is not identified for growth during this Plan and the settlement boundary has been drawn accordingly.

The urban form of the village is unique in the Strathearn area because the houses on the Main Street have a separate front garden area across the access road which gives the village character. The Plan seeks to preserve this unique feature of the village and proposes that no development should take place that would adversely affect the individual gardens and collective front green area.

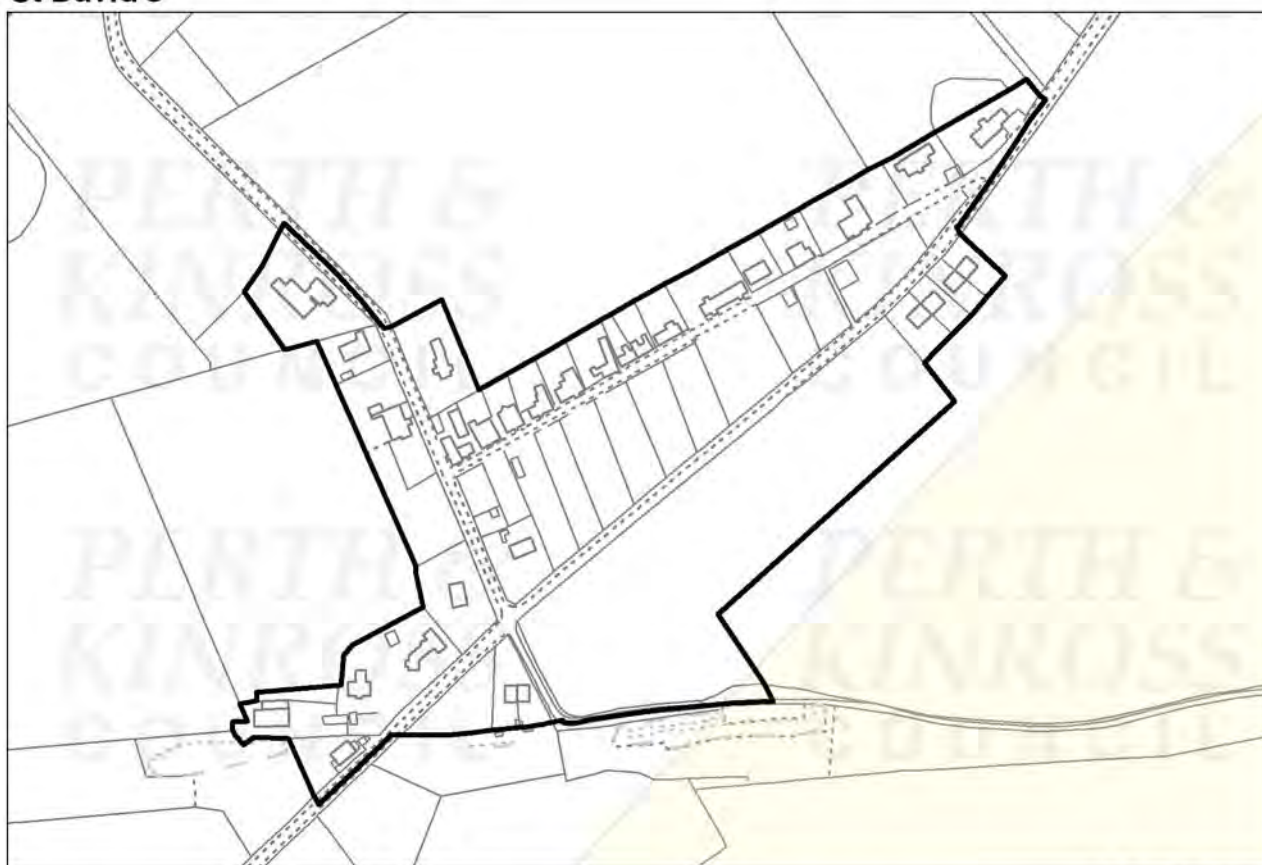
8.14.3 Infrastructure Considerations

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

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

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

St David's



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9. Strathmore and the Glens Area

9.1 Introduction

- 9.1.1 At 234 sq miles, the Strathmore and the Glens Area is located in the eastern part of the Council area bordering the Cairngorms National Park to the north and Angus to the east. The area consists of striking contrasts with the southern part characterised by undulating fertile agricultural land and the northern part featuring more rugged upland topography.
- 9.1.2 Blairgowrie and Rattray together comprise the main settlement within the area. It serves a wide hinterland and is seen as a gateway to the Eastern Highlands. Alyth is also an important settlement but serves a smaller area than Blairgowrie while Coupar Angus provides an important market centre serving a rich hinterland in the south.
- 9.1.3 The significant natural feature of the area is the Lunan Valley Lochs, a series of naturally rich eutrophic lochs with unique ecological features that gives it local, national and international importance. The Lochs and surrounding area are designated as Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI). The Lochs have been degraded over the last century by the addition of phosphorus through human activities. Within the catchment area it is considered that development within existing small settlements should be restricted to ensure that any new development does not add to the amount of phosphorus entering the Lochs, and also contributes to achieving a net reduction.

Employment Land

- 9.1.4 In accordance with TAYplan the focus of employment land provision will be in the settlements of Blairgowrie and Rattray, Alyth and Coupar Angus. However, in order to meet local needs and support the local economy, both existing and new employment land has also been identified in some villages to provide choice and opportunity.
- 9.1.5 As identified within TAYplan, the Plan seeks to provide at least a 5 year supply of employment land. It is considered that a generous supply of employment land capable of meeting need in the area to 2024 would amount to approximately 20 ha. PKC Employment Land Audit 2011 identified the amount of land immediately available as 8.14 ha leaving 11.86 ha requiring to be allocated.
- 9.1.6 The following sites provide a range of options to meet the additional employment land required; for some of the larger areas, only a first phase will be developed during the Plan period.

| Site Ref | Settlement | Location | Area (ha) |
|--------------|--------------|-----------------------------------|--------------|
| E30 | Alyth | Mornity | 0.45 |
| E31 | Blairgowrie | Welton Road Blairgowrie (Phase 1) | 9.0 |
| MU5 | Blairgowrie | Western Blairgowrie | 4.0 |
| E32 | Coupar Angus | Coupar Angus West | 7.3 |
| E33 | Coupar Angus | East of Scotland Farmers | 3.0 |
| E34 | Meikle | Forfar Road | 0.27 |
| MU6 | Spittalfield | Spittalfield | 0.25 |
| Total | | | 24.27 |

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

Housing

- 9.1.8 TAYplan has identified that in order to accommodate projected population increases approximately 120 houses will be required per year. If this build rate is to be achieved it will require the Local Development Plan to identify an effective housing land supply capable of delivering 1,680 houses.



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

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

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

| Housing Market Area | A | B | C | D | E |
|------------------------|--------------------------|-----------------------|-----------------------|----------------|---------------------------------|
| | Housing Land Requirement | Completions 2010-2011 | Effective Supply 2011 | Windfall Sites | Additional Allocations Required |
| Strathmore & the Glens | 1,680 | 20 | 625 | 170 | 865 |

9.1.10 In line with the TAYplan hierarchal approach the Plan seeks to concentrate the majority of development within the principal settlements of Blairgowrie and Rattray, Alyth and Coupar Angus where local services, employment and transport are concentrated and where waste water can be best dealt with. The remaining residential requirement will be allocated to the larger villages in the rural area, but outwith the Lunan Valley Loch Catchment Area.

9.1.11 In order to meet the TAYplan requirements the following housing allocations are proposed:

Alyth, Blairgowrie and Rattray, and Coupar Angus

| Site Ref | Location | No of Units |
|--------------|-------------------------------------|-------------|
| H59 | Glenree, Alyth | 35 |
| H60 | St Ninians and Albert Street, Alyth | 85 |
| H62 | Welton Road, Blairgowrie | 150 |
| H63 | Glenalmond Road, Blairgowrie | 160 |
| H64 | Blairgowrie South | 85 |
| MU5 | Western Blairgowrie | 200 |
| H65 | Larghan, Coupar Angus | 120 |
| Total | | 835 |

Landward

| Site Ref | Location | No of Units |
|--------------|------------------------|-------------|
| H66 | Ardler | 20 |
| H67 | Carsie | 10 |
| H68 | Meigle Ardler Road | 20 |
| H69 | Meigle Forfar Road (i) | 50 |
| H61 | New Alyth | 20 |
| MU6 | Spittalfield | 20 |
| Total | | 140 |

Housing within the Lunan Valley Lochs Catchment

9.1.12 There is a continuing need to reduce the phosphorus inputs into the Lochs. The aim therefore is to ensure that there is no increase of phosphorus in the Lunan Valley Lochs Catchment arising from waste water associated with new developments. Within the Catchment Area, new development in the countryside will be limited to economic need, conversions or replacement buildings. Within the small settlements, the boundaries are drawn tightly to limit further development opportunities.



Retail

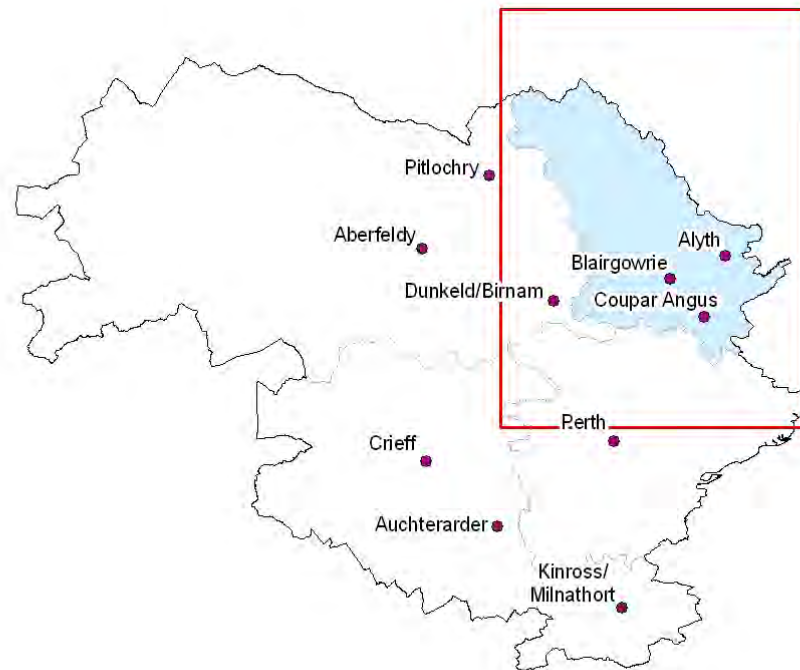
9.1.13 In the past a significant proportion of the convenience retail spend for the Strathmore and the Glens area has leaked to Perth and Dundee. The Tesco store in Blairgowrie has improved this situation providing a wider range of convenience goods. The development of a Sainsbury's store in Pitlochry will improve convenience provision further especially for the northern area of Strathmore and the Glens.

Education Infrastructure









9.1.14 A number of the primary schools serving the Strathmore and the Glens area have limited capacity to support future development needs. The level of development identified in Blairgowrie will require an extension to the primary school and additional land has been identified in the Plan to support this proposal. Within Rattray the primary school currently has capacity to support limited development but through the Plan period it is expected that this capacity will be exhausted.

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



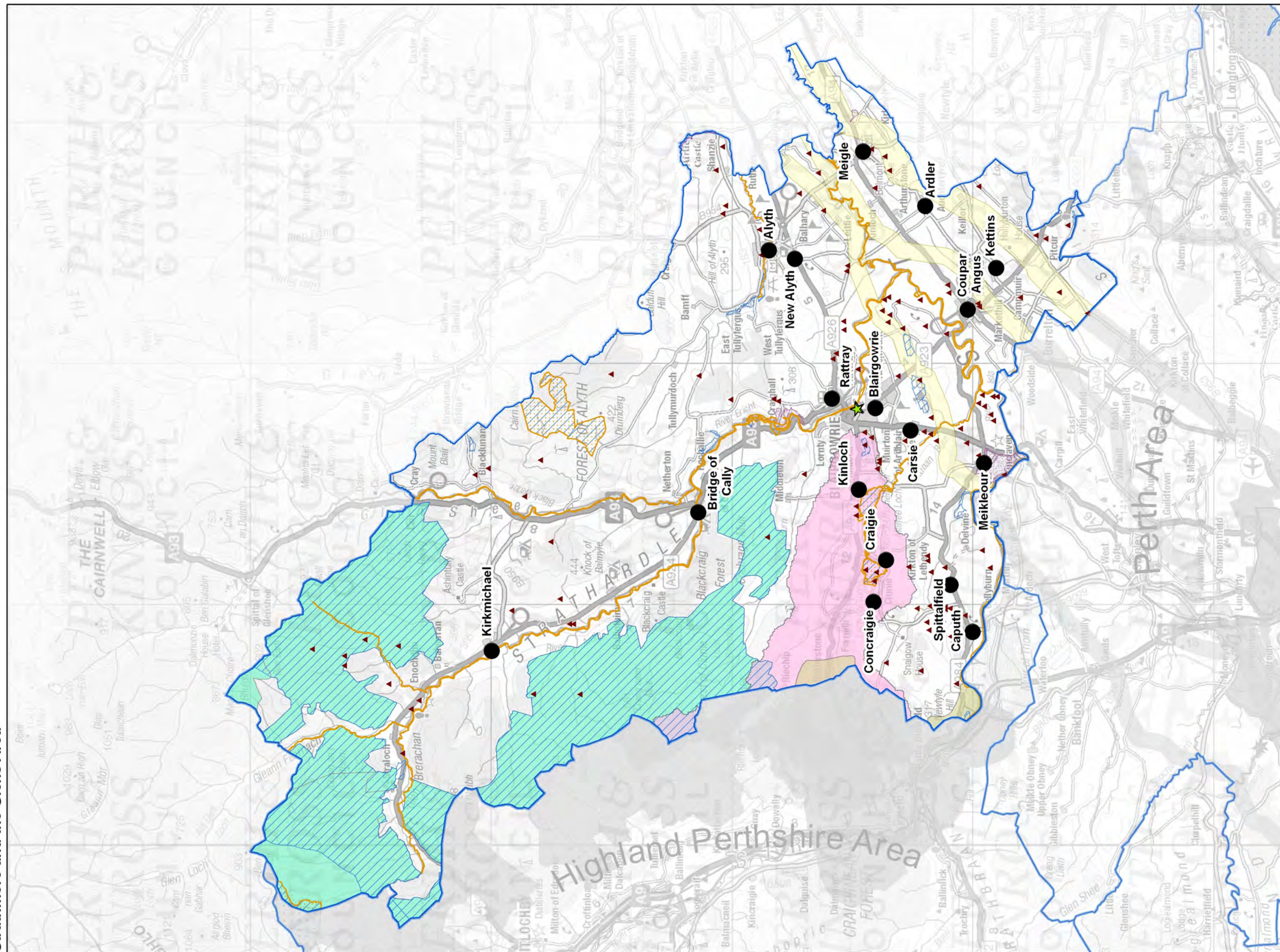


Strathmore and the Glens Area Landward Map Legend

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



Strathmore and the Glens Area



9.2 Alyth and New Alyth

9.2.1 Description

Alyth is situated under the Hill of Alyth, five miles northeast of Blairgowrie. The town has a population of 2,500. The heart of Alyth centres around the market square which provides day-to-day services. However, Alyth still relies to a large extent on Blairgowrie for many goods and services.

New Alyth is a small village of 200 inhabitants located less than 1 mile south-west of Alyth on the A926. Because of its proximity, it relies on Alyth for amenities and services. The surrounding landscape is relatively flat and used primarily for agriculture.

9.2.2 Spatial Strategy Considerations

Alyth plays an important role in the economic growth and accommodation of population in the Strathmore and the Glens area, particularly in sustaining the existing community.

The Alyth Burn runs through the town centre, and some property and land in the immediate vicinity of the burn are subject to flood risk.

The Plan shows the retention of existing employment land in the south of the town as well as a small proposed expansion which seeks to provide opportunities for sustainable economic growth within an accessible location.

The Plan identifies the town centre where policies seek to encourage the retention of town centre uses to ensure continued viability and vitality.

The approved proposals for the Glen Isla Golf Course, just outside Alyth town, could provide additional employment and housing opportunities.

Two sites are identified in the Plan for residential development, an extension in the north at Glenree will provide a second phase to the housing already approved, whilst to the west the two areas off Albert Street and St Ninian's Road are shown. A planning application for these areas has been approved by the Council subject to the signing of a legal agreement in respect of planning obligations.

The town boundaries have been drawn to allow opportunities for further development proposals to come forward if appropriate.

It is proposed to allocate a site to the west of New Alyth to accommodate 20 dwellings.

9.2.3 Infrastructure Considerations

Alyth Primary School currently has capacity for the proposed developments; however, there may be some capacity issues if the Glen Isla Golf Course housing proposals were to come forward in their entirety during the Plan period, which would then trigger the need for contributions from developments towards primary education.

Capacity at Alyth Waste Water Treatment Works is very limited. An investment project has been instigated for these works. All developments will be required to connect to the public drainage system.

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

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

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



Employment Site

| Ref | Location | Size | Uses |
|-----|----------|---------|------------------------|
| E30 | Mornity | 0.45 ha | General employment use |

Site Specific Developer Requirements

- ⇒ Access through existing industrial estate.
- ⇒ Landscape planting.

Residential Sites

| Ref | Location | Size | Number |
|-----|---------------|---------|--------|
| H59 | Glenree Alyth | 2.75 ha | 35 |

Site Specific Developer Requirements

- ⇒ Flood Risk Assessment.
- ⇒ Landscaping to west and north to give framework.
- ⇒ Connection to core path network and protection of core path to north of site.
- ⇒ Enhancement of biodiversity.

| Ref | Location | Size | Number |
|-----|--|---------|--------|
| H60 | Albert Street and St Ninians Road, Alyth | 5.27 ha | 85 |

Site Specific Developer Requirements

- ⇒ Site is awaiting legal agreement to cover Flood Risk Assessment and attenuation measures.
- ⇒ Enhancement of Biodiversity.

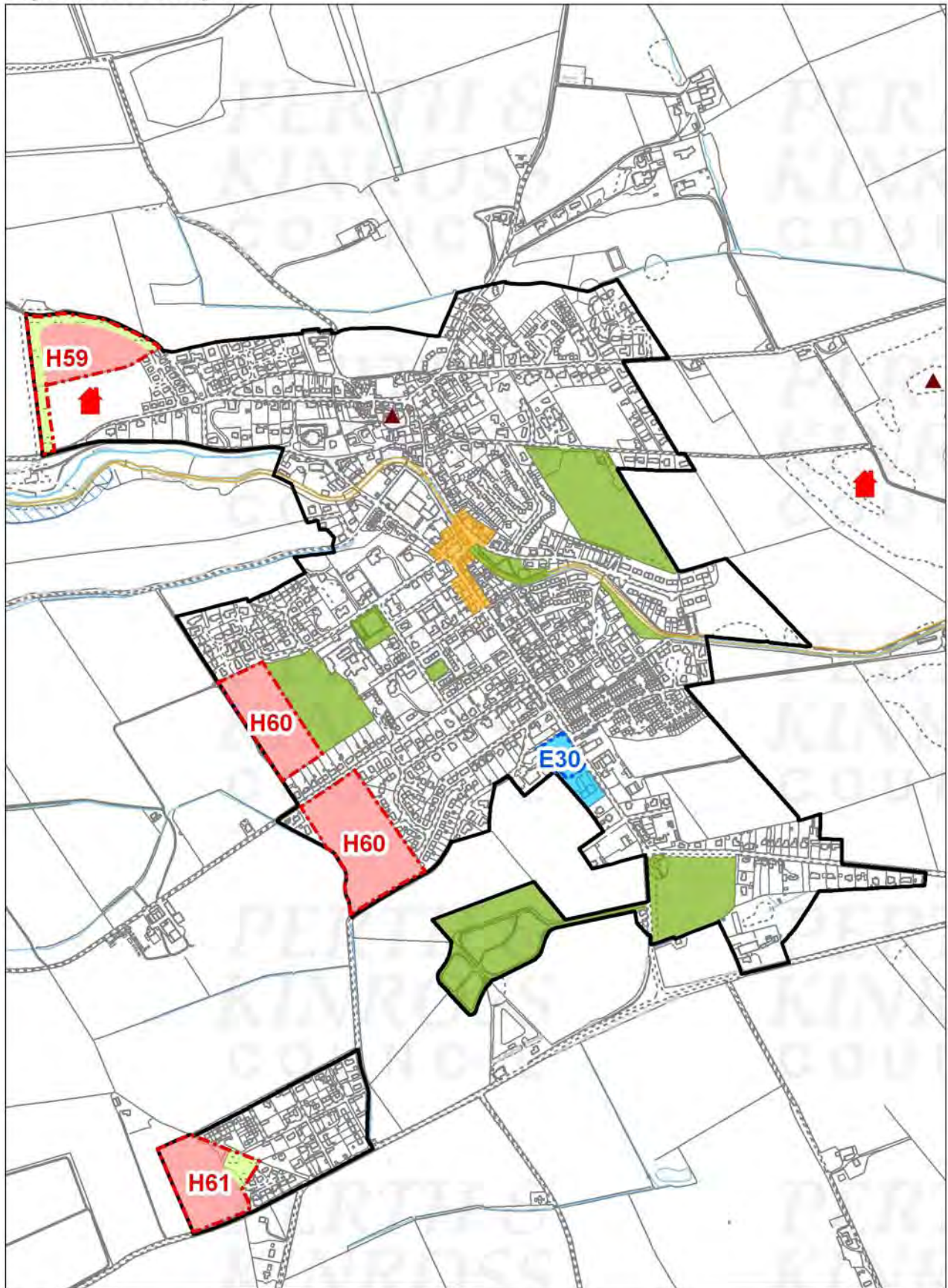
| Ref | Location | Size | Number |
|-----|-----------|--------|--------|
| H61 | New Alyth | 3.4 ha | 20 |

Site Specific Developer Requirements

- ⇒ Flood Risk Assessment.
- ⇒ A mix of housing types and sizes including low cost housing.
- ⇒ Provision of woodland screen planting along the west and north boundary of site.
- ⇒ Enhancement of biodiversity.



Alyth and New Alyth



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Scale:
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9.3 Blairgowrie/Rattray

9.3.1 Description

Blairgowrie and Rattray with a population of approximately 9,400 has the potential to make a significant contribution to the regional economy by accommodating a share of the region's additional development. The settlement has a range of community facilities including the recently built community campus. The town centre provides services and facilities with a good selection of independent shops and provision of convenience food stores serving the local population as well as visitors. The more recent development of the Tesco store has helped to retain the convenience retail spend within the town, as well as serving the wider hinterland.

9.3.2 Spatial Strategy Considerations

The town of Blairgowrie and Rattray plays an important role in the economic growth and accommodation of population in the Strathmore and the Glens area.

The encouraging uptake of land in the Welton Road Industrial Estate has left Blairgowrie with little or no available quality business or industrial land. The Plan therefore shows both the retention of existing employment land in the Welton Road area and western Blairgowrie and also provides for a phased extension of the Welton Road area, and additional business land in the western part of the town. This consolidation and expansion of employment land seeks to provide opportunities for sustainable economic growth within accessible locations. The expansion of the Welton Road area will, however, require a Flood Risk Assessment to ensure only the area outwith the area of flood risk is developed and the provision of a new distributor access road linking through from the Coupar Angus Road. It will also need to take account of the significant archaeology present in the area during the construction of the link road.

Tourism plays a key role in employment provision and economic viability of services and facilities within the area. The Plan seeks to promote and enhance existing and future tourism developments. Within Rattray, the caravan park to the north-west of the town is identified for its contribution to the provision of visitor accommodation and should be retained.

The designation of a town centre seeks to retain various related businesses to ensure continued viability and vitality of the settlement.

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

Given the previous developments in the south of the town at Beeches South, a further expansion here is logical to aid delivery of the link road from Berrydale Road to Hazelwood Road, thereby allowing better access to the Newhill primary campus. Additional housing is also proposed in conjunction with the Welton Road business land expansion which will aid delivery of the distributor link road to the Welton Road Industrial Estate, thereby helping to ease traffic congestion in the town centre. Further development is also identified to the west of Blairgowrie with a mix of land uses being proposed.

The development of both the Welton Road and western Blairgowrie areas will require masterplans to be produced to ensure development is delivered in an appropriately phased manner. An additional housing site is proposed in Rattray on the lower slopes of the land to the north of Glenalmond Road.

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

9.3.3 Infrastructure Considerations

Despite the recent construction of the community campus the amount of development proposed during the Plan period means an education contribution is likely to be required for any new housing development within Blairgowrie and Rattray.



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

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

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

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

Development in the Welton Road area will require the construction of a link road from Coupar Angus Road.

Development in southern Blairgowrie will require the construction of the link road from Berrydale Road to Hazelwood Road.

Employment Site

| Ref | Location | Size | Uses |
|-----|-------------|------------------------|------------------------|
| E31 | Welton Road | 17.3 ha (9 ha Phase 1) | General employment use |

A masterplan will be required for the comprehensive development of this site and the adjacent residential site (H62) setting out the phased release of both the housing and employment land.

Site Specific Developer Requirements

- ⇒ Flood Risk Assessment to determine extent of developable land.
- ⇒ Link road from Coupar Angus Road to Welton Road - layout to be developed in conjunction with Welton Housing Site H62.
- ⇒ Wastewater Network Investigations may be required resulting in network improvements.
- ⇒ Evaluation of Archaeological potential and mitigation will be required specifically for protection of Scheduled Monuments.
- ⇒ Transport Assessment.
- ⇒ Retention of wooded area for screening purposes and Biodiversity study with provision for the protection of habitats and enhancement of biodiversity including the provision of buffering between housing and business land.

Mixed Use Site

| Ref | Location | Size | Uses |
|-----|---------------------|----------|---|
| MU5 | Western Blairgowrie | 24.55 ha | Employment Use (4 ha), Residential (up to 200) and Education (4 ha) |

Site Specific Developer Requirements

- ⇒ Development of a masterplan through consultation with the community and Council.
- ⇒ Reservation of area for educational/play provision in centre of site (4 ha).
- ⇒ Provision of 4ha of business land to be developed in phased manner with housing development.
- ⇒ Transport Assessment.
- ⇒ Wastewater Network Investigations may be required resulting in network improvements.
- ⇒ Development to be kept below the 90 m contour line to the north of the site, area above that level to be considered for community woodland or similar use.
- ⇒ Protection of ancient woodland in southern part of site.
- ⇒ Evaluation of Archaeological potential and mitigation will be required including protection of Fir Hillock Scheduled Monument.
- ⇒ Enhancement of biodiversity.
- ⇒ Financial contribution to education provision in line with the Supplementary Guidance.



Residential Sites

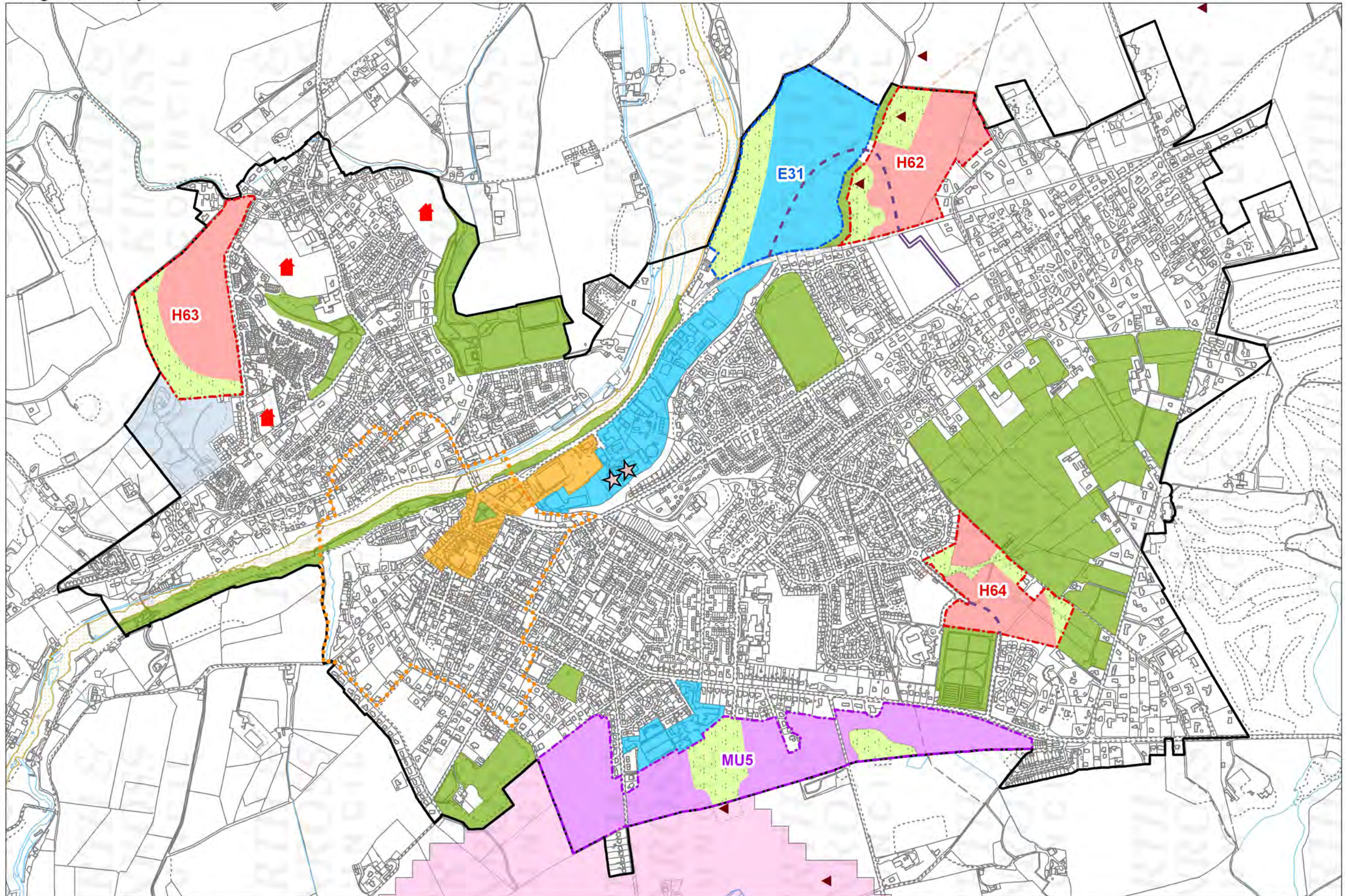
| Ref | Location | Size | Number |
|--|-------------|----------|--------|
| H62 | Welton Road | 11.49 ha | 150 |
| A masterplan will be required for the comprehensive development of this site and the adjacent employment site (E31) setting out the phased release of both the housing and employment land. | | | |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ A mix of housing types and sizes including low cost housing. ⇒ Transport Assessment. ⇒ Main access to be taken from link road off Coupar Angus Road. ⇒ Internal road layout to be submitted as one entity in conjunction with E31 to the satisfaction of the roads authority. ⇒ Open space to be utilised to protect settings of Scheduled Monuments evaluation of Archaeological potential and mitigation will be required. ⇒ Wastewater Network Investigations may be required resulting in network improvements. ⇒ Built form and layout respond appropriately to the landscape and strengthen character of Blairgowrie as a distinctive place. ⇒ Retention of wooded area for screening purposes and Biodiversity study with provision for the protection of habitats and enhancement of biodiversity including the provision of buffering between housing and business land. ⇒ No more than 75 houses to be occupied before a minimum of 2 ha of serviced employment land is made available on site E31 and the road link has been constructed. ⇒ Financial contribution to education provision in line with the Supplementary Guidance. | | | |

| Ref | Location | Size | Number |
|---|--------------------------|----------|--------|
| H63 | Glenalmond Road, Rattray | 11.59 ha | 160 |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ A mix of housing types and sizes. ⇒ Development on lower slopes of field only. ⇒ Wastewater Network Investigations may be required resulting in network improvements. ⇒ Provision of woodland screen planting along the west and north boundary of site incorporating public access. ⇒ Evaluation of Archaeological potential and mitigation may be required. ⇒ Enhancement of biodiversity. ⇒ Financial contribution to education provision in line with the Supplementary Guidance. | | | |

| Ref | Location | Size | Number |
|--|-------------------|---------|--------|
| H64 | Blairgowrie South | 7.82 ha | 85 |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Construction of link road from Hazelwood Road to Berrydale Road. ⇒ A mix of housing types and sizes including low cost housing. ⇒ Wastewater Network Investigations may be required resulting in network improvements. ⇒ Enhancement of biodiversity. ⇒ Financial contribution to education provision in line with the Supplementary Guidance. | | | |



Blairgowrie/Rattray



9.4 Coupar Angus

9.4.1 Description

Coupar Angus is a small town with a population of 2,400 at the centre of the rich agricultural heartland of Strathmore, situated on the southern side of the River Isla, almost equidistant from Perth (14 miles to the south-west) and Dundee (12 miles to the south-east), and just 4 miles south-east of Blairgowrie. Coupar Angus has a good range of amenities; however, the town relies on Blairgowrie and other centres for many services and facilities.

9.4.2 Spatial Strategy Considerations

Coupar Angus plays an important role in the economic growth and accommodation of the population of the Strathmore and the Glens area, particularly in sustaining the existing community.

The Plan identifies the two major employers' sites in the town, and seeks to retain these for employment use, but also makes allocations to accommodate the future expansion of these important businesses.

The proximity of the River Isla to the town and a number of small burns gives rise to potential flooding issues, particularly to the north and south of the town; and for this reason only one site has been identified for new housing development, to the east of the town.

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

9.4.3 Infrastructure Considerations

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

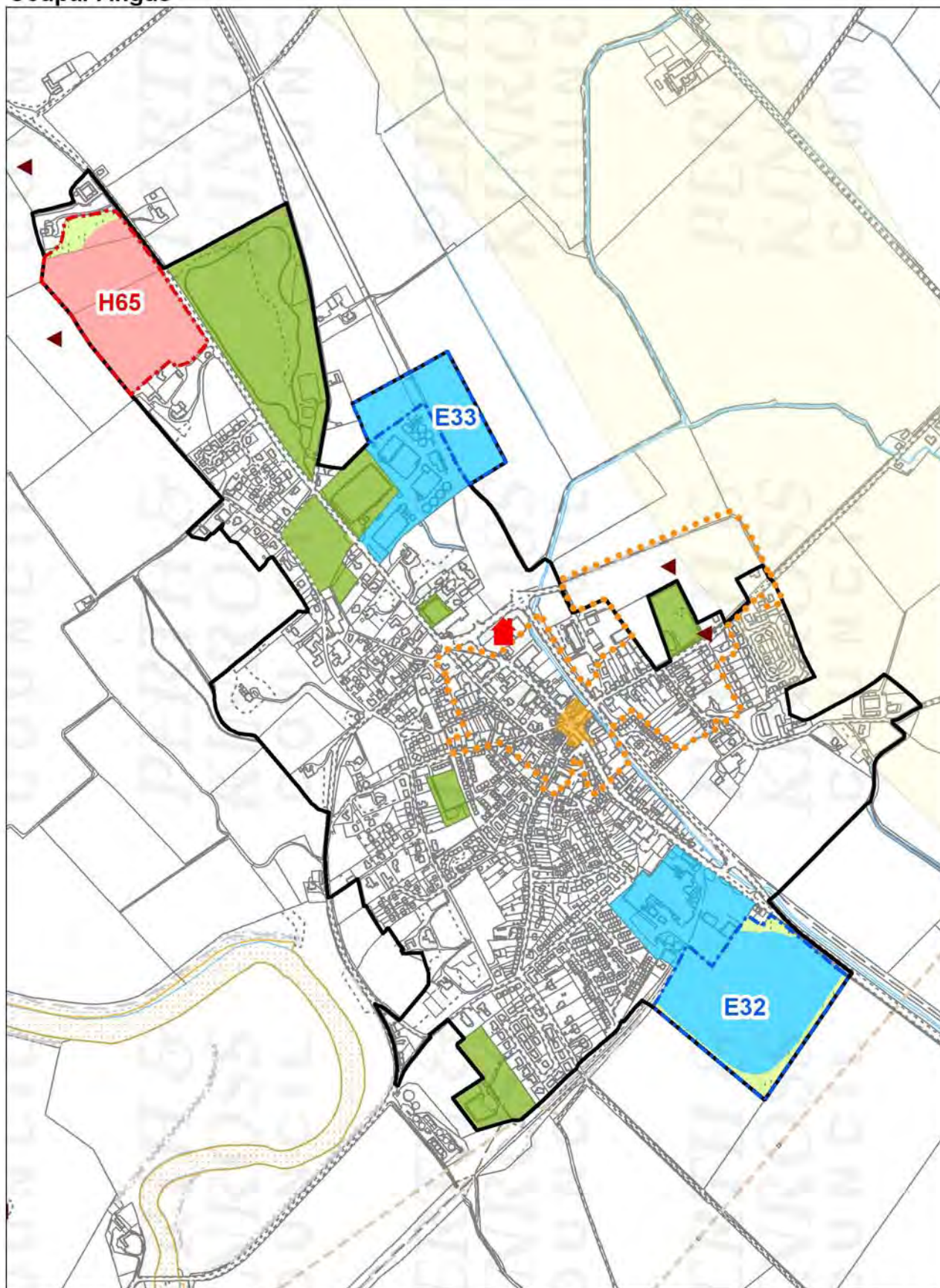
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Coupar Angus



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Employment Sites

| Ref | Location | Size | Uses |
|-----|-------------------|--------|------------------------|
| E32 | Coupar Angus West | 7.3 ha | General employment use |

Site Specific Developer Requirements

- ⇒ Access to be assessed in relation to existing adjacent land uses.
- ⇒ Landscaping to south-west and south-east.
- ⇒ Enhancement of biodiversity.

| Ref | Location | Size | Uses |
|-----|--------------------------|------|------------------------|
| E33 | East of Scotland Farmers | 3 ha | General employment use |

Site Specific Developer Requirements

- ⇒ Access to either be through the adjacent site, alternatively a route should be investigated from the south-western corner of the site to the roundabout on Burnside Road.
- ⇒ Noise attenuation measures may be required.
- ⇒ Landscaping of site periphery.
- ⇒ Enhancement of biodiversity.

Residential Site

| Ref | Location | Size | Number |
|-----|----------|--------|--------|
| H65 | Larghan | 6.3 ha | 120 |

Site Specific Developer Requirements

- ⇒ Existing landscape framework to east and west to be retained.
- ⇒ Evaluation of archaeological potential and mitigation will be required, safeguard setting of Scheduled Monument.
- ⇒ Appropriate crossing to the existing park and new park entrance maybe required.
- ⇒ Enhancement of biodiversity.



9.5 Ardler

9.5.1 Description

Ardler is a small village of 170 inhabitants on the eastern boundary of Perth and Kinross, 3 miles east of Coupar Angus. The village relies on Meikle or Coupar Angus for local services. The landscape surrounding Ardler is low lying with gentle undulations; some lower lying areas may be prone to flooding.

9.5.2 Spatial Strategy Considerations

A small site for up to 20 houses is proposed on the southern most portion of an area on the northern side of the village, subject to a satisfactory Flood Risk Assessment, its design should reflect the linear road pattern of the settlement.

9.5.3 Infrastructure Considerations

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

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

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

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

Residential Site

| Ref | Location | Size | Number |
|--|----------|---------|--------|
| H66 | Ardler | 2.54 ha | 20 |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Flood Risk Assessment. ⇒ Development on upper slopes of field only. ⇒ Development to follow linear pattern of the village. ⇒ A mix of housing types and sizes including low cost housing. ⇒ Provision of woodland screen planting along the west and north boundary of site. ⇒ Enhancement of biodiversity. | | | |



Ardler



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9.6 Bridge of Cally

9.6.1 Description

Bridge of Cally lies at the junction of the A93 and A924 roads 5 miles north-west of Blairgowrie. Here the River Ardlie combines with the Black Water to form the River Erich. The village is a winter resort at a 'gateway' to the Highlands, accommodating skiers utilising winter sporting facilities in Glenshee. Bridge of Cally has limited facilities, a village shop and post office, and a hotel. The surrounding landscape is varied with valleys, mountains, farmland and woodland.

9.6.2 Spatial Strategy Considerations

Bridge of Cally has seen limited development in recent years. The Plan identifies the existing caravan site and seeks to retain this area for tourism related uses. There is no presumption in favour of residential development in the event of the land ceasing to be used as a caravan site.

9.6.3 Infrastructure Considerations

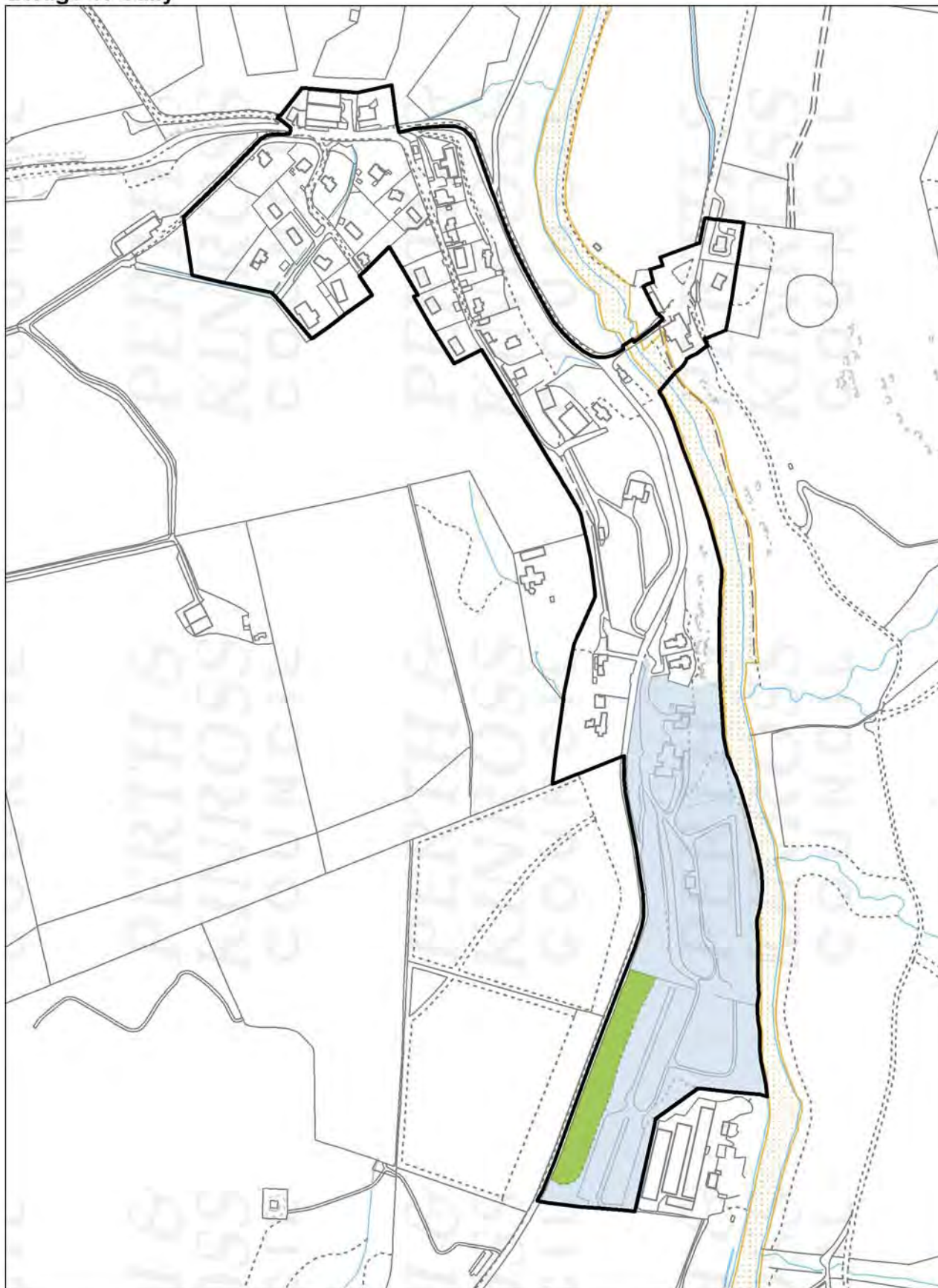
The local Primary school has recently closed, and any pupils now attend Kirkmichael Primary School.

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

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

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



Bridge of Cally

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9.7 Caputh

9.7.1 Description

Caputh is a small village of 150 inhabitants located on the A984 Coupar Angus to Dunkeld road about 6 miles east of Dunkeld and 8 miles west of Coupar Angus. The village is situated north of the River Tay. It possesses limited amenities and services with just a church and church hall and a primary school which lies between Caputh and Spittalfield. The surrounding landscape is relatively flat and mainly used for agricultural purposes. The land south of the village is in an area of known flood risk.

9.7.2 Spatial Strategy Considerations

Through the previous Local Plan a site was identified for residential development but no consent has been sought. This site remains in the settlement boundary and its development at some time in the future is not precluded.

9.7.3 Infrastructure Considerations

Drainage from all development should connect to Public Drainage System.

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

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

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

Caputh



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1:4,000



9.8 Carsie

9.8.1 Description

Carsie is a small settlement of 140 inhabitants located less than 2 miles south of Blairgowrie on the A93 Perth to Blairgowrie road. The surrounding landscape is relatively flat and Blairgowrie Golf Course is situated immediately east of the village.

9.8.2 Spatial Strategy Considerations

A small housing site is proposed for a maximum of 10 dwellings.

9.8.3 Infrastructure Considerations

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

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

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

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

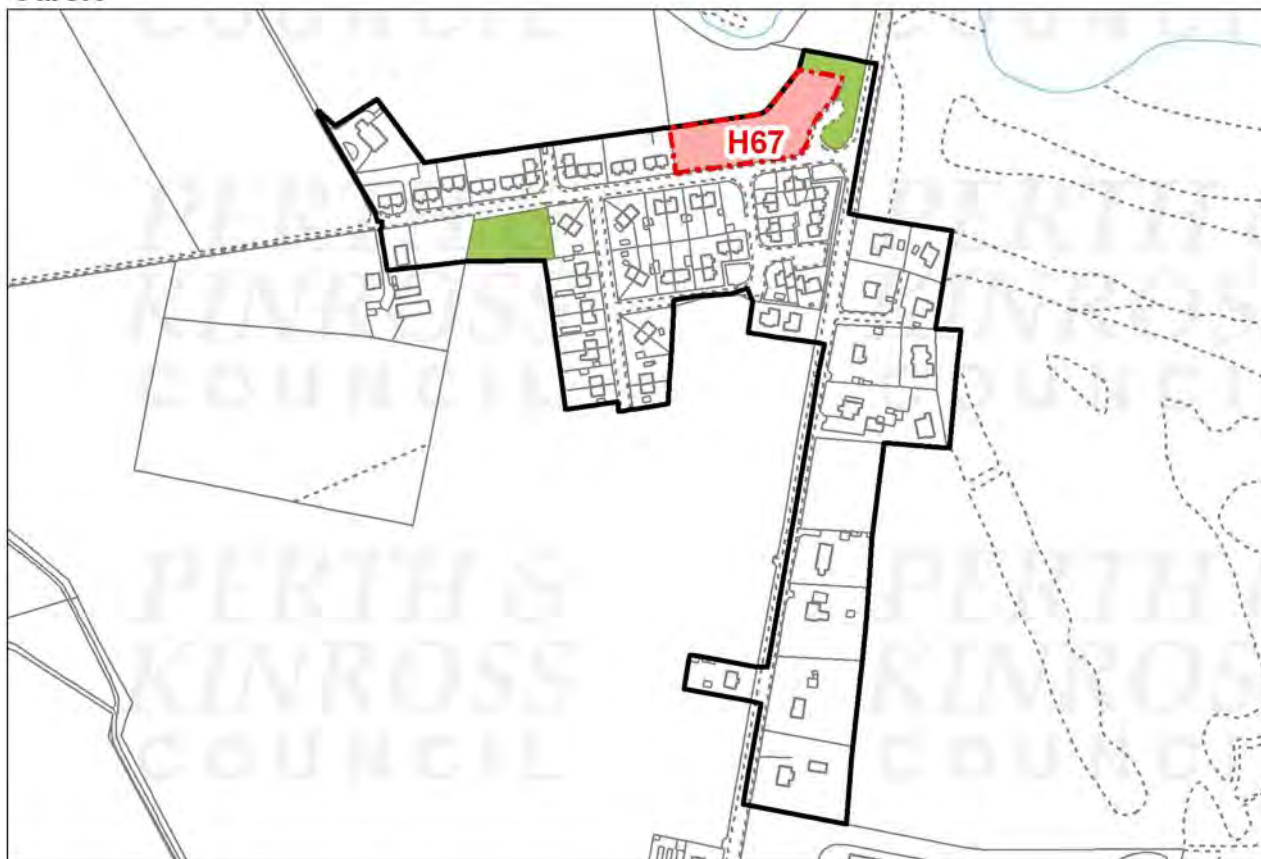
Residential Site

| Ref | Location | Size | Number |
|-----|----------|--------|----------------------|
| H67 | Carsie | 0.4 ha | 10 (100% affordable) |

Site Specific Developer Requirements

- ⇒ Retention of woodland along the northern boundary of site.
- ⇒ Enhancement of biodiversity.

Carsie



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1:5,000



9.9 Concraigie

9.9.1 Description

Concraigie is a small hamlet of just a few houses and lies to the west of Loch Clunie, some 4 miles west of Blairgowrie. The surrounding landscape is undulating. Despite its close proximity to the loch, it is outwith any area of known flood risk.

9.9.2 Spatial Strategy Considerations

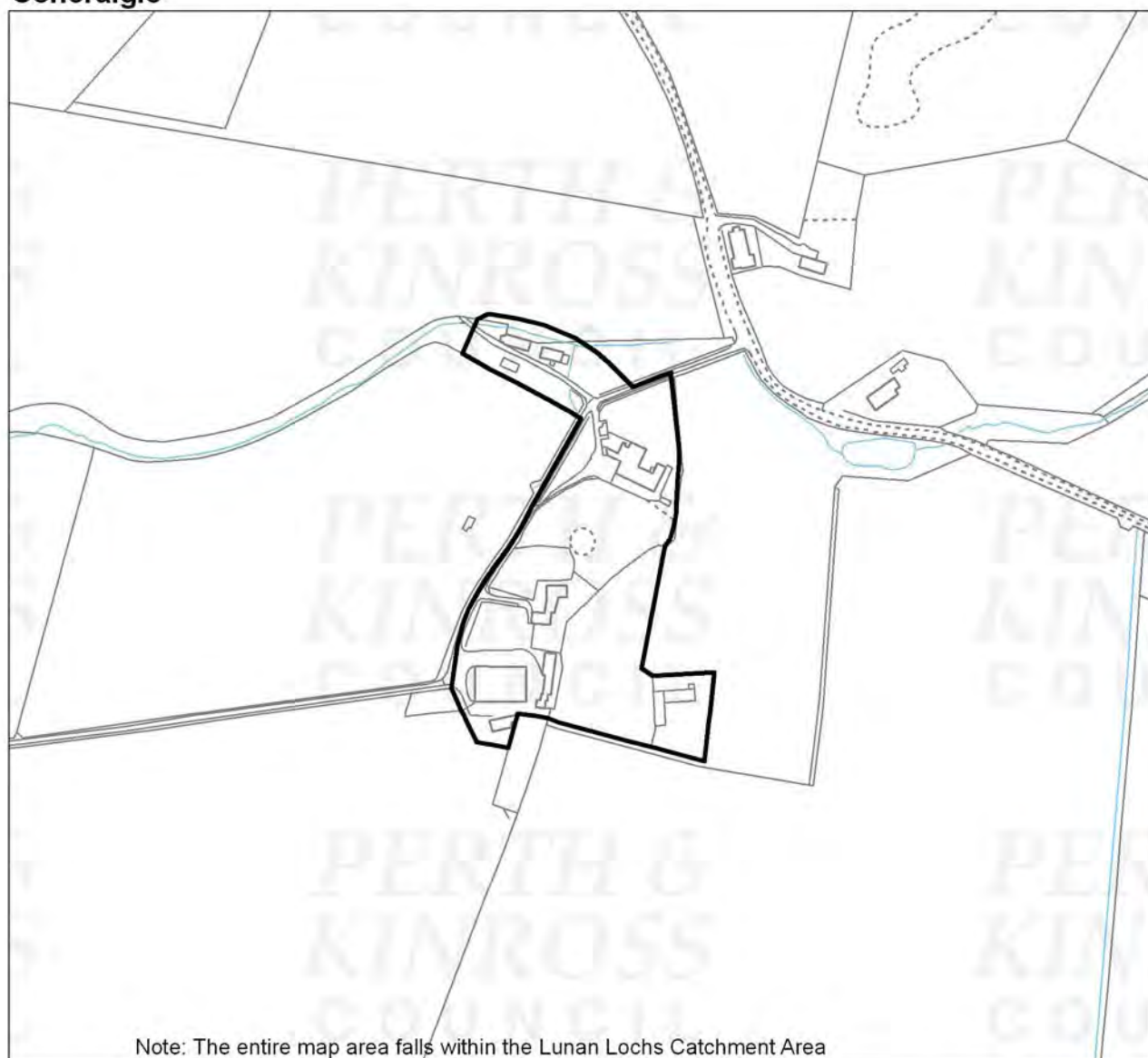
Concraigie is located within the Lunan Valley Lochs Catchment Area and further development is restricted to prevent any increase to the phosphorus levels of the adjacent loch.

9.9.3 Infrastructure Considerations

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

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

Concraigie



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9.10 Craigie

9.10.1 Description

Craigie is a small hamlet located immediately east of Loch Clunie and 4 miles west of Blairgowrie on the B947 road. The hamlet possesses no amenities or services and the surrounding landscape is undulating. Despite its close proximity to Loch Clunie, it is outwith any area of known flood risk.

9.10.2 Spatial Strategy Considerations

Craigie is located with the Lunan Valley Lochs Catchment Area and further development is restricted to prevent any increase to the phosphorus levels of the adjacent loch, and the village boundary has been tightly drawn to reflect this.

9.10.3 Infrastructure Considerations

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

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

Craigie



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9.11 Kettins

9.11.1 Description

Kettins is a small village of 120 inhabitants located just off the A923 road, 1 mile south-east of Coupar Angus. The village possesses limited amenities and services with just a church and primary school. The Kettins Burn runs through the village and some land and properties in the vicinity may be at risk of flooding. The surrounding landscape is relatively flat and mainly used for agricultural purposes.

9.11.2 Spatial Strategy Considerations

The character of the village is quite distinctive interspersed with many green spaces. A few small developments have taken place within the village in recent years and no further allocation is proposed at this time to allow consolidation of these.

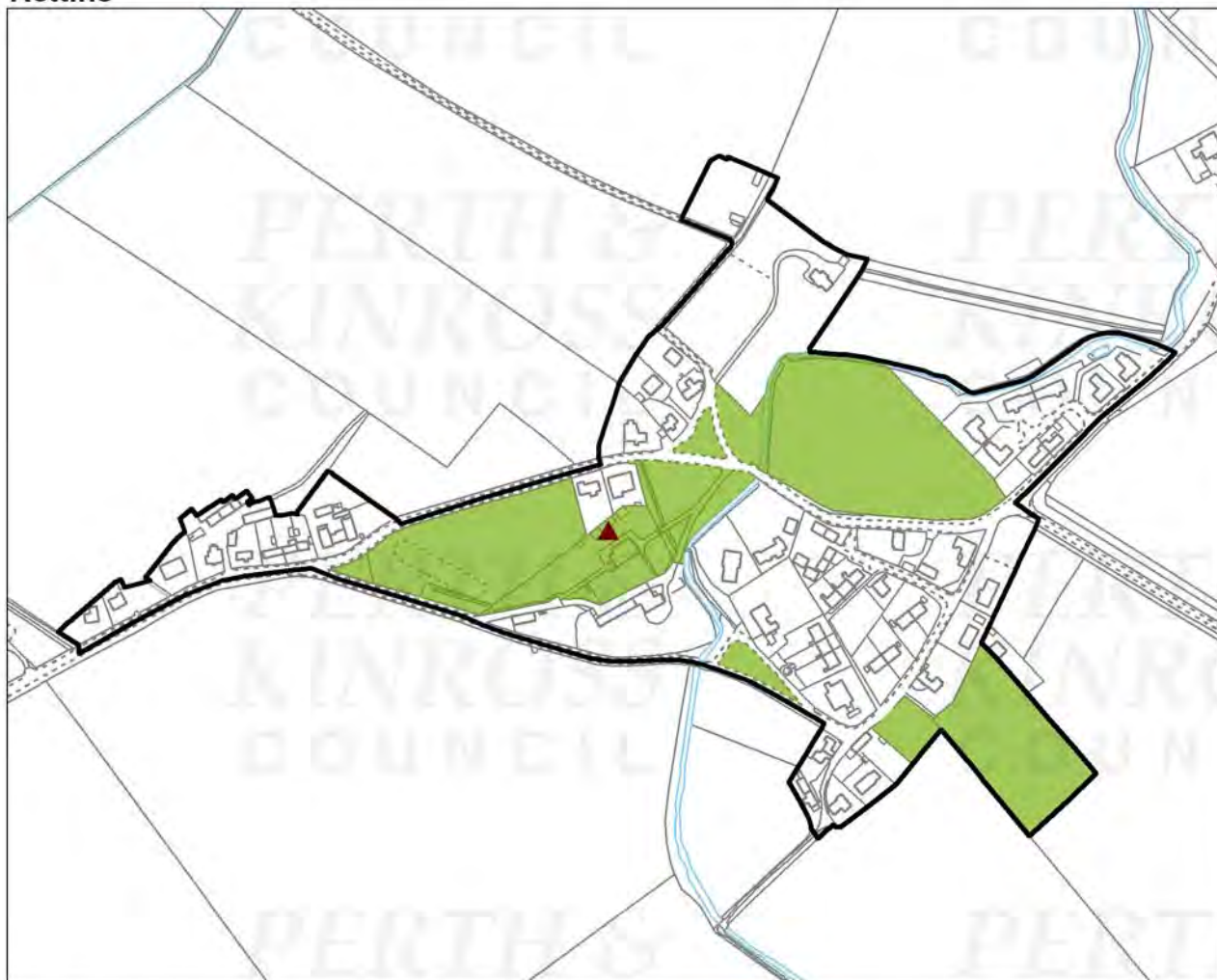
9.11.3 Infrastructure Considerations

Drainage from all development should connect to Public Drainage System.

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

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

Kettins



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9.12 Kinloch

9.12.1 Description

Kinloch is a small hamlet located less than a ½ mile north-east of Loch Drumellie and is 2 miles west of Blairgowrie on the A923 road. The hamlet possesses no amenities and services. The surrounding landscape is undulating and used mainly for agriculture. Despite its close proximity to Loch Drumellie it is outwith any area of known flood risk.

9.12.2 Spatial Strategy Considerations

Kinloch is located within the Lunan Valley Lochs Catchment Area. Further development is restricted to prevent any increase to the phosphorus levels of the adjacent Loch. The Plan identifies the existing caravan site and seeks to retain this area for tourism related uses.

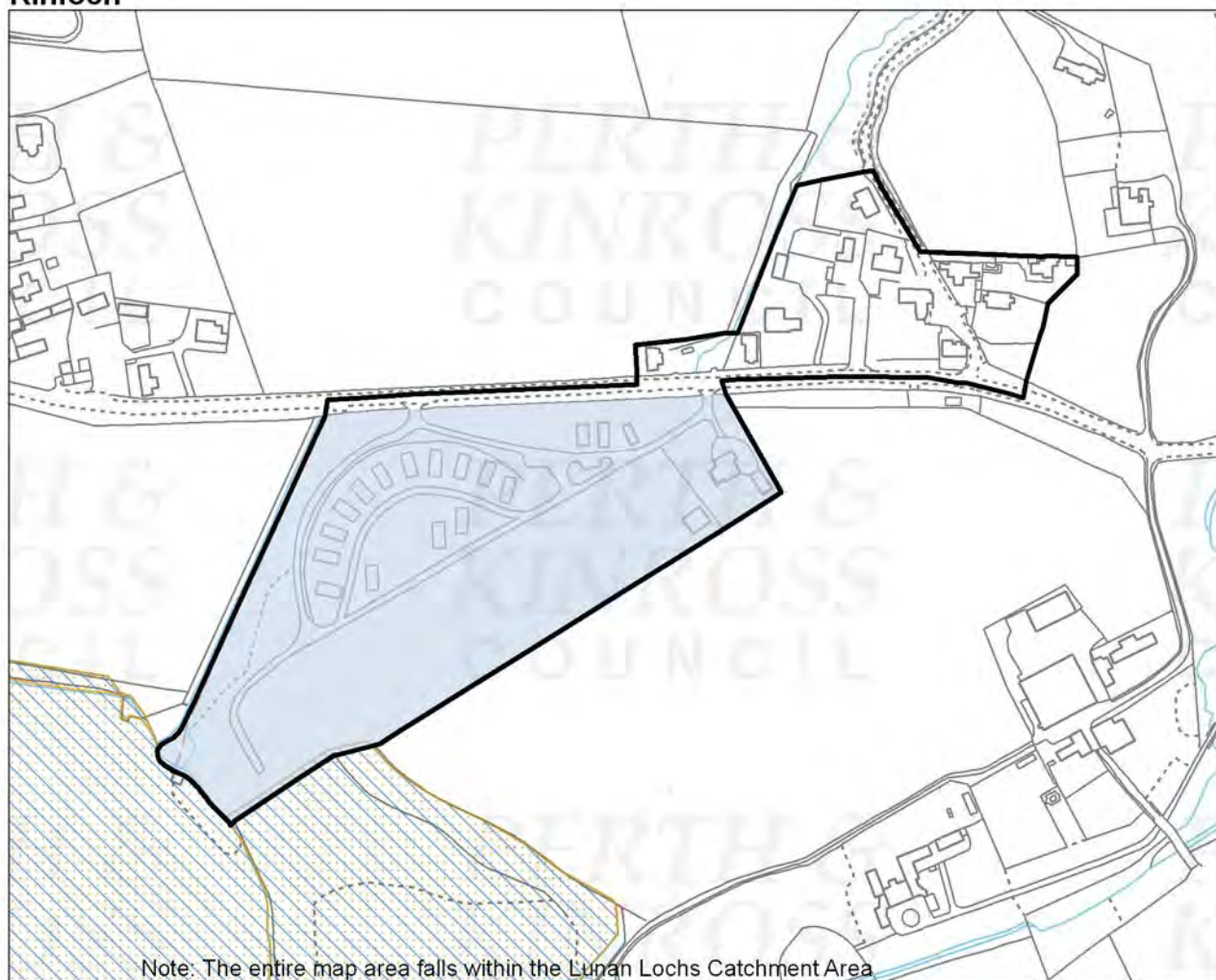
There is no presumption in favour of residential development in the event of the land ceasing to be used as a caravan site.

9.12.3 Infrastructure Considerations

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

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

Kinloch



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1:4,000



9.13 Kirkmichael

9.13.1 Description

Kirkmichael is a small village of 210 inhabitants located on the A924 about 13 miles north-west of Blairgowrie and 12 miles east of Pitlochry. The village is situated in a valley on the River Ardlie and low lying areas close to the river are within the area of flood risk. It possesses a range of amenities and services.

9.13.2 Spatial Strategy Considerations

No new allocations are proposed, however there is scope within the settlement boundary for small scale infill development.

9.13.3 Infrastructure Considerations

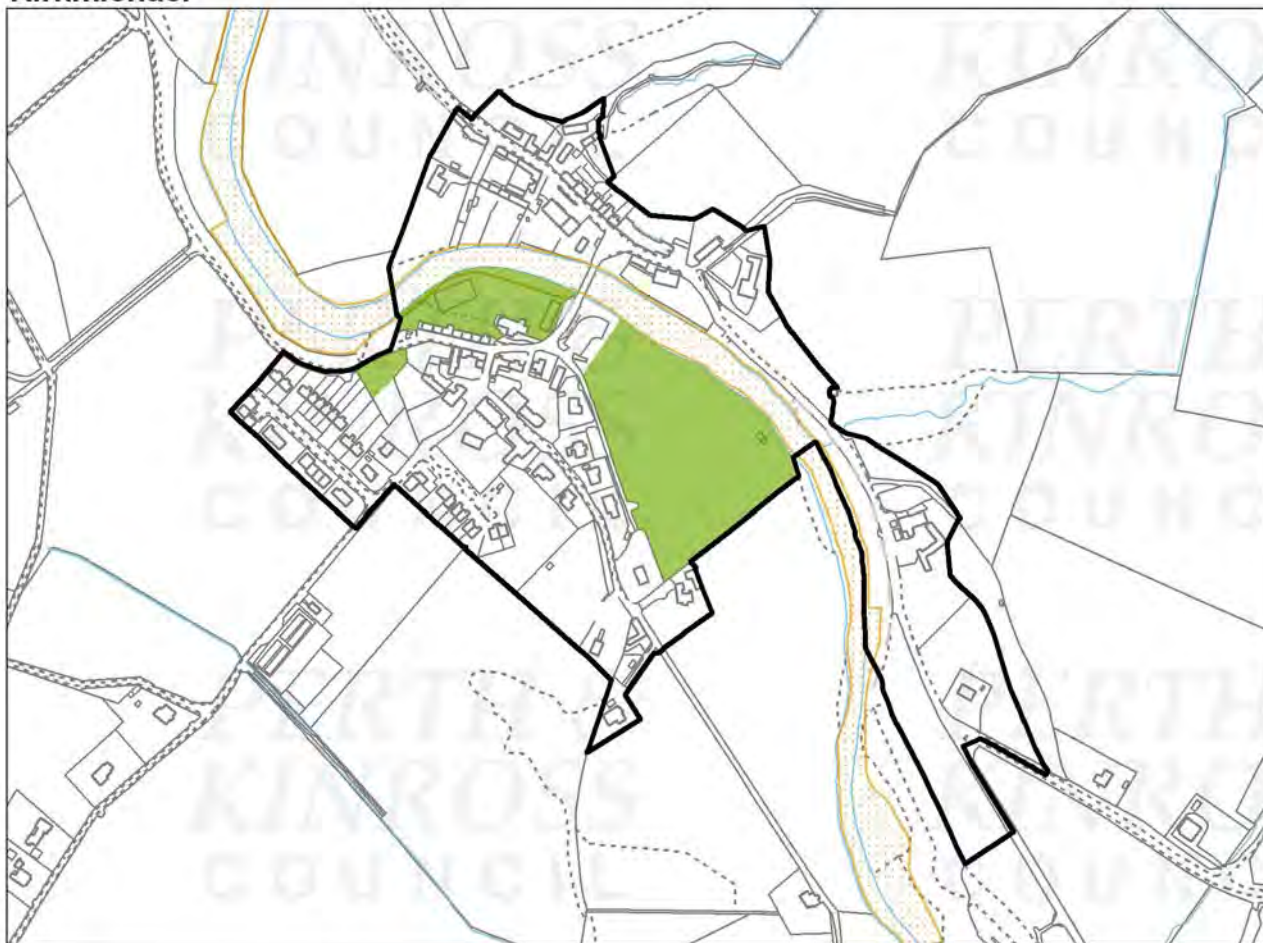
Drainage from all development should connect to Public Drainage System.

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

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

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

Kirkmichael



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Scale:
1:6,000



9.14 Meigle

9.14.1 Description

Meigle is a village of 450 inhabitants located on the A94, 4 miles south of Alyth and 5 miles east of Coupar Angus. The village is located on a tributary of the Dean Water and part of the village is within an area of known flood risk. The village has a range of amenities and services.

9.14.2 Spatial Strategy Considerations

Meigle is a modest-sized community with a strong sense of identity. Two housing sites are identified which it is anticipated will be developed in a phased manner. It is proposed that no more than 50 houses will be developed within the Plan period on the Forfar Road site, although it is capable of accommodating much more development. These developments will help to support the required Waste Water Treatment upgrade and maintain the vitality of the village. A small employment site is also identified to encourage local business.

9.14.3 Infrastructure Considerations

Waste Water Treatment Works in Meigle has very limited capacity and requires upgrading, however, Scottish Water have instigated an investment project for this work. Drainage from all development should connect to Public Waste Water Treatment Works.

Meigle Primary School has limited capacity to meet future housing needs; therefore land is incorporated within the Forfar Road housing site to provide additional land for educational uses, and any housing development will be required to make educational contributions.

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

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

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

Employment Site

| Ref | Location | Size | Uses |
|-----|-------------|---------|------------------------|
| E34 | Forfar Road | 0.27 ha | General employment use |

Site Specific Developer Requirements

- ⇒ Provision for path access along former railway.
- ⇒ Provision of screening to east of site.

Residential Sites

| Ref | Location | Size | Number |
|-----|-------------|--------|--------|
| H68 | Ardler Road | 1.2 ha | 20 |

Site Specific Developer Requirements

- ⇒ A mix of housing types and sizes including low cost housing.
- ⇒ Flood Risk Assessment to determine extent of developable land, which will allow for development on upper slopes of site only.
- ⇒ Provision of woodland screen planting along the west and north boundary of site.
- ⇒ Provision of path link to Victory Park and improvements to the wider core path network.
- ⇒ Enhancement of biodiversity.

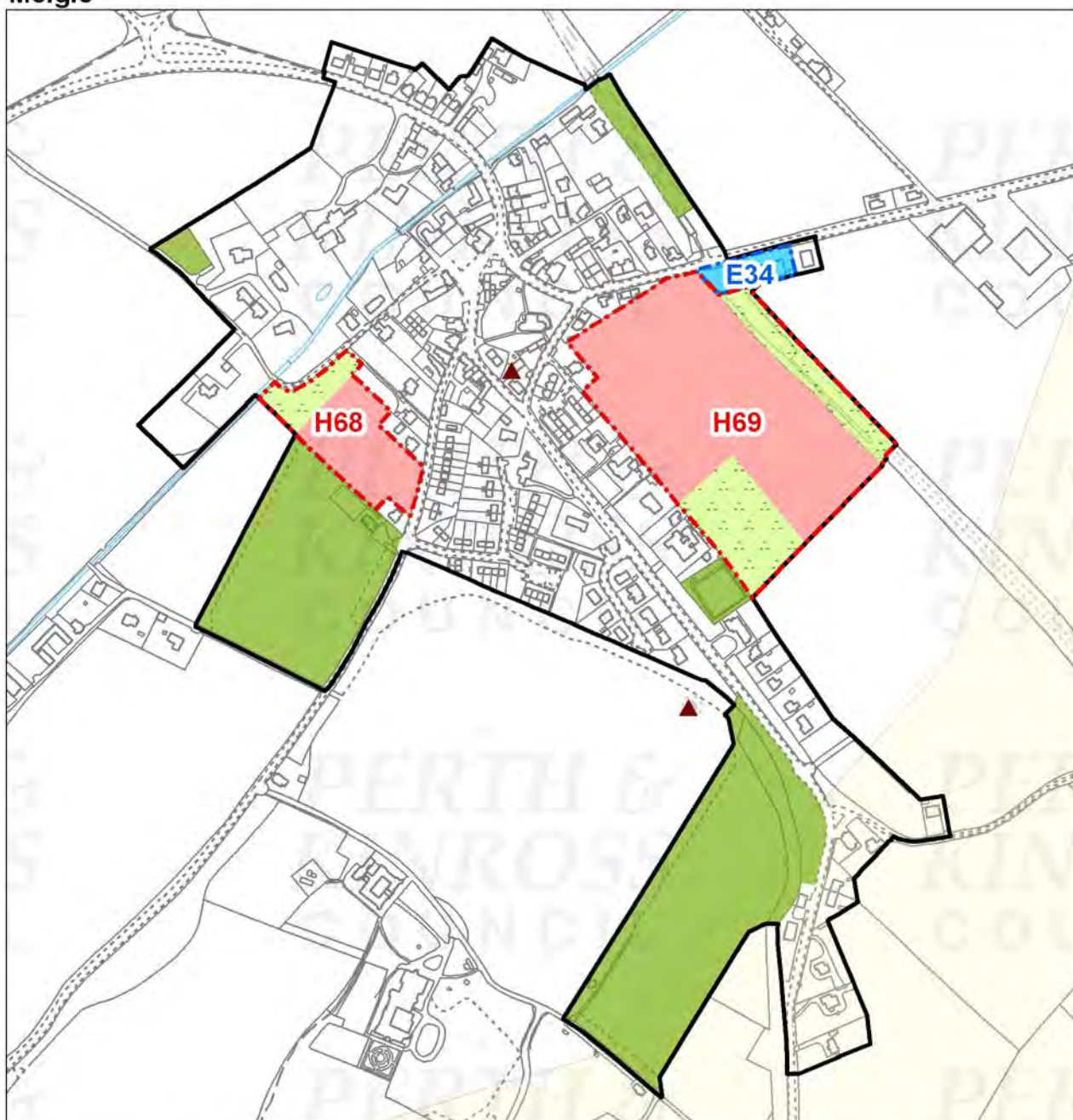


| Ref | Location | Size | Number |
|-----|-------------|---------|--------------|
| H69 | Forfar Road | 5.69 ha | 50 (Phase 1) |

Site Specific Developer Requirements

- ⇒ Masterplan showing the phased development of the site.
- ⇒ A mix of housing types and sizes including low cost housing.
- ⇒ Incorporation of business land in north of site.
- ⇒ Provision of area for educational use/playing fields.
- ⇒ Provision of landscape planting along the east and north boundary of site.
- ⇒ Provision of path along former railway land and further path links to village centre.
- ⇒ Enhancement of biodiversity.
- ⇒ Access: allow for access to Phase 2 in southern part of site.

Meigle



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9.15 Meikleour

9.15.1 Description

Meikleour is a small village of 140 inhabitants located 4 miles south of Blairgowrie and approximately 12 miles north of Perth. This compact conservation village has a number of listed buildings and it has few services except a hotel and part-time post office. The surrounding landscape is in predominantly agricultural use.

9.15.2 Spatial Strategy Considerations

A housing site within the settlement has yet to be completed. No new allocations are proposed and the boundary has been tightly drawn to allow consolidation of the previous development.

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

9.15.3 Infrastructure Considerations

Drainage from all development should connect to Public Drainage System.

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

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

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

Meikleour



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9.16 Spittalfield

9.16.1 Description

The village of Spittalfield has 210 inhabitants and is situated between Dunkeld and Blairgowrie, approximately 16 miles from Perth. The village has a shop and post office, a garage and a pub. The local primary school is located in Glendelvine a mile outside the village and is shared with the neighbouring village of Caputh. The surrounding landscape is gently rolling and in predominantly agricultural use. Some lower lying areas in close proximity to the burn which runs along the southern most part of the village may be at potential risk from flooding.

9.16.2 Spatial Strategy Considerations

The village is characterised by single storey cottages surrounding a village green, which is a focus for the Conservation Area. A small development has been successfully completed and integrated into the village in recent years, and a small mixed use site is proposed to allow business and residential use on the eastern side of the village on a former bus depot site.

9.16.3 Infrastructure Considerations

The Public Drainage System in Spittalfield has very limited capacity, and water storage is also limited.

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

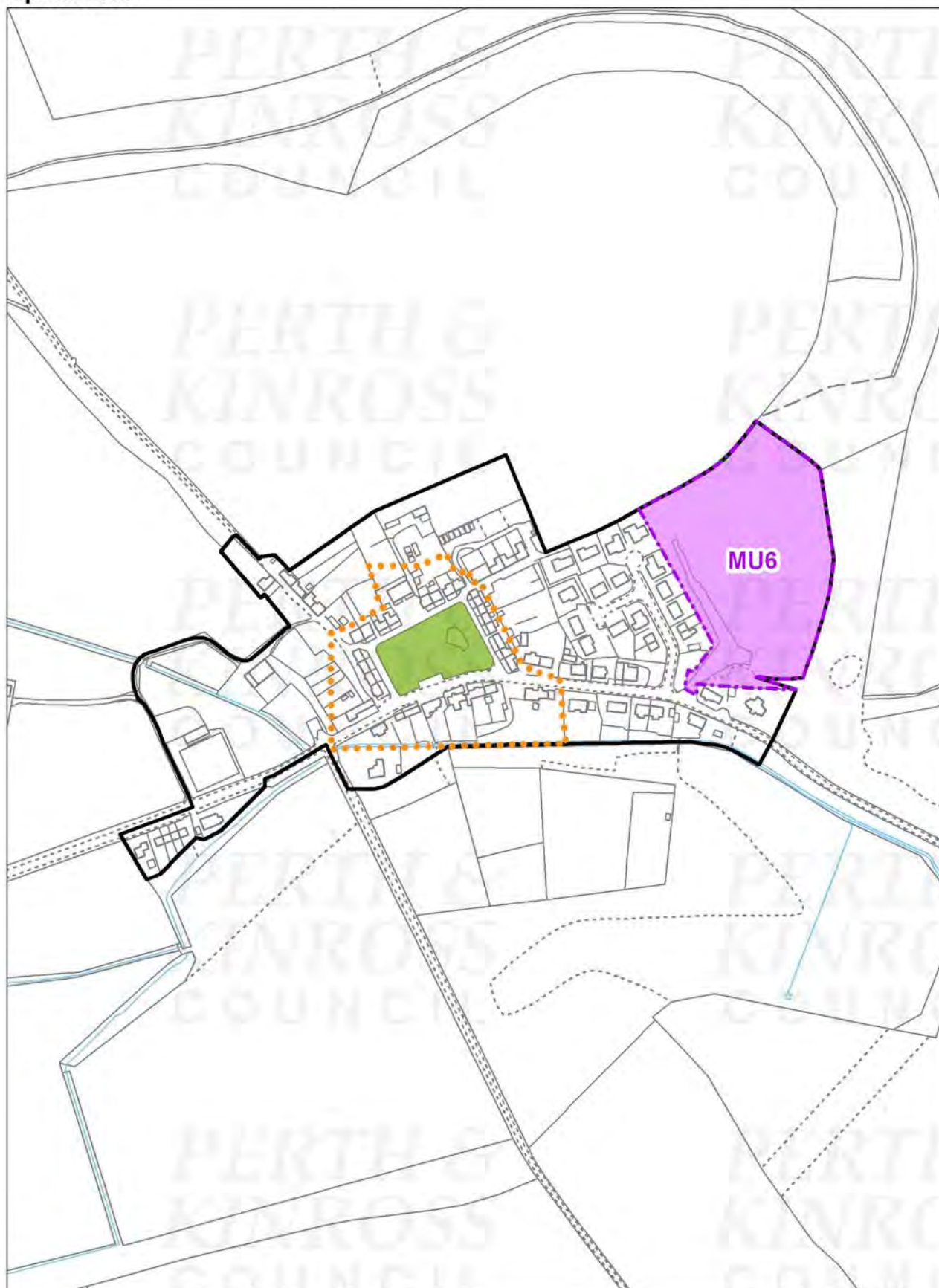
Any development of 5 or more houses will require to contribute towards affordable housing provision in accordance with the Council's Affordable Housing Policy.

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

Mixed Use Site

| Ref | Location | Size | Uses |
|---|--------------|---------|--|
| MU6 | Spittalfield | 2.13 ha | Employment use and residential (20 houses) on no more than 75% of site |
| To improve the quality and range of employment land appropriate residential development will be supported where employment uses are provided on the site. | | | |
| Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ Comprehensive development of the site. Class 4-6 units or serviced land compatible with neighbouring residential uses, employment requirement will be delivered in advance or in conjunction with residential development. ⇒ A mix of housing types and sizes including low cost housing. ⇒ Retention/protection and enhancement of woodland along the eastern boundary of site. ⇒ Archaeological potential requires investigation with mitigation if necessary. ⇒ Enhancement of biodiversity. | | | |



Spittalfield

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Glossary

| | |
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| Affordable housing | 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. |
| Allocation | Land identified as appropriate for a specific land use. |
| Biodiversity | The variety of life on Earth at all its levels, from genes to ecosystems, and the ecological and evolutionary processes that sustain it. |
| Brownfield land | Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused buildings and developed land within the settlement boundary where further intensification of use is considered acceptable. |
| Climate Change | 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. |
| Comparison shopping | The provision of items not on a frequent basis. These include clothing, footwear, furniture, furnishings and household equipment (excluding non-durable household goods) medical and pharmaceutical products, therapeutic appliances and equipment; - educational and recreation equipment and accessories; books, newspapers and magazines; goods for personal care. |
| Convenience shopping | Broadly defined as food shopping, drinks, tobacco, newspapers, magazines, and confectionery, purchased regularly for relatively immediate consumption. |
| Density | 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. |
| Effective housing land supply | 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. |
| Environmental Report | 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. |
| Essential Civil Infrastructure | Buildings, structures and facilities supporting key public services such as hospitals, fire stations, schools, care homes, telecommunications equipment, etc. which need to be available to deal with civil emergencies. |



| | |
|------------------------------------|---|
| Flood | The temporary covering by water from any source of land not normally covered by water, but does not include a flood solely from a sewerage system (Source: Flood Risk Management (Scotland) Act 2009). |
| Flood risk | 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. |
| Freeboard Allowance | A height added to the predicted level of a flood to take account of the height of any waves or turbulence and the uncertainty in estimating the probability of flooding. In Perth and Kinross, the freeboard allowance is 600 mm to property floor levels and 300 mm to garden levels. |
| Functional Flood Plain | Areas of land where water flows in times of flood, which should be safeguarded from further development because of their function as flood storage areas. For planning purposes, the functional flood plain has a greater than 0.5% (1:200) probability of flooding in any year (Source: SPP). |
| Green Infrastructure | The network of protected sites, green spaces and linkages which provide for multi-functional uses relating to ecological services, quality of life and economic value. |
| Greenfield Sites | Sites which have never been previously developed, or are fully restored derelict land. |
| Housing Market Area (HMA) | A geographical area which is relatively self-contained in terms of reflecting people's choice of location for a new home ie a large percentage of people settling in the area will have sought a house only in that area. |
| Infrastructure | 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. |
| Mitigation | Measures to avoid reduce or offset significant adverse effects on the environment. |
| Monitoring | 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. |
| National Planning Framework | 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. |
| Objective | A statement of what is intended, specifying the desired direction of change. |



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| Out-of-centre | 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. |
| Precautionary Principle | The assumption that an activity or development might be damaging unless it can be proved otherwise. |
| Prime quality agricultural land | 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. |
| Retail park | An off-centre group of three or more stores selling primarily non-food goods, with a shared car park. |
| Riparian Ownership | Ownership of the land forming the side of a river channel or watercourse, this extends to culverted or piped systems running through private ground to which are attached legal and other responsibilities relating to flood prevention and land drainage. |
| Scheduled Ancient Monument | 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. |
| SEA Act | Environmental Assessment (Scotland) Act 2005. |
| SEA Directive | Directive 2001/42/EC " <i>on the assessment of the effects of certain plans and programmes on the environment</i> ". |
| Social and Community Facilities | Facilities providing an important public resource for a community and which, in the case of proposed facilities, are of a scale and location appropriate to the community to be served. Such facilities are primarily those currently within Classes 10 (Non-residential institutions), and 11 (Assembly and Leisure) of the Town and Country Planning (Use Classes) (Scotland) Order 1997, as well as conventional healthcare uses and theatres. |
| Strategic Environmental Assessment (SEA) | 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. |
| Supplementary Guidance | Guidance prepared by the Council, which supplements the guidance given in the Local Development Plan, and has equal weight in decision-making. |
| Sustainable Development | 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. |
| Sustainable Urban Drainage Systems (Suds) | A range of techniques for managing the flow of surface water run-off from a site by attenuation, settlement or treatment on site, and so reducing the flow to receiving watercourses and conventional piped drainage systems (Source: The Water Environment and Water Services (Scotland) Act 2003). |



| | |
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| Town centre | 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. |
| Transport Assessment | A Transport Assessment is a comprehensive and consistent review of all the potential transport impacts of a proposed development or redevelopment, with an agreed plan to reduce any adverse consequences. |
| Vitality and viability (town centres) | 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. |
| Water Resistant Materials | Materials which are either unaffected by flood water or recover relatively undamaged after flooding. |
| Watercourse | Includes all rivers, streams, ditches, cuts, culverts, dykes, sluices and passages through which water flows, including artificial watercourses and underground watercourses (Source: The Water Environment and Water Services (Scotland) Act 2003). |
| Wellbeing | 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. |
| Windfall site | 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. |



Appendix 1: List of Supplementary Guidance

Supplementary Guidance to be consulted on at the same time as the Proposed Plan

Policy Guidance

- Affordable Housing Guide
- Housing in the Countryside Guide
- Loch Leven Special Protection Area and Ramsar Site Advice to planning applicants for phosphorus and foul drainage in the catchment - produced jointly by SNH, SEPA & PKC
- River Tay SAC Advice for Developers - produced jointly by SNH, SEPA & PKC
- A Guide to Incorporating Biodiversity into Development
- Householders' Guide to Biodiversity
- Biodiversity: A Developer's Guide
- Developer Contributions December 2011 incorporating Primary Education and A9 Junction Guidance
- Airfield Safeguarding

Design Guidance

- Pitlochry Conservation Area Appraisal - April 2007
- Coupar Angus Conservation Area Appraisal - July 2007
- Blairgowrie Conservation Area Appraisal - September 2007
- Blair Atholl Conservation Area Appraisal - October 2007
- Grandtully & Strathtay Conservation Area Appraisal - September 2008
- Perth Central Conservation Area Appraisal - September 2008
- Aberfeldy Conservation Area Appraisal - November 2008
- Crieff Conservation Area Appraisal - February 2009
- Scotlandwell Conservation Area Appraisal - June 2009
- Errol Conservation Area Appraisal - August 2009
- Perth Kinnoull Conservation Area Appraisal - April 2010
- Dunning Conservation Area Appraisal - July 2010
- Kinross Conservation Area Appraisal - July 2010
- Comrie Conservation Area Appraisal - September 2010
- Muthill Conservation Area Appraisal - January 2011
- Dunkeld Conservation Area Appraisal - June 2011
- Kenmore Conservation Area Appraisal - November 2011

Development Briefs/Masterplans/Development Frameworks

- Auchterarder expansion Townhead and North East Development Framework - March 2008
- Oudenarde Masterplan May 2001



Guidance to be published later

Policy Guidance

- Employment and Mixed Use Areas
- Open Space Provision and Developer Contributions
- Forestry and Woodland Strategy
- Green Infrastructure
- Green Belt Management Plan
- Renewable and Low Carbon Energy Generation, Climate Change, Carbon Reduction and Sustainable Construction
- Spatial Strategy for Wind
- Flood Risk and Flood Risk Assessments
- Landscape Guidance
- Developer Contributions Transport Infrastructure
- Delivering Zero Waste in Perth and Kinross

Design Guidance

- Placemaking Guide
- Guidance on the Siting and Design of Houses in Rural Areas
- Transport Standards Guide
- Abernethy Conservation Area Appraisal - 2011/12
- Rait Conservation Area Appraisal - 2012/13
- Longforgan Conservation Area Appraisal - 2012/13

Development Briefs/Masterplans/Development Frameworks

- Bertha Park
- Tulloch Marshalling Yards
- Newton Farm, Perth
- Broxden, Perth
- James Hutton Institute, Invergowrie
- Luncarty
- Ruthvenfield Road, Perth
- Stanley
- Scone North
- Borlick, Aberfeldy
- Turfhill, Kinross
- Lathro Farm, Kinross
- Gartwhinzean, Powmill
- Broich Road, Crieff
- Welton Road, Blairgowrie
- West Blairgowrie
- Forfar Road, Meigle



Appendix 2: Schedule of Land Ownership

The following table outlines land in the ownership of the planning authority, as required by Section 15(3) of the Planning etc (Scotland) Act 2006, which is affected by policies and proposals for development in the proposed Perth and Kinross Local Development Plan.

All site sizes are approximate

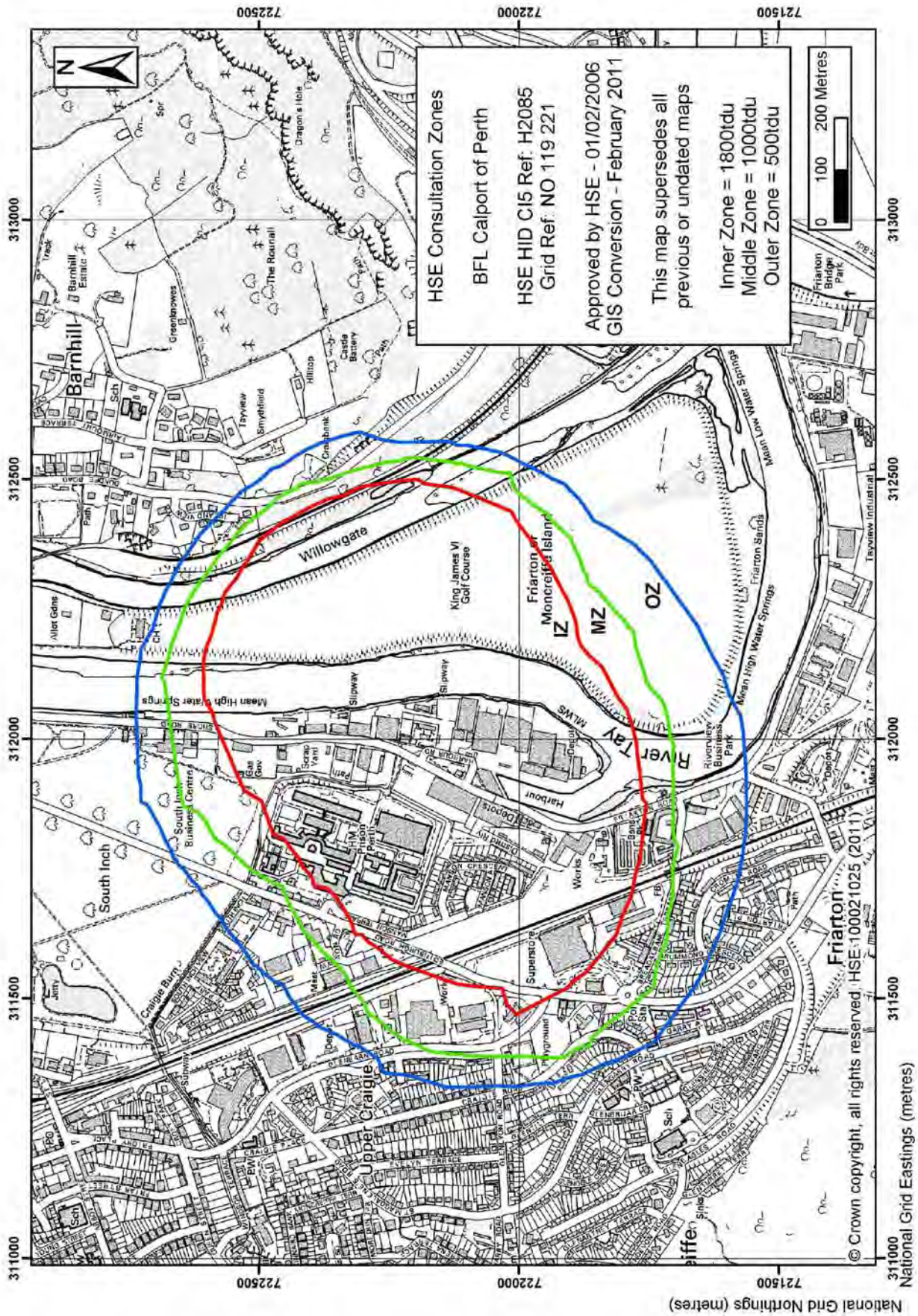
| Site Reference | Description of Land Owned by the Planning Authority |
|----------------|--|
| E3 | Industrial Ground, North Muirton Industrial Estate, Arran Road, Perth PH1 3DB. <i>Perth & Kinross Council's ownership of the site extends to 10.89 ha.</i> |
| E8 | Former Depot, Whitelea Road, Burrelton PH13 9NY. <i>Perth & Kinross Council's ownership of the site extends to 0.52 ha.</i> |
| E17 | Ground at Turfhill's Depot, Turfhill's, Kinross KY13 0NQ. <i>Perth and Kinross Council's ownership of the site extends to 3.29ha</i> |
| E18 | Site, Clashburn Road/Junction Road, Kinross. <i>Perth & Kinross Council's ownership of the site extends the whole site, 5.11 ha.</i> |
| E36 | Turfhill's Depot, Turfhill's, Kinross KY13 0NQ. <i>Perth & Kinross Council's ownership of the site extends the whole site, 2.17 ha.</i> |
| H1 | (i) Car Park, Charles Street, Perth PH2 8LF; (ii) Former Kinnoull JFC Social Club, 1 Charles Street, Perth PH2 8JZ. <i>Perth & Kinross Council's ownership of the site extends to (i) 0.090 ha & (ii) 0.046 ha.</i> |
| H2 | Former St John's RC Academy PS, Stormont Street, Perth PH1 5NW. <i>Perth & Kinross Council's ownership of the site extends the whole site, 0.33 ha.</i> |
| H4 | Ladeside Footpath, Fairfield, Perth. <i>Perth & Kinross Council's ownership of the site extends to 0.21 ha.</i> |
| H11 | Strip of Ground, Newburgh Road, Abernethy. <i>Perth & Kinross Council's ownership of the site extends to 0.11 ha.</i> |
| H24 | Ground (Small Plot), Inchtute Park, Moncur Road, Inchtute PH14 9RW. <i>Perth & Kinross Council's ownership of the site extends to 0.02 ha.</i> |
| H27 | Ground (2 Plots) at Tayview, Luncarty PH1 3HE. <i>Perth & Kinross Council's ownership of the site extends to 0.11 ha.</i> |
| H28 | Former Glebe School, Abbey Road, Scone, Perth PH2 6LW. <i>Perth & Kinross Council's ownership of the site extends the whole site, 3.81 ha.</i> |
| H61 | Play Area, Cairns Park, New Alyth PH11 8NW. <i>Perth & Kinross Council's ownership of the site extends to 0.26 ha.</i> |
| H64 | Public Open Space, Elm Drive, Blairgowrie. <i>Perth & Kinross Council's ownership of the site extends to 0.52 ha.</i> |
| H67 | Res Dev Site, Whiteloch Avenue, Carsie, Blairgowrie PH10 6QD. <i>Perth & Kinross Council's ownership of the site extends the whole site, 0.37 ha.</i> |

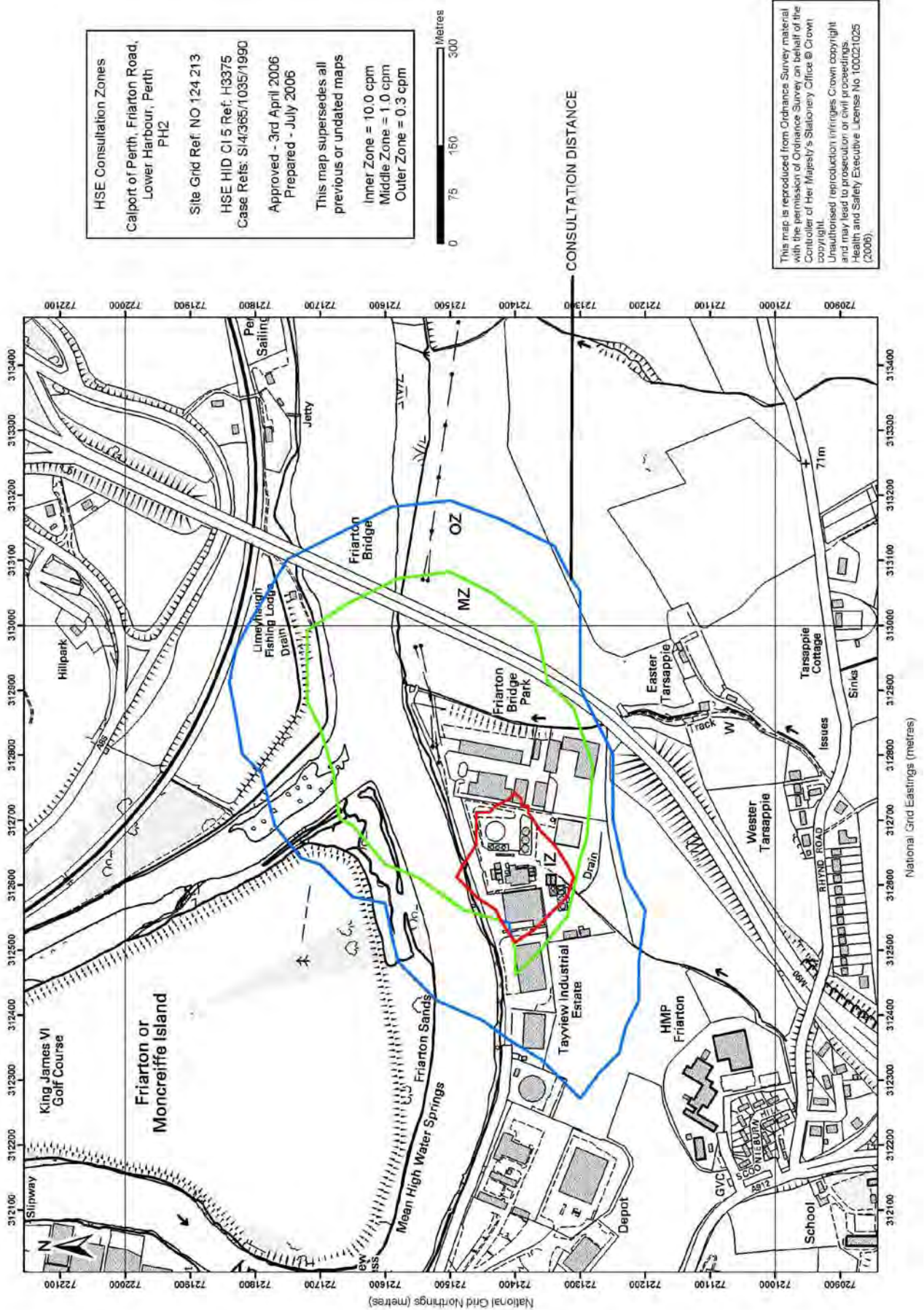


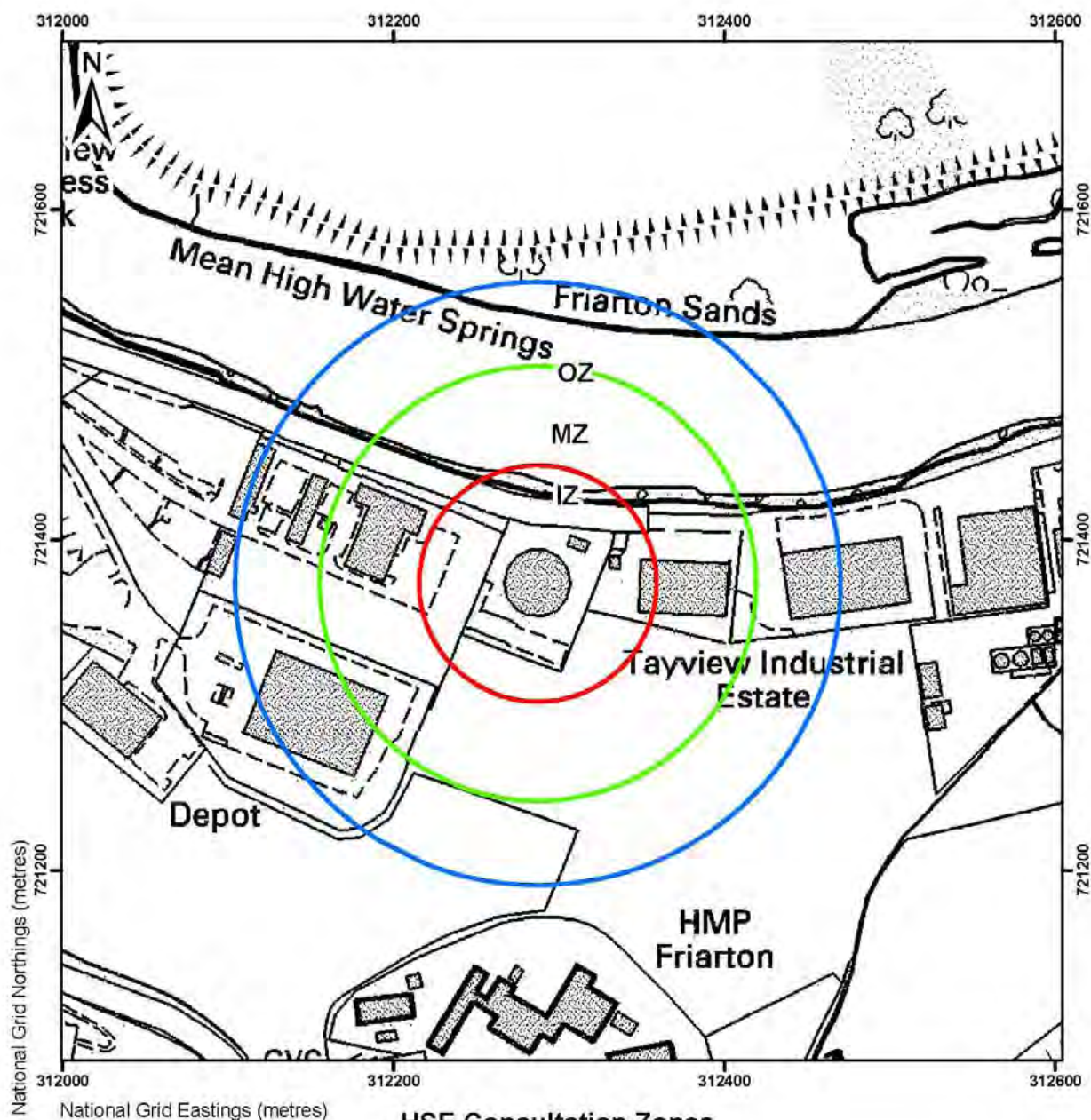
| | |
|-------------|---|
| MU1 | Attenuation Ponds Site, Glasgow Road, Perth. <i>Perth & Kinross Council's ownership of the site extends to 2.26 ha.</i> |
| Op1 | Former Caledonian Road PS, Caledonian Road, Perth PH2 8HH. <i>Perth & Kinross Council's ownership of the site extends the whole site, 0.34 ha.</i> |
| Op2 | (i) Thimblelow Car Park, High Street, Perth; (ii) Car Park, Paul Street, Perth; (iii) City Mills Car Park, West Mill Street, Perth; (iv) Mill Wynd Car Park, West Mill Street, Perth. <i>Perth & Kinross Council's ownership of the site extends to 0.94 ha.</i> |
| Op3 | Offices, 1-21 Mill Street, Perth PH1 5HZ. <i>Perth and Kinross Council's ownership of the site extends the whole site, 0.24ha</i> |
| Op4 | (i) Perth Theatre & Car Park, 185 High Street, Perth; (ii) Mill Street Car Park (West), 27/28 Mill Street, Perth; (iii) Mill Street Car Park (East), Mill Street, Perth. <i>Perth & Kinross Council's ownership of the site extends to 0.17 ha.</i> |
| Op8 | Ground, Nether Friarton, Perth PH2 8DG. <i>Perth & Kinross Council's ownership of the site extends to 2.36 ha.</i> |
| Op9 | (i) Bus Station & Shops, 59 Leonard Street, Perth; (ii) Ground, Pomarium Street, Perth. <i>Perth & Kinross Council's ownership of the site extends the whole site, 0.59 ha.</i> |
| Op12 | Former Kinross High School, 8 High Street, Kinross KY13 8FQ. <i>Perth & Kinross Council's ownership of the site extends to 2.91 ha.</i> |
| Op13 | Ground (3 Small Plots), off High Street, Kinross. <i>Perth & Kinross Council's ownership of the site extends to 0.01 ha.</i> |
| Op18 | Strip of Ground, Stirling Road, Milnathort KY13 7XG. <i>Perth & Kinross Council's ownership of the site extends to 0.01 ha.</i> |
| Op20 | Strip of Ground, Glenburn Road, Auchterarder. <i>Perth & Kinross Council's ownership of the site extends to 0.01 ha.</i> |
| Op21 | Ground at Broich Road, Crieff, PH7 3SD. <i>Perth & Kinross Council's ownership of the site extends to 4.05 ha.</i> |
| Op23 | Dunning Primary School, Station Road, Dunning PH2 0RH. <i>Perth & Kinross Council's ownership of the site extends to 0.36 ha.</i> |
| Op24 | Former Kinross Town Hall and Library, 108-114 High Street, Kinross, KY13 8YS. <i>Perth & Kinross Council's ownership of the site extends the whole site, 0.05 ha.</i> |



Appendix 3: HSE Consultation Zones







HSE Consultation Zones

Transco, Perth Holder Station, Friarton, Perth,
PH2 8DJ

HSE HID CI 5 Ref: H1649
Grid Ref: NO 123 214

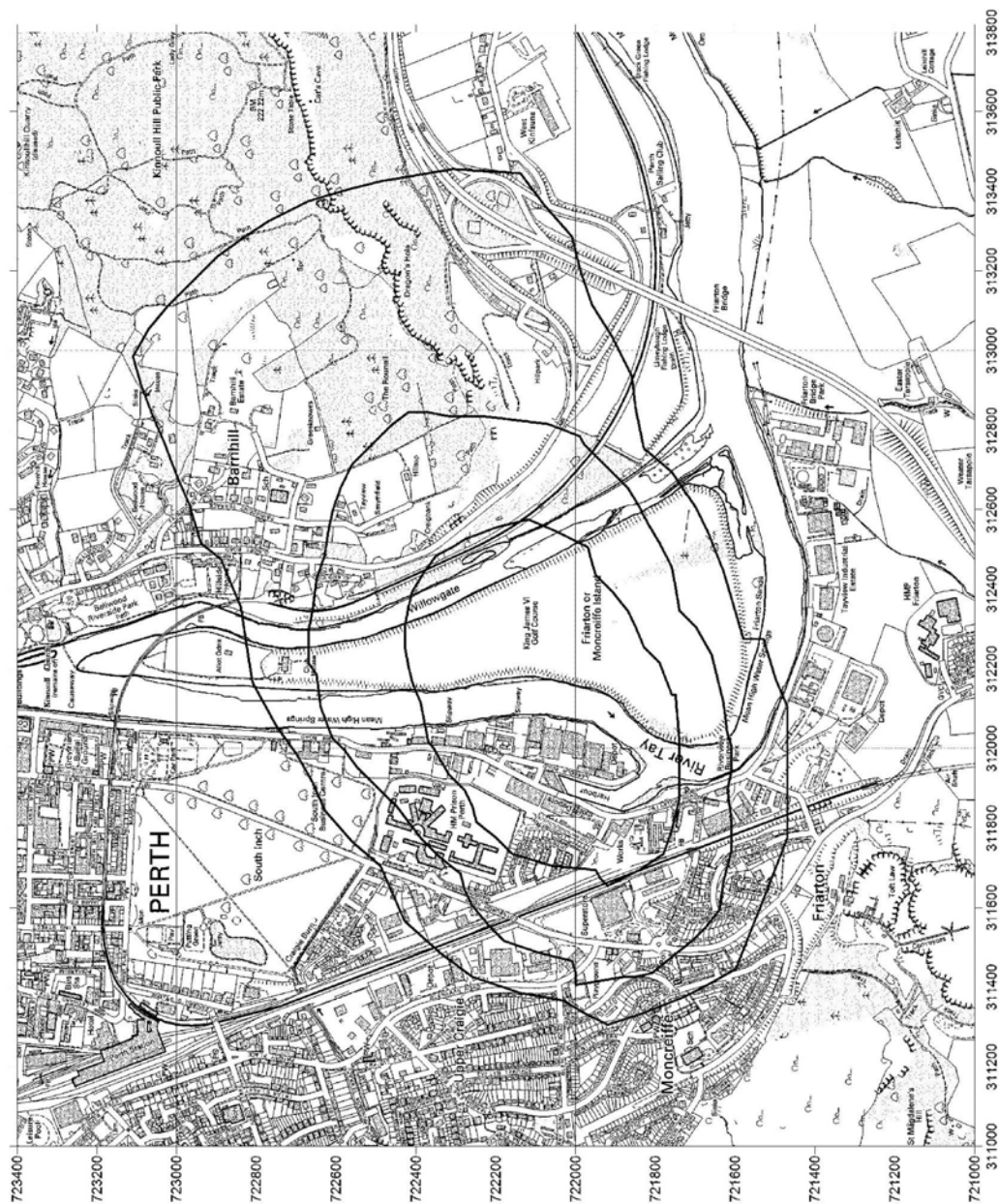
Prepared - April 2007
This map supersedes all previous or undated maps

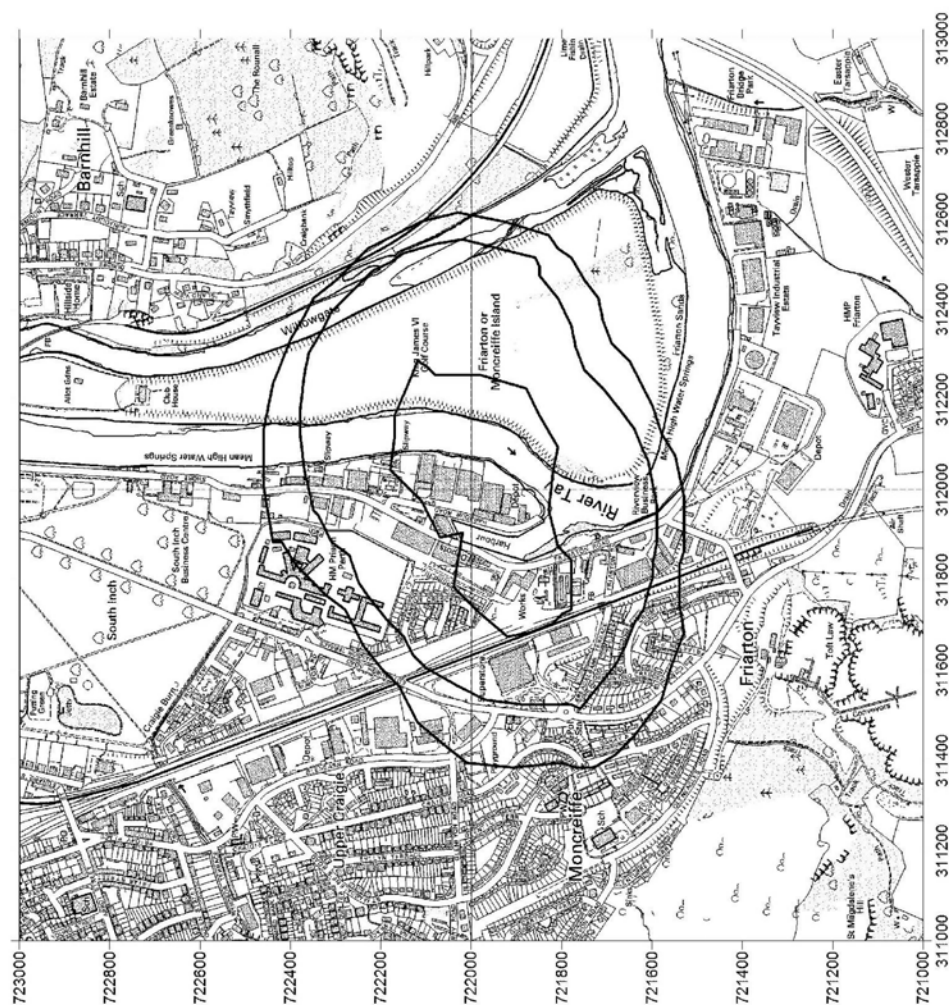
IZ = Inner Zone
MZ = Middle Zone
OZ = Outer Zone

0 50 100 200 Metres

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HSE Consultation Zones

Morris Young (Perth) Ltd,
Harbour Road,
Perth, Scotland.

Site Grid Reference NO 117 218
HSE HID CI 5 Ref: #3461
Case Refs: S14/361/1127/1994

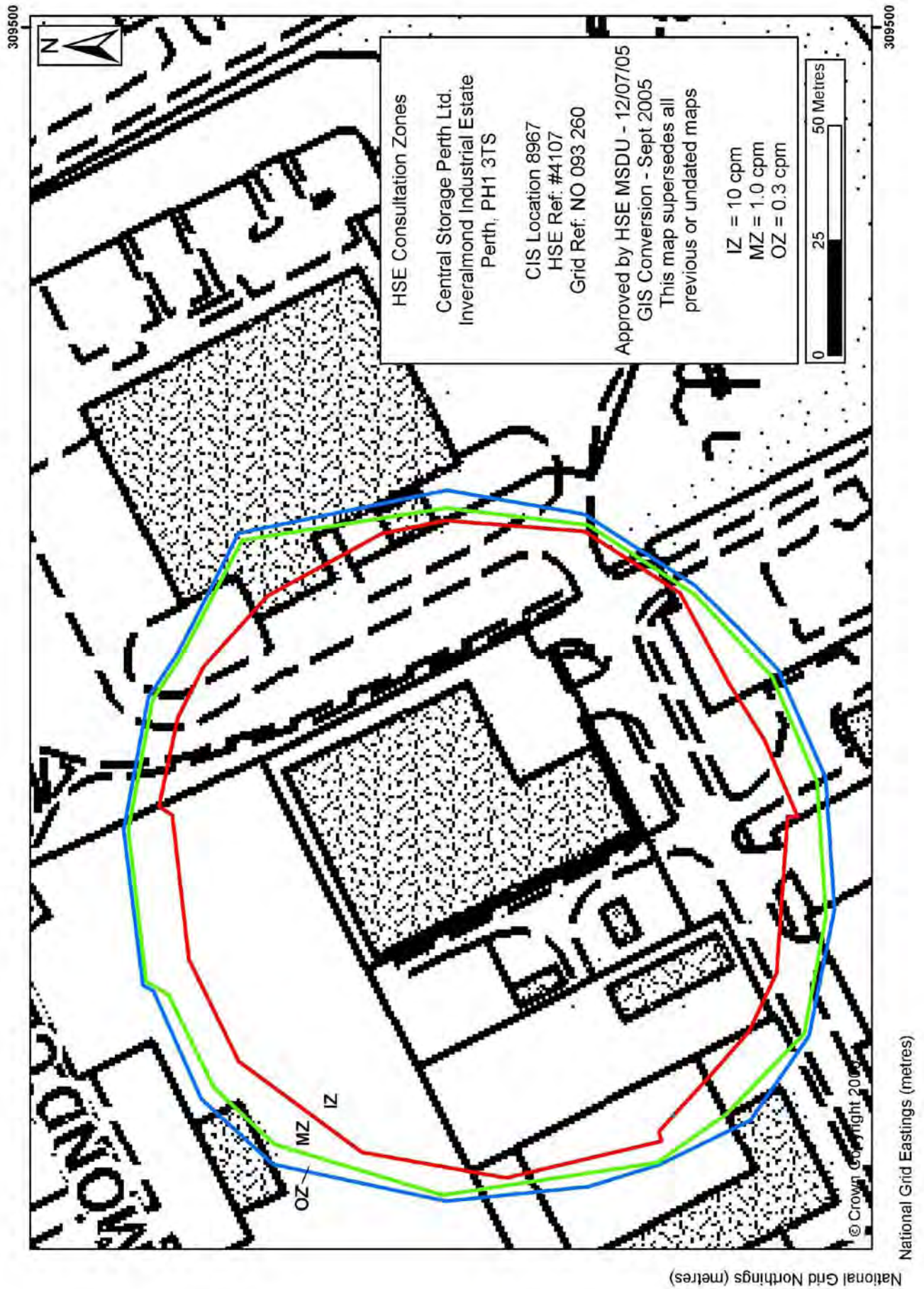
CIS Location ID: 14164
Approved by HID CI 5 1 February 2006

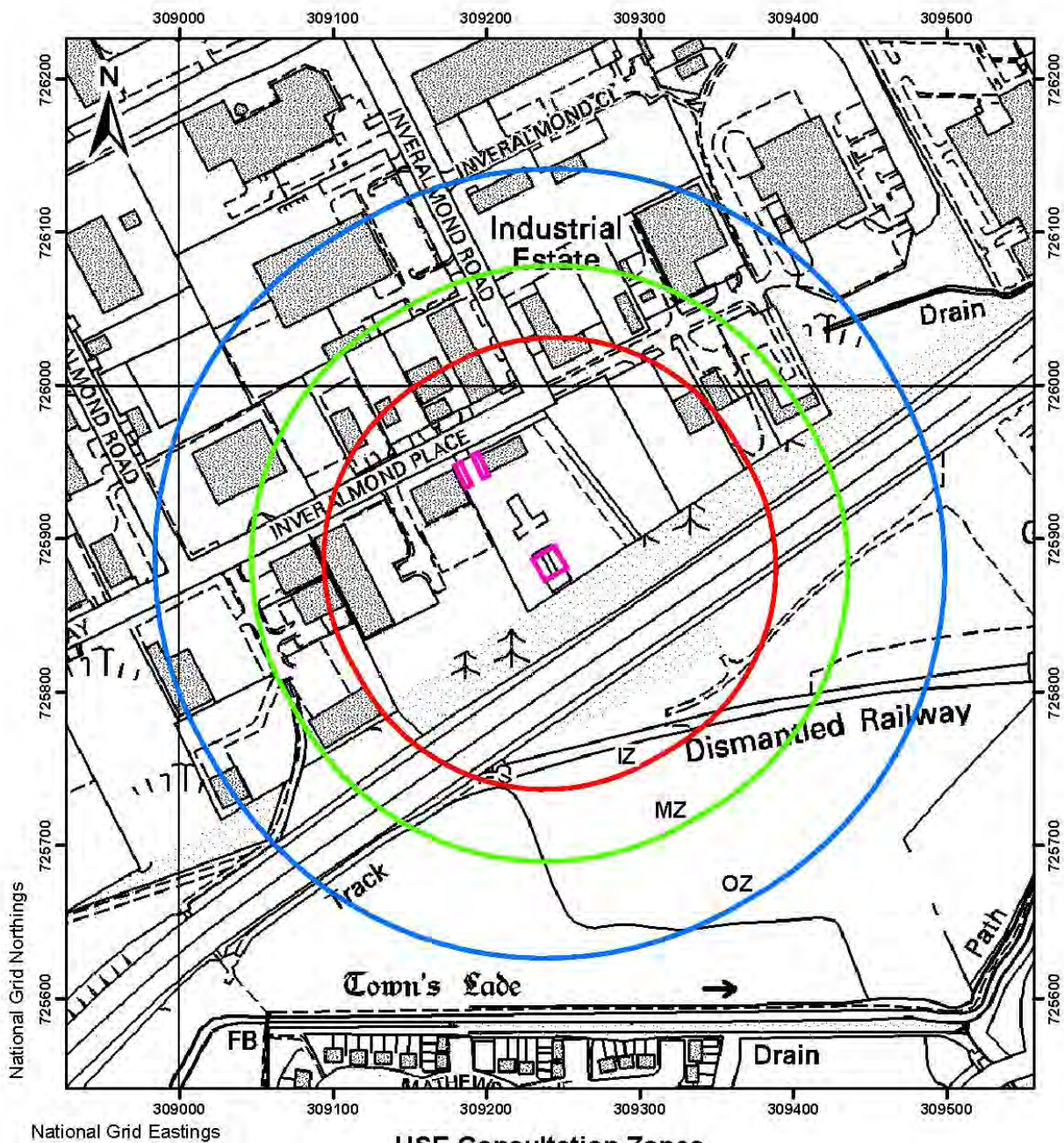
This map supersedes all previous or undated maps
Original scale 1: 10,000 (plotted scale may differ)
Dimensions in metres



Inner Zone = 1800 tdu
Middle Zone = 1000 tdu
Outer Zone = 500 tdu







HSE Consultation Zones

Macgas Ltd, Inveralmond Road, Inveralmond Industrial Estate
Perth, PH1 3TW

CIS Location 6379
HSE Ref: HL/605
Grid Reference: NO 092 258

Prepared - October 2002
This map supersedes all previous or undated maps

IZ = inner zone
MZ = middle zone
OZ = outer zone

Crown Copyright 2002

0 50 100 200 Metres



Perth Settlement Map (incorporating Huntingtower/Ruthvenfield)

| Site Reference | LDP Land Uses | Policy Reference | LDP Land Uses | Policy Reference | Designations | Policy Reference |
|----------------|--------------------------------------|------------------|---|------------------|-----------------------------|------------------|
| | Settlement Boundary | | Transport Infrastructure | Policy TA1 | Schedulded Ancient Monument | Policy HE1 |
| | Residential | | New Road | Policy RC1 | Conservation Area | Policy HE3 |
| H1 - H7 | Housing - proposal | Policy RD1 | Town and Neighbourhood Centre (Perth prime retail core) | Policy RC2 | Green Belt | Policy NE5 |
| | Significant Housing Planning Consent | | City Centre Secondary Uses | Policy RC3 | | |
| Op1 - Op9 | Opportunity - proposal | Policy ED1A | Commercial Centre | Policy CF1 | | |
| E1 - E3 | Employment - proposal | Policy ED1A | Indicative Landscaping | Policy NE6 | | |
| | Employment - existing | Policy ED1C | Open Space | Policy EP9 | | |
| | Motor Mile | Policy ED1B | Perth Lade Green Corridor | | | |
| MU1 | Mixed Use - proposal | | Waste Management Site | | | |
| | Cross Tay Link Road band of search | | | | | |

For pipeline consultation zones, Special Areas of Conservation, Historic Gardens and Designed Landscapes and Sites of Special Scientific Interest please refer to the Perth Area Landward Map.

