

Issue 41	Strathearn Area – Auchterarder	
Development plan reference:	Auchterarder, pages 114-118 Auchterarder settlement summary, pages 114-115 E25 – land south of Windsole, page 116 H228 – North West Kirkton, page 117 H342 – Auchterarder Development Framework Site 3, page 118	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
<div><div><div>Auchterarder Business Community (0003) Roger & Lesley Paterson (0004) Margaret Fraser (0005) Andrew Forgie (0006) David Homewood (0007) Mary McGraw (0008) Catherine McGraw (0009) Sheena MacPhee (0010) Evelyn Kaye (0014) Ronald W Dalglish (0020) Ms Karen Fraser (0031) John Holme (0032) Dr Catherine MacDonald (0052) Tayside & Central Scotland Transport Partnership (TACTRAN) (0057) Margaret Faichney (0126) Nicola and Scott Houston (0128) The Community School of Auchterarder Parent Council (0143) May Husband (0149) Bill Fyfe (0163)</div><div>Alexander M Weir (0165) Mrs Jessie R Ross (0173) Muir Homes (0214) Mr ES McGee (0234) Colin Campbell (0311) Mrs Keryn Evely (0325) Paul and Alison Allanach (0335) Mr Jamie Cameron (0360) Mr Robin Churchill (0386) Alan King (0405) Judith Fraser (0429) Auchterarder and District Community Council (0431) D King Properties (Scotland) Ltd (0461) Stewart Milne Homes (Central Scotland) (0290/04, 0290/05, 0290/06, 0290/07, 0290/08, 0290/09) Richard Shaw (0499) The Gleneagles Hotel (0522) Craigrossie Sand & Gravel (0560) Elizabeth and Wilson Murchie (0702) Scottish Environment Protection Agency (SEPA) (0742)</div></div></div>		
Provision of the development plan to which the issue relates:	Allocated sites in Auchterarder	
Planning authority’s summary of the representation(s):		
<u>Improved access to A9 trunk road and Gleneagles Railway Station</u> David Homewood (0007/01/002): Reports the community’s view that the new trunk road junction at Shinafoot is unwanted; that instead the community wants a flyover at the end of Western Road to connect to the A9 trunk road and Gleneagles Station, which would be safer than the existing trunk road and station access at that location; and that any savings be used to provide off-road parking in the town centre. David Homewood (0007/01/003): Support for Aberuthven junction improvements although		

doubts many Auchterarder people will use it.

Karen Fraser (0031/01/001): Auchterarder has three access points on to the A9: the main town access, Gleneagles and Aberuthven. Surely it would be more sensible and cost effective to alter the town access and Aberuthven access to make them safer rather than create a new access at Shinafoot.

John Holme (0032/01/001): Shinafoot is the wrong location for a trunk road junction. Insufficient unconstrained land exists at that location. Instead split level junctions are needed at Western Road and Aberuthven. A footbridge is required to provide safe pedestrian access across the A9 trunk road to Gleneagles railway station

Catherine MacDonald (0052/01/001); Robin Churchill (0386/01/001): The proposal for a junction at Shinafoot is in the wrong place and would be a waste of money. Instead a flyover is needed at the end of Western Road for southbound A9 traffic. This could be designed so it also safely connects pedestrians and cyclists with Gleneagles railway station.

TACTRAN (0057/01/020): Support for potential upgrading of existing at grade junction at Aberuthven to a fully grade separate junction as part of a wider Transport Scotland led review of A9 junctions between the Keir and Broxden roundabouts. This proposal would form part of SPTR Project 16 and this project is also included in the Regional Transport Strategy Delivery Plan (CD262) as Project SC6.2.

Bill Fyfe (0163/01/001): The proposed new junction to A9 trunk road should not be built at Shinafoot but at a location on the south side of Aberuthven instead. This will allow south bound traffic leaving the trunk road to by-pass Aberuthven, which will be safer for the village.

Jessie R Ross (0173/01/001): A flyover at the end of Western Road would be a much safer option as well as more economical.

ES McGee (0234/01/001): The Proposed Plan does not give enough priority to the proposed junction north of Auchterarder. The existing trunk road exit south bound at Aberuthven is seriously dangerous when traffic waiting to turn right might have to queue on the fast lane of the dual carriageway because the designated area for traffic waiting to turn right might be occupied.

Paul and Alison Allanach (0335/01/001): The pedestrian access to the railway station is inadequate since it is too far to walk from the town centre on roads that have no pavements. To access the station by crossing the A9 dual carriageway on foot is too dangerous. The lack of a safe access needlessly limits access to the station and the reinstatement of a pedestrian bridge is recommended. With increasing numbers in Auchterarder with new builds, this should be addressed.

Alan King (0405/01/002): Junction improvements are essential.

Judith Fraser (0429/01/003): Better access to Gleneagles railway station is essential. A pedestrian and cycle bridge similar to the temporary one provided for the Ryder Cup would improve its accessibility and reduce car use to get to and from the station.

Judith Fraser (0429/01/004): Orchil Road is unsuitable and unsafe for general access to

the A9 trunk road from the town. An alternative access road is required that skirts the main residential areas and gives access from the town to the A823 and A9 at Loaninghead.

Auchterarder and District Community Council (0431/01/003): Instead of construction of a new junction at Shinafoot, the Community Council wishes a flyover to the southbound A9 from Western Road; a flyover from the A9 southbound to the A824 at Aberuthven; and the closure of junctions where traffic crosses the central reservation of the trunk road. Better access to Gleneagles Railway Station for pedestrians and cyclists is needed, because the existing pedestrian crossing of the A9 trunk road is dangerous.

Stewart Milne Homes (Central Scotland) (0290/05/001): Support for the Auchterarder settlement statement penultimate paragraph acknowledging that Transport Scotland is reviewing options for provision of the new junction at Shinafoot as part of the wider review of all the trunk road junctions between Dunblane and Perth. The Auchterarder 'Settlement Summary' goes on to state that if alternatives to Shinafoot are to be brought forward, potentially including a grade separated junction at Aberuthven, these alternatives will be incorporated into a future Local Development Plan. Notwithstanding this, the lack of clarity regarding the alternative junction solution should not cause delays to development coming forward in the meantime.

Richard Shaw (0499/01/001): Lack of safe access to the A9 trunk road southbound from the town. The alternative route via Orchil Road and A823 is not sustainable in the long term. There is a lack of safe walking and cycling access to Gleneagles railway station. The bus service to the railway station is not punctual or reliable enough.

Craigrossie Sand & Gravel (0560/01/002): Object to lack of certainty on trunk road junction location. Traffic movements relating to on-going quarrying operations can continue without difficulty on local roads but continued uncertainty creates a compromise to the business and occupancy interests held in land in the area. A full trunk road junction at Aberuthven North is preferred over the less compelling case for a south-bound only junction at Shinafoot. Further discussions are offered with Transport Scotland and Perth & Kinross Council in this respect.

Adverse impact of proposed development on quality of life

David Homewood (0007/01/004) The Proposed Plan is biased towards the need to provide more housing without consideration of its impact on factors such as quality of life, and overstretched or insufficient infrastructure. Examples given include the Proposed Plan's omission of care in the community; failure to consider the closure of care homes while proposing more housing; and failure to consider the lack of local employment opportunities resulting in Auchterarder taking on the character of a dormitory town, which erodes the community and its spirit.

John Holme (0032/01/002): Agrees with David Homewood that Auchterarder should not become a dormitory town. A community that can live and shop/socialise in the town with good transport and other connections is needed instead of more houses.

Jessie R Ross (0173/01/001): No consideration should be given to the proposal for 700 houses until the infrastructure is in place. Auchterarder would become a no-go area only useful for commuters because the local school would become overcrowded harming the education of pupils, and shops and businesses will lose customers who can't park to the next towns.

ES McGee (0234/01/002): Plans for new housing development in the town should be deferred until there is adequate access from High Street and the A9 trunk road. The ongoing residential developments in the town are themselves adding to the town's traffic and exacerbating the High Street problems of through traffic and of parking. Comments on unsuitability of Castleton Road, Hunter Street, Benton Road for access. No alternative access roads exist.

Richard Shaw (0499/01/001): There has been significant house building in Auchterarder that is putting strain on the town's infrastructure and having a detrimental effect on encouraging visitors and local people accessing the town centre. In particular there is a lack of off-street parking facilities; congestion at the Feus and Hunter Street; pressure on health care facilities and increased demand for school provision. Housing demand is weaker than the Proposed Plan assumes. There should be no further house building permitted until all of the town's infrastructure issues already authorised and completed, that all existing authorised housing is completed and the existing authorised area for employment (E25) is developed to avoid the need for commuting. Then housing demand should be reassessed. Object to the current proposals because they put the town in serious danger of being strangled, and becoming just another dormitory town, devoid of line and community spirit.

Town centre issues – except parking

John Holme (0032/01/001): High Street requires better street furniture. Charrette has not delivered any improvements and no budget is allocated for town development.

The Community School of Auchterarder Parent Council (0143/01/001): The Proposed Plan recognises that there is a need for town centre congestion to be addressed in the interests of school pupil safety travelling to/from school; but contains no proposals for this issue.

Judith Fraser (0429/01/001): School access is by one road, School Lane off the High Street. The Proposed Plan has no proposal to improve traffic flow at this location. The access is already dangerous but will only get more so with increased school roll. It is too narrow for school buses to turn in and out. All traffic uses the same access point, which leads to dangerous congestion at key times. The Proposed Plan should provide alternative access points to the school to separate pedestrian and cycle access from motor vehicles. This could be met by allocating ground adjacent to the school that is currently allocated for housing.

Town centre issues – parking

David Homewood (0007/01/001): The lack of off-road parking provision in town centre has a detrimental impact on quality of life and is stunting economic growth and footfall in High Street. Limited off-road parking has been an issue since 2001 and the town's population has increased over this period without an increase in off-road parking spaces. The Plan has no proposal to increase off-road parking spaces. It should allocate areas in the town for development of off-road parking, by compulsory purchase if necessary. To take no action would fail to address a glaring infrastructure gap. A paper setting out the options for the development of parking in Auchterarder (July 2010) was submitted.

David Homewood (0007/01/008) No further housing developments should be agreed until the completion of those authorised under the Auchterarder Development Framework have

been completed.

Mary McGraw (0008/01/001): No more housing land to be allocated in Auchterarder until town centre parking issues are resolved and more car parks are provided.

Catherine McGraw (0009/01/001): No more houses should be built on the land marked for development, and no new housing land allocations in Auchterarder until town centre parking issues are addressed. Land for car parking should be identified and compulsory purchased if necessary.

Sheena MacPhee (0010/01/001): Before any more building of houses, provision of local car parking near High Street is needed but this does not mean parking meters are needed.

Evelyn Kaye (0014/01/001): No more houses should be built in Auchterarder (and no new housing land should be allocated) until land is identified for off-road parking in the town centre. The central car park should be doubled in size by compulsory purchase of the derelict garden at the back of Waverley House (a site to which David Homewood refers to as being behind the recycling point on the east side of the existing car park at Crown Wynd).

Ronald W Dalglish (0020/01/001): The Proposed Plan makes no provision for increased car parking in Auchterarder in the last 30 years, despite plans for over 800 new houses in that period. Currently, parking in Auchterarder is not adequate.

John Holme (0032/01/001): Parking in Auchterarder High Street is abysmal. It is easier to go to Perth than try to park in Auchterarder. Docherty's Coaches should be relocated from its Crown Wynd site to the Western Road A9 junction and a multi-storey car park should be developed behind the Crown Wynd car park. All parking in Auchterarder should be free however suggests a maximum stay time limit within an identified area, and exemptions for residents who may hold a permit.

Catherine MacDonald (0052/01/001): The Proposed Plan gives insufficient attention to parking. Allocate land for off-road parking in the town centre. The centre of town car park could be almost doubled if the derelict land behind Waverley House was developed. Other options submitted by the Community Council should also be pursued. No more houses should be built until land is identified for off-road parking.

Margaret Faichney (0126/01/001): More off-road parking is urgently needed and this will mean compulsory purchase of land that is not used or derelict. No more houses should be built until the Community Council's suggested solutions have been acted upon. No more green land should be earmarked for housing; instead it should be used in some way to alleviate the lack of parking spaces.

May Husband (0149/01/001): No new housing allocations until more off-road parking is provided.

Alexander M Weir (0165/01/001): There is a lack of adequate off-road parking in the town centre. The town's population has increased from 3,549 in 1992 to around 5,280, which is an increase of around 1,700 and the only additional parking spaces in the town are at the Community School of Auchterarder (some distance from High Street) and they are only available outwith term time and during weekends and evenings. This has led to frustration for both residents, who park where they shouldn't, and would-be visitors who may simply

give up and drive away. As an observation plenty of visitor parking is available at Aberfoyle.

Jessie R Ross (0173/01/001): The 2008 Local Development Plan indicated that 76 parking spaces would be required by 2015 but this has not materialised, and to propose another 700 is outrageous.

Judith Fraser (0429/01/002): As the population of the community increases, the need for parking close to amenities is increasing. Those who require to park closest to town centre facilities (including vulnerable members of the community) experience congestion and inappropriate parking. The Proposed Plan should address parking issues.

Auchterarder and District Community Council (0431/01/001): There is insufficient off street parking in the centre of town. No further large scale housing planning applications should be granted until such time as significant additional off street parking has been provided in the town centre. The Proposed Plan should allocate land for significant additional off road parking in the town centre.

Auchterarder Business Community (0003/01/001): Agree with David Homewood's comments on parking; and the suggested closure of Parkdale.

Roger & Lesley Paterson (0004/01/001): Agree with David Homewood's comments. Particular support for relocation of Docherty Bus Company from Crown Wynd site to a brown site near the town, to free up land for parking options. More disabled parking spaces are required at Lloyds pharmacy and Davidsons pharmacy, both on High Street.

Margaret Fraser (0005/01/001); Andrew Forgie (0006/01/001): Agree with David Homewood's comments on parking.

Sheena MacPhee (0010/01/001): Agree with contents of David Homewood's letter, including parking options paper.

John Holme (0032/01/001): Fully support the very comprehensive comments submitted by David Homewood.

May Husband (0149/01/001): Fully support comments in David Homewood's letter

Margaret Faichney (0126/01/001): My comments on the Proposed Plan are in line with those submitted in David Homewood's letter.

Colin Campbell (0311/01/002): Submits a copy of David Homewood's sample letter and asks that the issues such as parking be immediately addressed.

Elizabeth and Wilson Murchie (0702/01/001): Please record my support for the letter David Homewood sent. It is full of common sense.

Land south of Windsole (Proposal E25)

Keryn Evelyn (0325/01/001): There seems to be considerable problems with developing the site E25 for employment use. Currently Auchterarder has so many houses being built that the facilities such as St Margaret's Health Centre and the Community School are going to be considerably overstretched. Parking is a considerable problem in Auchterarder with the

number of houses already. In view of these two points, surely there is no need for the N W Kirkton site to be used for further housing and it could revert to the original plan that this be the site of the Business Park instead of E25.

Jamie Cameron (0360/01/001): Object to the proposal. Reasons for objection are loss of residential amenity potentially from noise, dust, soot, light pollution, and disruption caused by deliveries; loss of biodiversity and habitat, trees and green space, which acts as a buffer between Windsole and the A9 trunk road; loss of prime agricultural land; loss of public open land; availability of alternative land at Aberuthven, which is better located; scale of proposal is too large and disproportionate to the semi-rural character of the area.

D King Properties (Scotland) Ltd (0461/04/001): Proposed Plan should be amended to include consented roundabout access to the allocated site (planning application references 12/02160FLL & 16/01443/FLL). Map submitted showing suggested amendment.

D King Properties (Scotland) Ltd (0461/04/001): Proposed Plan acknowledges that a planning application for the business park (17/00946/IPM) is pending consideration. This planning application is for 6.1 ha of the 8 ha allocated site, and the Proposed Plan should be amended to make reference to this planning permission in principle, if approved.

Stewart Milne Homes (Central Scotland) (0290/07/001): Support for E25, which allocates eight hectares of land for employment use as an alternative to the planned four hectares at North West Kirkton. Its allocation also enables the delivery of additional housing land at H228 North West Kirkton, which will assist in addressing an identified shortfall in effective housing land supply.

SEPA (0742/01/039): Support for the flood risk assessment and water environment developer requirements.

Auchterarder Development Framework sites: North West Kirkton (Proposal H228)

David Homewood (0007/01/005) The Developer of Hunter's Meadow is a poor neighbour. No further houses should be built in the Kirkton Patch until the link road from Hunter's Meadow to the new roundabout at the east end of town is open, to prevent construction traffic from fouling the Feus and Hunter Street in particular.

Auchterarder and District Community Council (0431/01/002): The relief/link road from A824 to Benton Road must be opened before any further housing planning applications are approved in the Hunter Street area.

David Homewood (0007/01/007) Support Proposed Plan developer requirements that H228 should not be developed until E25 is operating as a business park.

Keryn Evely (0325/01/002): There seems to be considerable problems with developing the site E25 for employment use. Currently Auchterarder has so many houses being built that the facilities such as St Margaret's Health Centre and the Community School are going to be considerably overstretched. Parking is a considerable problem in Auchterarder with the number of houses already. In view of these two points, surely there is no need for the N W Kirkton site to be used for further housing and it could revert to the original plan that this be the site of the Business Park instead of E25.

Catherine MacDonald (0052/01/002): Object to development of land earmarked for housing to the north of Garth Terrace

D King Properties (Scotland) Ltd (0461/04/002): Support the proposal to develop land at North West Kirkton for housing (H228) instead of employment uses; and for the inclusion of the site specific developer requirement that the site should '...be delivered only after the fully serviced delivery of the alternative employment land (E25)' because this provides a clear phasing approach for the delivery of these sites and will ensure the timely delivery of the allocated employment site.

Stewart Milne Homes (Central Scotland) (0290/06/001 & 0290/09/001): Support for the proposed allocation H228, however the number of units deliverable at this site and the extent of developable area should not be fettered by the inclusion of the diagrammatic site plan and capacity range because this will ultimately be based on detailed assessments at an appropriate time in the future. Requests that the site plan be more clearly defined as 'Indicative'.

Stewart Milne Homes (Central Scotland) (0290/06/001): The ability to deliver this housing site (H228) should not be hindered by making it dependent on the delivery of an alternative employment site [E25], over which Stewart Milne Homes has no direct control. Market demand for sites for employment uses differ to the market demand for housing in the area.

SEPA (0742/01/111): Object. A potential flood risk has been identified at this site. As such, part of the site may not be suitable for development and a flood risk assessment will be required to inform the siting, layout, design and capacity of development on site in a way that avoids an increase in flood risk on and off site and ensures dry pedestrian access and egress at times of flood. Any culverted watercourses in or adjacent to the site are also required to be assessed. The inclusion of a developer requirement for a flood risk assessment will ensure flooding issues are taken into account.

Auchterarder Development Framework Site 3: Townhead (Proposal H342)

Stewart Milne Homes (Central Scotland) (0290/04/001 & 0290/09/001): Support for the proposed allocation H342 and capacity range, however the number of units deliverable at this site and the extent of developable area should not be fettered by the inclusion of an indicative capacity range and site plan because this will ultimately be based on detailed assessments at an appropriate time in the future. Requests that the capacity range and site plan be more clearly defined as "Indicative".

Richard Shaw (0499/01/002): Object to the proposal because the access roads are very narrow and unsuitable (Victoria Road and adjoining network of roads). Will cause congestion around Sydney Crescent and Rossie Place.

SEPA (0742/01/062): Support for the flood risk assessment developer requirement.

Auchterarder Development Framework sites: Land for sports facilities at Castleton Road

Nicola and Scott Houston (0128/01/001): Concerns about adverse impact of proposed development of sports facilities on residential amenity. Specifically light pollution from floodlights; noise and anti-social behaviour; unsightly high fences; disturbance to wildlife such as deer, buzzards and pheasants; increased traffic on country road; landscape and

country feel of area destroyed; and other concerns. Concerns that the location is unsustainable because it would require parental car trips to/from town and home. It is too remote from the new houses being built.

Auchterarder and District Community Council (0431/01/004): Adequate playing fields must be constructed.

Land north of Castle Mains (Site H230)

Muir Homes (0214/03/001): Proposes an additional housing allocation of two distinct sites north of Castlemains. The total site area proposed is 22.2 ha with a first phase of 16.22 ha in the period 2018-23 and a second phase of 5.98 ha in the period 2023-28. The proposed sites are logical expansion areas for Auchterarder and would link the new sports facilities with housing land already under construction. The future growth of Auchterarder should be at the proposed sites based on strong completion rates at the nearby Muir Homes development, continuity of supply, and integration of houses to facilities. Significant tree planting along the northern boundary of the proposed site provides a new landscape context when compared with when the Auchterarder Development Framework was adopted. Due to the possibility for integration with facilities, no other potential direction of housing growth is as sustainable in transport terms.

Auchterarder and District Community Council (0431/01/004): support the Proposed Plan's non-allocation of H230.

Land at Kincardine Road, Auchterarder (Site H287); and an extension to settlement boundary south of Cloan Drive

David Homewood (0007/01/006) Resist earmarking land south of Kincardine Road for more housing until all infrastructure capability gaps have been addressed and solutions put in place.

Mary McGraw (0008/01/002) The proposal to earmark more land for housing near Kincardine Road is not welcome or supported.

Catherine MacDonald (0052/01/002): Object to earmarking the green land south of Kincardine Road.

Richard Shaw (0499/01/003): Site should remain as open space and should not be developed for housing. The access roads are unsuitable, Rossie Place, Kincardine Road and Ruthven Street are all very narrow and congested and there are poor sightlines at the junction of Ruthven Street and High Street.

Land at Hunter Street, Auchterarder (Site H407)

Stewart Milne Homes (Central Scotland) (0290/08/001): Proposes to change the site's allocation from employment safeguarding (core) to housing. The site area is 0.9 ha and was last used as the construction offices for phase 1 of Hunters Meadow. It is currently vacant and has ceased to fulfil a useful function. It is proposed to redevelop the site for housing. The site could accommodate around 40 units in a mix of houses and flats. It is a brownfield site in an existing residential area. Alternative employment land is proposed elsewhere in the area (E25). An assessment of the site's suitability for the proposed use is provided.

Community School of Auchterarder

The Community School of Auchterarder Parent Council (0143/01/001): The Proposed Plan recognises that there is a need for capacity at the school to be increased but contains no proposals for this issue.

Judith Fraser (0429/01/001): The Proposed Plan should include a specific proposal to increase the school's capacity. This should not be at the expense of free space/playing fields. Adjacent ground requires to be allocated for school use instead of housing, which could be allocated elsewhere. All the school playing fields and sports/recreational facilities should be located next to the school instead of at the area allocated on Castleton Road, which is too remote to be practical. Leisure facilities out of school hours have limited opening hours and obstructive rules regarding block booking. The Proposed Plan should re-zone ground adjacent to the school for the purpose of school expansion, and access to Live Active facilities must be improved.

Auchterarder and District Community Council (0431/01/006): The school's catchment population is rising and the number of school staff will therefore rise. School infrastructure such as buildings and parking will have to increase. Some school staff already park in town to avoid congestion and delay at peak times and more school parking is needed.

Landscape setting of Auchterarder and Gleneagles

The Gleneagles Hotel (0522/01/003): The landscape character of and surrounding Auchterarder is of key importance in retaining the intrinsic rural character and setting of this area of Perthshire. It is considered of comparable importance for the settlement of Gleneagles. Gleneagles and Auchterarder have a close relationship and it is important that the Plan provides sufficient policy direction to ensure development proposals are sufficiently robust and can be carefully integrated. Seek support only for sites that can be satisfactorily accommodated in the landscape and pay close attention to the settlement boundaries. New development must aim to reinforce the special historic qualities for the town in way that does not adversely impact upon the uninterrupted naturalness of views and experiences around the town, especially to the north. The A823 road running north-south between Auchterarder and Gleneagles is an important physical and visual feature that allows both settlements to retain a degree of separation and avoid coalescence.

To direct development to areas outwith the historical centre of Auchterarder to outlying areas north of Orchil Road outwith the settlement envelope and west towards Gleneagles would not take account of the landscape character assessments, nor would it meet Proposed Plan policies on placemaking and landscape. The importance of the landscape of the area for business and in turn tourism cannot be overlooked nor compromised by residential development pressures without a full and thorough assessment having taken place into all aspects of likely impacts.

Auchterarder miscellaneous and comments on Infrastructure Studies

David Homewood (0007/01/009) Infrastructure Studies: comments on the Auchterarder Business Improvement District process, where the business community considered it unnecessary and offered them no benefits. And the play park by Abbey Road is not functional, overgrown, not maintained and has an 8-foot fence surrounding it.

Jessie R Ross (0173/01/001): Parkdale [residential care home] and Health Centre should be kept open as it is an invaluable service for Auchterarder and area and helps to elevate St Margaret's Hospital, when people are waiting for placement.

ES McGee (0234/01/001): It would be useful if the Proposed Plan illustrated a longer-term picture as to Auchterarder's direction of growth. Questions whether there is any likelihood of the town straddling the A9 trunk road and the railway as these two arteries offer potential major improvements to the town's connectivity and creation of a trunk road services area and better public transport links. However potential will be limited if some planned developments such as H287 and MU231 are allowed to proceed.

ES McGee (0234/01/001): The Proposed Plan fails to provide walking links or footpaths where they are needed and in a timely manner. Example of partly-built link at Elcho Green that remains uncompleted. This has led to longer walks to school and additional cars on the congested school run. The path from the Doocot to High Street by Collearn House is only usable in daylight because it is unlit.

ES McGee (0234/01/001): Corrections suggested to the Infrastructure Study including clarification on the terms of the hourly bus service to Perth; no direct coach travel to any other major city. The bus stop for coaches is effectively at Gleneagles by the side of the A9 trunk road, which is 1.7 miles out of town. The stop on the north side of the trunk is accessible on foot because it is on the same side as town, but the stop on the south side is too dangerous because it involves crossing the trunk road. Gleneagles railway station should not be regarded as an Auchterarder facility because it is practically inaccessible on foot from the town. A taxi or car journey of 3.4 miles is necessary. There is a poor bus service between the station and Auchterarder's High Street. The study should be amended to say there is only one location with three pavement-edge petrol pumps, relatively limited and erratic opening hours, and which is used by few if any residents of the town. The future of the ATM located at the Bank branch is to be questioned, while the two other ATMs in the town are unreliable leading to banking/cash facilities being 'quite iffy'.

Paul and Alison Allanach (0335/01/001): There is neither a public swimming pool nor a public gym in the town. With increasing numbers in Auchterarder with new builds, this should be addressed.

Modifications sought by those submitting representations:

Improved access to A9 trunk road and Gleneagles Railway Station

David Homewood (0007/01/002 & 0007/01/003); Karen Fraser (0031/01/001); John Holme (0032/01/001); Catherine MacDonald (0052/01/001); Robin Churchill (0386/01/001); TACTRAN (0057/01/020); Bill Fyfe (0163/01/001); Jessie R Ross (0173/01/001); Ewen McGee (0234/01/001); Paul and Alison Allanach (0335/01/001); Alan King (0405/01/002); Judith Fraser (0429/01/003 & 0429/01/004); Auchterarder and District Community Council (0431/01/003); Stewart Milne Homes (Central Scotland) (0290/05/001); Richard Shaw (0499/01/001); Craigrossie Sand & Gravel (0560/01/002): Respondents make suggestions to amend the Plan to show revised junction alterations for the town access (Western Road), and Aberuthven instead of a new access at Shinafoot; and provide a pedestrian bridge across the A9 trunk road linking the town to Gleneagles Railway Station

Adverse impact of proposed development on quality of life

David Homewood (0007/01/004); John Holme (0032/01/002); Jessie R Ross (0173/01/001); ES McGee (0234/01/002); Richard Shaw (0499/01/001): The respondents make points that there should be a pause placed on major development in the town because of the adverse impacts that are being felt on existing residents and businesses and on the town's infrastructure.

Town centre issues – except parking

John Holme (0032/01/001): Improve the street furniture on High Street. Allocate a budget for town development and improvements to implement the Charrette.

The Community School of Auchterarder Parent Council (0143/01/001); Judith Fraser (0429/01/001): Amend the Plan to improve pupil safety travelling to/from school. Allocate alternative access points to the school to separate pedestrians and cyclists from vehicles.

Town centre issues – parking

Auchterarder Business Community (0003/01/001); Roger & Lesley Paterson (0004/01/001); Margaret Fraser (0005/01/001); Andrew Forgie (0006/01/001); David Homewood (0007/01/001 & 0007/01/008); Mary McGraw (0008/01/001); Catherine McGraw (0009/01/001); Sheena MacPhee (0010/01/001); Evelyn Kaye (0014/01/001); Ronald W Dalglish (0020/01/001); John Holme (0032/01/001); Catherine MacDonald (0052/01/001); Margaret Faichney (0126/01/001); May Husband (0149/01/001); Alexander M Weir (0165/01/001); Jessie R Ross (0173/01/001); Colin Campbell (0311/01/002); Judith Fraser (0429/01/002); Auchterarder and District Community Council (0431/01/001); Elizabeth and Wilson Murchie (0702/01/001): Amend the Plan to increase off-street parking capacity. Some respondents echo David Homewood's representation.

Land south of Windsole (Proposal E25)

Stewart Milne Homes (Central Scotland) (0290/07/001); Scottish Environment Protection Agency (0742/01/039): Support for the Plan

Keryn Evely (0325/01/001); Jamie Cameron (0360/01/001): Amend the Plan to delete Proposal E25. The proposal could be provided elsewhere in the area.

D King Properties (Scotland) Ltd (0461/04/001): Amend Plan to refer to consented roundabout to serve as access to the proposal, and an in-principle planning application for part of the Proposal.

Auchterarder Development Framework sites: North West Kirkton (Proposal H228)

D King Properties (Scotland) Ltd (0461/04/002); Stewart Milne Homes (Central Scotland) (0290/03/001): Support for the Plan with comments related to the phasing of the development.

Stewart Milne Homes (Central Scotland) (0290/06/001 & 0290/09/001): Amend the plan to improve flexibility on capacity, and make the delivery of Proposal H228 independent of Proposal E25.

SEPA (0742/01/111): Amend the Plan to include a developer requirement for a flood risk

assessment.

David Homewood (0007/01/005 & 0007/01/007); Auchterarder and District Community Council (0431/01/002); Keryn Evely (0325/01/002); Catherine MacDonald (0052/01/002): No specific change to the plan is sought however comments relate to the phasing of the development.

Auchterarder Development Framework Site 3: Townhead (Proposal H342)

Stewart Milne Homes (Central Scotland) (0290/04/001 & 0290/09/001): Amend the plan to improve flexibility on capacity.

Richard Shaw (0499/01/002): While concern is expressed regarding the capacity of Victoria Road and the adjoining network, no specific amendment to the Plan is sought.

SEPA (0742/01/062): Support for the flood risk assessment developer requirement.

Auchterarder Development Framework sites: Land for sports facilities at Castleton Road

Nicola and Scott Houston (0128/01/001): While concern is expressed about the environmental impact of development at this location, including the impact of car trips between the site and the town, no specific amendment to the Plan is sought.

Auchterarder and District Community Council (0431/01/004): No specific amendment to the Plan is sought.

Land north of Castle Mains (Site H230)

Muir Homes (0214/03/001): Amend Plan to include a housing allocation on land north of Castle Mains.

Auchterarder and District Community Council (0431/01/004): support for the Proposed Plan.

Land at Kincardine Road, Auchterarder (Site H287); and an extension to settlement boundary south of Cloan Drive

David Homewood (0007/01/006); Mary McGraw (0008/01/002); Catherine MacDonald (0052/01/002); Richard Shaw (0499/01/003): No specific change is sought but the respondents wish to resist housing at this location. Some respondents consider the land should remain as open space.

Land at Hunter Street, Auchterarder (Site H407)

Stewart Milne Homes (Central Scotland) (0290/08/001): Amend the Plan to allocate the site for housing.

Community School of Auchterarder

The Community School of Auchterarder Parent Council (0143/01/001); Judith Fraser (0429/01/001); Auchterarder and District Community Council (0431/01/006): Amend the Plan to include a proposal to increase capacity at the Community School of Auchterarder.

Landscape setting of Auchterarder and Gleneagles

The Gleneagles Hotel (0522/01/003): No specific change to the plan is sought however comments on the setting of the settlements are offered.

Auchterarder miscellaneous and comments on Infrastructure Studies

David Homewood (0007/01/009); ES McGee (0234/01/001): No specific changes are sought to the plan however comments on the infrastructure studies are offered.

Jessie R Ross (0173/01/001): Amend Plan to keep Parkdale [residential care home] and the Health Centre open.

Paul and Alison Allanach (0335/01/001): Amend Plan to include a proposal for a public swimming pool and gym.

Summary of responses (including reasons) by planning authority:

Improved access to A9 trunk road and Gleneagles Railway Station

David Homewood (0007/01/002 & 0007/01/003); Karen Fraser (0031/01/001); John Holme (0032/01/001); Catherine MacDonald (0052/01/001); Robin Churchill (0386/01/001); TACTRAN (0057/01/020); Bill Fyfe (0163/01/001); Jessie R Ross (0173/01/001); ES McGee (0234/01/001); Paul and Alison Allanach (0335/01/001); Alan King (0405/01/002); Judith Fraser (0429/01/003 & 0429/01/004); Auchterarder and District Community Council (0431/01/003); Stewart Milne Homes (Central Scotland) (0290/05/001); Richard Shaw (0499/01/001); Craigrossie Sand & Gravel (0560/01/002):

The Council agrees with many of the respondents that there would be significant safety benefits if the existing at-grade trunk road junctions were removed and grade-separated junctions created to serve Auchterarder and Aberuthven. The Council accepts that such work can only be progressed with the support of Scottish Ministers through Transport Scotland, which is the Trunk Road Authority responsible for the A9 at that location. The Council has for a number of years been urging Transport Scotland to bring forward junction improvements including a grade separated Aberuthven junction, in preference to Shinafoot junction. Dialogue is ongoing in this respect. The Council has a developer contributions policy in place to assist in junction upgrades. However in terms of the respondents' wishes for the location for any new or replacement trunk road junctions, this is a matter for Transport Scotland to prepare proposals and then consult.

Access to Gleneagles Station has been significantly improved following the development of a grade separated trunk road junction at Loaninghead and the closure of the former access, directly off the A9. Access for pedestrians and cyclists, and the frequency of the station bus service are raised as areas for improvement. The Plan contains a comprehensive suite of policies that are designed to facilitate active travel, particularly to railway stations and the Plan would support suggested path upgrades. In addition, the Auchterarder Development Framework provides for a Community Facilities Fund where developer contributions may be used to improve community facilities in the town to mitigate the impact of significant new development. The cost of the development of a dedicated pedestrian / cycle bridge over the A9 to access the station is however outwith

the scope of this fund.

There is no evidence to suggest Orchil Road is unsafe nor has the capacity to accommodate more traffic.

No modification is proposed to the Plan in respect of improved access to A9 trunk road and Gleneagles Railway Station.

Adverse impact of proposed development on quality of life

David Homewood (0007/01/004); John Holme (0032/01/002); Jessie R Ross (0173/01/001); Ewen McGee (0234/01/002); Richard Shaw (0499/01/001): While no specific changes are suggested, the theme of these representations is that the town's infrastructure is not keeping pace with the major developments under construction. However the Council's response is that these impacts have previously been taken into account in determining whether the town should expand: firstly in the development of the Auchterarder Expansion Framework and SEA (which was subsequently adopted as Supplementary Guidance to the LDP); and secondly in the applications for in-principle and detailed consents that have been considered and determined by the Council in respect of the separate development parcels. A temporary ban on further development (or halt to progression of already-consented development) would be counter to the aims of the Plan and of the Auchterarder Expansion Framework.

No modification is proposed to the Plan.

Town centre issues – except parking

John Holme (0032/01/001): The Auchterarder charrette referred to by the respondent prioritised the community's wishes for improvements to the town and particularly in the town centre. While the Local development Plan provides a comprehensive suite of policies that would support the projects identified by the charrette, it does not allocate funding for their implementation. This is a matter for the Council and the community to decide in partnership with other stakeholders and potential funders.

No modification is proposed to the Plan.

The Community School of Auchterarder Parent Council (0143/01/001); Judith Fraser (0429/01/001): The Community School of Auchterarder has a highly accessible location within walking distance of the town centre. However it is recognised that it serves a geographically large catchment and that good access by car is essential for many staff and pupils. Because of the size of the school, access at peak times is of course going to be busy and there is a need to manage the risk of a pedestrian or cyclist and vehicle accident. The Plan's policies support making the school more accessible for active travel, through opening up new accesses and routes to school for people who live within walking or cycling distance. The large housing sites under construction will provide for this as an integral part of their layout and design.

No modification is proposed to the Plan.

Town centre issues – parking

Auchterarder Business Community (0003/01/001); Roger & Lesley Paterson

(0004/01/001); Margaret Fraser (0005/01/001); Andrew Forgie (0006/01/001); David Homewood (0007/01/001 & 0007/01/008); Mary McGraw (0008/01/001); Catherine McGraw (0009/01/001); Sheena MacPhee (0010/01/001); Evelyn Kaye (0014/01/001); Ronald W Dalglish (0020/01/001); John Holme (0032/01/001); Catherine MacDonald (0052/01/001); Margaret Faichney (0126/01/001); May Husband (0149/01/001); Alexander M Weir (0165/01/001); Jessie R Ross (0173/01/001); Colin Campbell (0311/01/002); Judith Fraser (0429/01/002); Auchterarder and District Community Council (0431/01/001); Elizabeth and Wilson Murchie (0702/01/001): The issue of town centre off-street parking is of concern to a number of respondents. The Council acknowledges that options have been submitted for consideration and in fact a parking study was instructed and commenced looking at options for increasing the number of spaces, making better use of their configuration and examining the ways in which they may be managed.

The aim of this study is to ensure that as many parking spaces are made available in the locations and at the times at which they are needed. In addition, the study will also examine whether particular groups such as residents or people who work in the town centre or Community School of Auchterarder have specific parking needs and requirements, which can better be met outwith the core area, therefore freeing up space and providing a higher turnaround in the main shopping core.

Whilst the parking study is a work in progress a copy may be made available to the reporter on request. The preliminary findings of the study indicate that occupancy of areas used for car parking is relatively high however better use could be made of many areas through considering options for the needs of longer-term and resident parkers and of short-stay parkers. In addition, the Council is pursuing option to acquire land for additional off-street spaces in the areas where demand is highest.

To date at least one potential option has been identified whilst others are also being pursued. The identified option involves an extension to the Crown Inn Car Park with the potential to provide an additional 25 spaces. The Council is currently in negotiations with the landowner with a view to purchasing the site. Progress on this project is expected to be made independently of the LDP.

No modification is proposed to the Plan.

Land south of Windsole (Proposal E25)

Keryn Evely (0325/01/001); Jamie Cameron (0360/01/001): The Council views these respondents as not being against the principle of allocating land for employment in the local area, however they would prefer it was allocated elsewhere. The potential for developing E25 was first floated in the Auchterarder Expansion Framework, which originally allocated an area at Kirkton however acknowledged that should better options come forward these could be developed instead. Proposal E25 was one of the main issues consulted on in the previous Main Issues Report (2010) and it was one of the issues that formed part of the examination into the 2012 Proposed Plan.

It was determined that E25 did indeed present a better option for development than other sites considered in the area and the Local Development Plan was adopted in 2014 with proposals for its development. Since then, planning permission has been granted for an access to the site (12/02160/FLL & 16/01443/FLL), and a planning application has been submitted for the first four phases of the site's development (17/00946/IPM). Accordingly the Council's view is that would not be appropriate to delete it from the Plan at this stage.

D King Properties (Scotland) Ltd (0461/04/001): The Plan already contains proposal E25 and the Council sees no need to amend the plan to update this proposal with the planning application reference. Similarly, the roundabout access planning application has already been granted, and although not yet constructed, there is no value in amending the Plan to reflect this.

No modification is proposed to the Plan in respect of Proposal E25.

Auchterarder Development Framework sites: North West Kirkton (Proposal H228)

D King Properties (Scotland) Ltd (0461/04/002); Stewart Milne Homes (Central Scotland) (0290/06/001): Support for the Plan.

Stewart Milne Homes (Central Scotland) (0290/06/001 & 0290/09/001): In respect of the request for flexibility over the developable area of H228, the Council has taken into consideration the sloping nature of the site, its visual prominence from the approach road and when viewed from the more distant railway line. In addition there is uncertainty over the final form of development as this area is likely to be phased nearer the end of the development, potentially well beyond the plan period. Accordingly the Council sets out a capacity range which is considered to already offer sufficient flexibility and currently be the best estimate available. The objectors have submitted no evidence to support further increasing the flexibility, and the Council's response to the issue of capacity ranges more generally is discussed in response to representations on Issue 01 A Successful, Sustainable Place.

No modification is proposed to the Plan in respect of Proposal H228.

Stewart Milne Homes (Central Scotland) (0290/03/001): In respect of linking the delivery of the housing site H228 with the delivery of the employment site E25, the Auchterarder Development Framework (which encompasses H228) requires joint working between developers of the identified sites to ensure the delivery of employment land. The Framework seeks to provide for the sustainable expansion of Auchterarder providing, housing, play facilities and employment land. It is in the public interest that employment land is provided, in a phased manner, in tandem with the delivery of housing land as currently agreed in the S75 for the Auchterarder Development Framework sites. The Plan considers it important that people should at least have the opportunity to both live and work in the community and this can only be achieved if additional employment land is made available within the settlement.

SEPA (0742/01/111): In respect of the need for a Flood Risk Assessment, the proposal has been recently assessed by SEPA as requiring the submission of a FRA and for the reasons set out in their representation it may be desirable to specify this in the site specific developer requirements.

David Homewood (0007/01/005 & 0007/01/007); Auchterarder and District Community Council (0431/01/002); Keryn Evely (0325/01/002); Catherine MacDonald (0052/01/002): The phasing of the development is a matter for the Auchterarder Development Framework and the various in-principle and detailed applications for planning permission submitted throughout the lifetime of the developments. The Council disagrees that this should also be set out in the Plan.

No modification is proposed to the Plan in respect of Proposal H228. However there is some value in the suggestion from SEPA. Should the reporter be considering this as a modification, the Council would be comfortable in accepting SEPA's recommendation to add a requirement for a flood risk assessment.

Auchterarder Development Framework Site 3: Townhead (Proposal H342)

Stewart Milne Homes (Central Scotland) (0290/04/001 & 0290/09/001): In respect of the request for flexibility over the developable area of H342, the Council has taken into consideration the sloping nature of the site, its visual prominence in the landscape, and the uncertainty over the final form of development. In addition there is uncertainty over the final form of development as this area is likely to be phased nearer the end of the development potentially well beyond the plan period. Accordingly the Council sets out a capacity range which is considered to already offer sufficient flexibility and currently be the best estimate available. The objectors have submitted no evidence to support further increasing the flexibility, and the Council's response to the issue of capacity ranges more generally is discussed in response to representations on Issue 01 A Successful, Sustainable Place.

Richard Shaw (0499/01/002): The capacity for the adjacent road network to support the proposal has been assessed and Victoria Road is unlikely to be the sole access point. The traffic impacts have previously been taken into account in determining whether the town should expand in the development of the Auchterarder Expansion Framework and SEA (which was subsequently adopted as Supplementary Guidance to the LDP); the impacts are also assessed at the planning application stage but it is unnecessary to amend the Plan at this stage.

SEPA (0742/01/062): Support for the flood risk assessment developer requirement.

No modification is proposed to the Plan in respect of Proposal H342.

Auchterarder Development Framework sites: Land for sports facilities at Castleton Road

Nicola and Scott Houston (0128/01/001): The principle of locating the sports facilities at that location was established through the development of the Auchterarder Expansion Framework and SEA (which was subsequently adopted as Supplementary Guidance to the LDP). The site specifics points relating to visual impact, lighting, traffic impact and other matters raised in the representation can all be addressed through good design at the planning application stage.

No modification is proposed to the Plan

Land north of Castle Mains (Site H230)

Muir Homes (0214/03/001); Auchterarder and District Community Council (0431/01/004): This is a large greenfield site north of the existing settlement boundary. The site is gently sloping to the north east.

The town of Auchterarder is very prominent in the wider landscape and this site would appear to sit beneath the existing Expansion Framework sites; it would therefore be relatively prominent when viewed from the north. The roads from the north are important approaches to the town and this site would be very visible from that approach. It is noted

that Auchterarder and District Community Council (0431/01/004) support the exclusion of this site from the Plan.

In addition, Auchterarder has a large and effective housing land supply and to avoid adverse impact on the landscape setting of the town there is no need to identify additional allocations at this time.

No modification is proposed to the Plan.

Land at Kincardine Road, Auchterarder (Site H287); and an extension to settlement boundary south of Cloan Drive

David Homewood (0007/01/006); Mary McGraw (0008/01/002); Catherine MacDonald (0052/01/002); Richard Shaw (0499/01/003): The Adopted LDP already includes site H287 within the settlement boundary. It is owned by the Council and its current use is as a small play area and small area of maintained open space at its northern edge, and rough paddock over the southern part of the site.

The Proposed Plan brings the adjacent site south of Cloan Drive within the settlement boundary. This site could be developed and used to improve access to the neighbouring site H287 should the Council bring forward a proposal for the development of the two sites at some point in the future.

With a large and effective housing land supply in the settlement, the Council has no current plan to develop either site within the Plan period. These sites are therefore identified on the Proposals map as within the settlement boundary but are not identified as Proposals in their own right.

No modification is proposed to the Plan.

Land at Hunter Street, Auchterarder (Site H407)

Stewart Milne Homes (Central Scotland) (0290/08/001): The site is within Auchterarder's settlement boundary. Its last use was as offices and yard for the respondent's business and it has become surplus to requirements. It is located in a residential area and is the non-conforming use when compared with its neighbours.

Auchterarder has a large and effective housing land supply and there is no need to identify additional allocations at this time. However as it is inside the settlement boundary, the Plan would support its development and the site could come forward as a windfall opportunity and it is unnecessary to amend the Plan.

No modification is proposed to the Plan.

Community School of Auchterarder

The Community School of Auchterarder Parent Council (0143/01/001); Judith Fraser (0429/01/001); Auchterarder and District Community Council (0431/01/006): The Council as education authority confirms that the school has capacity for the estimated increase to its catchment population. The Plan contains a comprehensive suite of policies including developer contributions for education provision where this is or is likely to become an issue. As may be expected, the school roll is rising in a catchment area where the school

age population is rising however it is forecast that this can be managed over the Plan period. In terms of the sports facilities at the school and in the town that are mentioned in representations, the Plan allows for their expansion.

No modification is proposed to the Plan.

Landscape setting of Auchterarder and Gleneagles

The Gleneagles Hotel (0522/01/003): The respondent offers support for some of the aims and objectives of the Plan, and their comments are noted.

No modification is proposed to the Plan.

Auchterarder miscellaneous and comments on Infrastructure Studies

David Homewood (0007/01/009); ES McGee (0234/01/001): No response is offered however the comments on the infrastructure studies and especially the town paths are noted. The Council considers that the long-term picture as to Auchterarder's growth over the Plan period is contained within the Plan's strategy, policies and proposals and that no further information is necessary.

Jessie R Ross (0173/01/001): The Plan contains no proposals to close either Parkdale residential care home or the Medical Centre mentioned by the respondent. In fact the Policies would support the retention of essential community facilities. Decisions on whether to keep community facilities open are usually taken by the operators in consultation with the users and stakeholders.

Paul and Alison Allanach (0335/01/001): The Plan contains provision for improvements to sports facilities in the town however a swimming pool does not specifically feature.

No modification is proposed to the Plan.

Reporter's conclusions:

Reporter's recommendations: