

Perth and Kinross Local Development Plan 2



Adopted 29 November 2019



Forewords

I am pleased to introduce the Perth and Kinross Local Development 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 2029 and beyond.

The Plan identifies a positive Strategic 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 'placemaking' and protecting our most valuable assets.

The challenge of achieving our Strategic 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 Murray Lyle
Leader of the Council



Welcome to 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 December 2015, and the Proposed Plan published in December 2017.

I would like to thank all those who contributed to the Plan and ultimately the future development of our area.

Councillor Angus Forbes
*Convenor
Environment & Infrastructure Committee*



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1 Introduction



What is a Development Plan?

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

The Perth and Kinross 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 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 approved by the Scottish Minister in October 2017. Further details of TAYplan can be found at the following link: www.tayplan-sdpa.gov.uk

The Local Development Plan

The Local Development Plan (LDP) is the Council's statutory corporate document that guides all future development and use of the land. It acts as a catalyst for changes and improvement in the area and shapes the environment and economy of Perth and Kinross.

The LDP 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 2029 and beyond and sets out the planning policies we apply in promoting the sustainable economic growth of the area over this period.

What is in the Plan?

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. A Delivery 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 Delivery Programme will be monitored and updated regularly and published every two years.

Strategic Environmental Assessment (SEA)

The development of the 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 is published in tandem with the Proposed Plan and the period for consultation is identical. Comments on the SEA Environmental Report should be submitted in the same format and within the same consultation period as the Proposed Plan. Details in relation to consultation are available on the Council website.

Habitats Regulation Appraisal (HRA)

A Habitats 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 Plan has to be submitted to Scottish Ministers it was considered advantageous to prepare it at that stage to help inform and influence the Plan by ensuring that all policies and proposals will not have adverse effects on site integrity of the Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) within or in close proximity to Perth and Kinross. All of the modifications incorporated in the adopted Plan were also screened and assessed and it was concluded that none were likely to have a significant effect on a European site.

How to Use the Plan

The Plan consists of four main sections: Introduction; Vision; Policies and Settlement Statements. The policies have been split into four groups in line with the policy themes identified in Scottish Planning Policy:

- *A Successful, Sustainable Place*
- *A Low Carbon Place*
- *A Natural Resilient Place*
- *A Connected Place*

Each policy section contains a Vision, Key Objectives and Spatial Strategy as it relates to that policy theme. Further detailed information to support the Spatial Strategy is set out in the Housing Background Paper and the Infrastructure Studies. The settlement statements are presented in alphabetical order and consist of written text, photographs and accompanying map.

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, Objectives and Spatial Strategy are intended to be as much part of the decision-making process on development proposals as the detailed policies and Supplementary Guidance.

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 relevant Settlement Statement and the policy sections of the Plan including the Spatial Strategy as, even if the site is not allocated for a specific use, there is information of general relevance.

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. If you have any questions on how to use the Plan, please contact the Local Development Plan Team by emailing DevelopmentPlan@pkc.gov.uk or by telephone on 01738 475300.



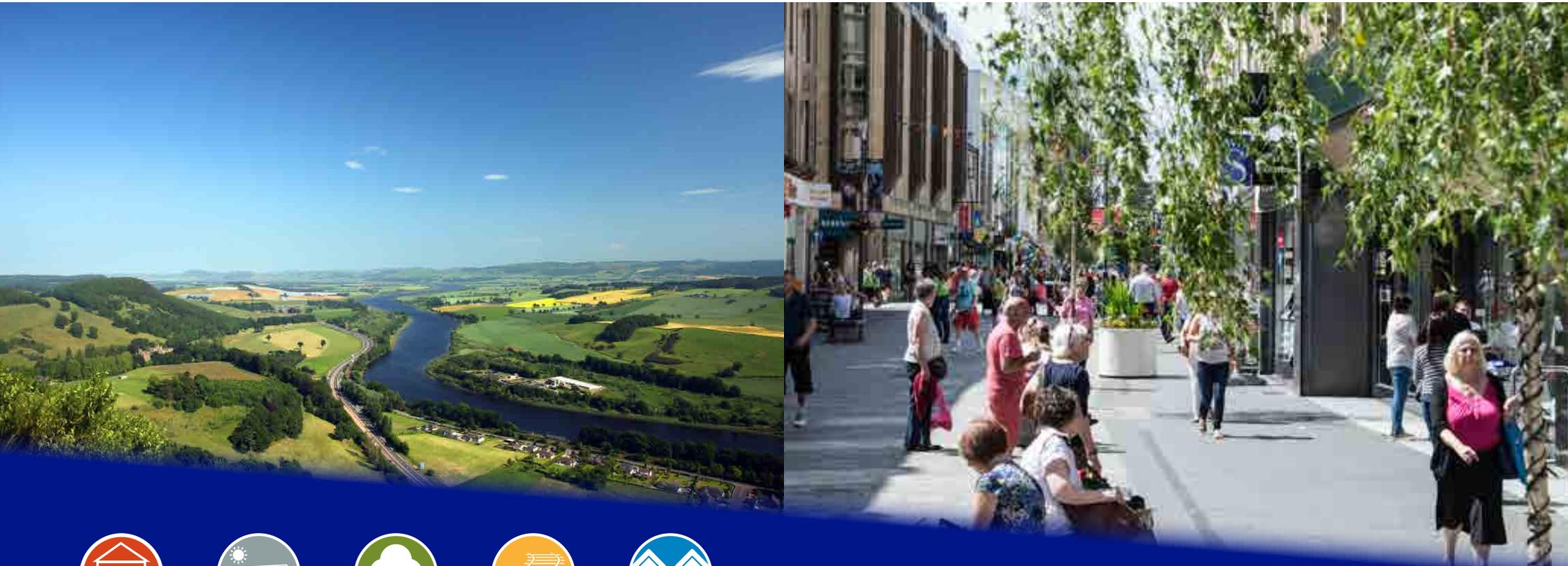


2 The Vision



“By 2036, the TAYplan area will be sustainable, more attractive, competitive and vibrant without creating an unacceptable burden on our planet. The quality of life will make it a place of first choice where more people choose to live, work, study and visit and where businesses choose to invest and create jobs.”

(TAYplan, 2016-2036, Strategic Development Plan, page 4)





3 Policies



Policies should be read in their entirety. They are grouped in line with the four policy themes in Scottish Planning Policy (SPP):

- *A Successful, Sustainable Place*
- *A Low Carbon Place*
- *A Natural Resilient Place*
- *A Connected Place*

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.

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.

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.

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.





3.1 A Successful, Sustainable Place

Policies in this section cover:

- *Placemaking*
- *Economic Development*
- *Retail and Commercial Development*
- *Community Facilities, Sport and Recreation*
- *Residential Development*
- *The Historic Environment*



Successful places do not have one single quality that ensures their sustainability. Successful communities are created through their environment, heritage and durability, through buoyant economic conditions, through the local facilities provided and through their commercial attractiveness. Each place is unique, special to those that live there for very individual reasons.

Placemaking is the term widely used to describe a comprehensive policy approach that focuses on ensuring new development understands what makes places special, how they function and how they can be enhanced. Creating and maintaining sustainable communities are key national and local policy objectives through the Community Planning and Development Planning frameworks.

Vision for A Successful, Sustainable Place

Perth and Kinross Local Development Plan recognises the considerable strengths of the area and the many challenges it faces. We should embrace these challenges and ensure that the area's prosperity continues and improves, sharing the benefits of this success widely and equitably. Our Vision is for a flourishing Perth and Kinross which represents the heart of Scotland, an area which celebrates and enhances its rich natural assets and cultural heritage, and an economically dynamic and socially inclusive region providing opportunities to both existing and future residents of the area.

Key Objectives

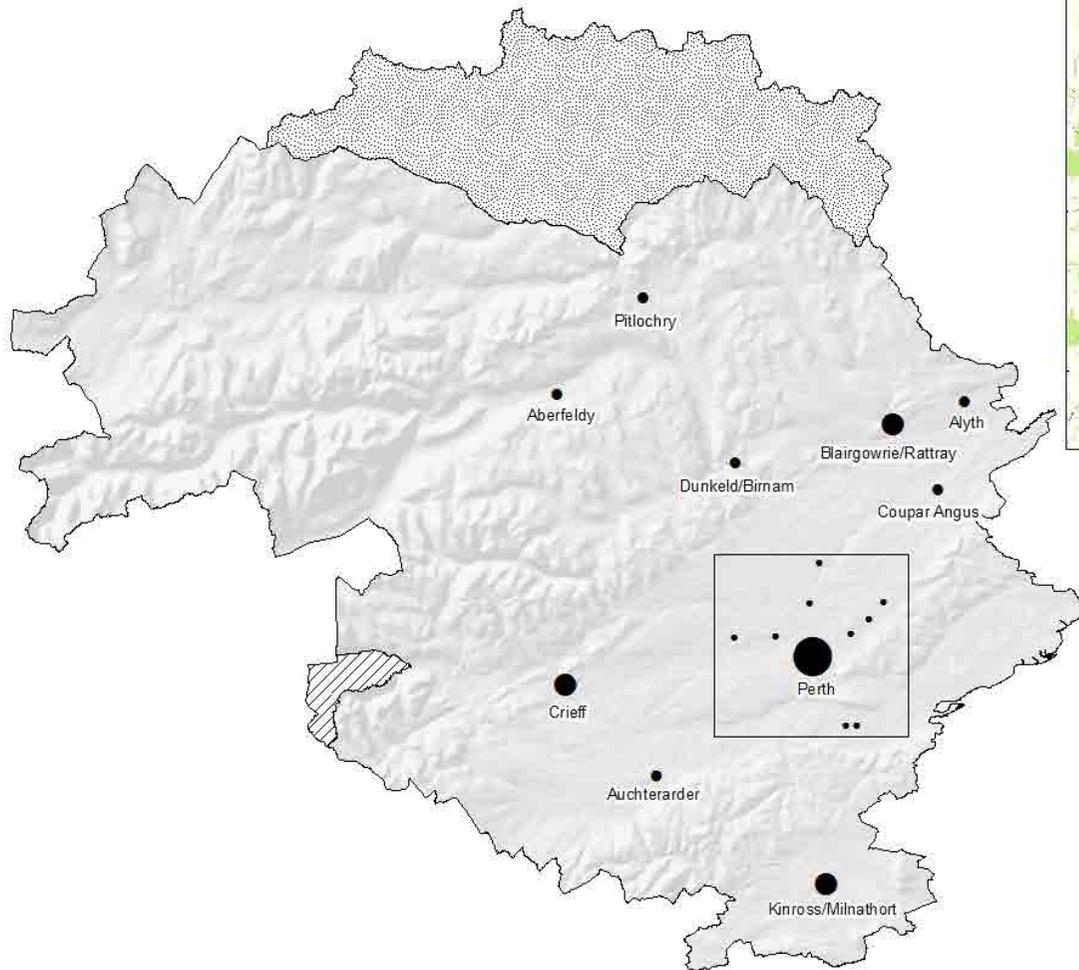
- *Creation and continuation of high-quality places that meet the needs of the existing and future communities.*
- *Support for local businesses to ensure economic growth in the region.*
- *Provide an ongoing supply of readily available commercial/ industrial land of 25ha across Perth and Kinross.*
- *Focus on retail and commercial development in accessible centres that provide employment and services to residents and visitors.*
- *Ensure provision of housing that is socially inclusive and meets a wide range of needs.*
- *Promotion of a strong cultural character through arts, cultural, community sport and recreational facilities offering opportunities for social interaction and local identity.*
- *Maintain the distinctiveness and diversity of the area through the protection and enhancement of the natural and historic environment*

Spatial Strategy for A Successful, Sustainable Place

The Local Development Plan adopts the TAYplan hierarchical approach of focusing development in the Principal Settlements. In addition, the strategy seeks to utilise brownfield land within the settlements and secondly, land adjacent to existing settlements. The Plan recognises, however, that brownfield opportunities in Perth and Kinross are extremely limited and that supporting the sustainable growth of the area will rely on greenfield land release.



Strategy Map 1: Principal Settlements



- Tier 1
 - Tier 2
 - Tier 3
 - Perth Core Villages
- National Parks:**
- ▨ Caimgorms
 - ▨ Loch Lomond and the Trossachs

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Tier 1: Perth Core Area will accommodate the majority of new development. The Perth Core Area includes the City and surrounding villages containing approximately 58% of the Council's population.

Tier 2: Existing Regional Service Centres will accommodate a smaller share of new development as settlements that have a range of services to support this growth.

Tier 3: Existing Local Service Centres will accommodate a very small share of new development to support their continuing growth.

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 few or no local facilities.

The amount of land which the Local Development Plan (LDP) has to identify for new housing is set by the higher level Strategic Development Plan, TAYplan 2016-36, approved by the Scottish Ministers in October 2017. The housing figures in TAYplan have been derived from an assessment of the projected need and demand for new housing. The base date for the calculation of the housing land supply for the LDP is 2016.

Perth & Kinross Council area is split into six Housing Market Areas for the purposes of calculating the housing land requirement. TAYplan sets the amount of land we need to allocate in the LDP to ensure that there is a generous supply of land for housing. Further details are contained within the Housing Background Paper.

Housing Land Requirement

The Housing Land Requirement is the Housing Supply Target plus 18% generosity. Scottish Planning Policy requires the LDP to consider the period up to 10 years from the predicted year of adoption of the Plan, which for Perth and Kinross is 2029. The total Housing Land Requirement for Perth and Kinross from the base date of 2016 to 2029 is 13,000 units.

Adjustments to the Housing Land Requirement

A number of adjustments have been made to the housing land requirement in the LDP:

- *The reallocation of 10% of the housing land requirement for the Kinross Housing Market Area to the Greater Perth Housing Market Area for environmental reasons.*
- *The reallocation of 10% of the housing land requirement for the Highland Perthshire Housing Market Area to the Greater Perth Housing Market Area due to environmental constraints.*
- *An assumption that 10% of the housing land requirement will be met from windfall sites.*
- *An assumption that 15% of the housing land requirement in the Highland Housing Market Area will be met from small sites.*

Table 1 identifies a surplus in the provision to meet the housing land requirement in Perth and Kinross as a whole and in all housing market areas except Strathearn (shortfall of 138 homes). The housing land requirement includes 18% flexibility above the housing supply target (286 homes for Strathearn). Any shortfall in the five-year supply of effective housing land will be dealt with through the application of **Policy 24: Maintaining an Effective Housing Land Supply**.



Table 1: Housing Land Requirements (HLR) and Supply by Housing Market Area (HMA) (2016-2029)

Housing Market Area	Greater Dundee	Strathmore and Glens	Highland Perthshire	Kinross	Strathearn	Greater Perth	PKC Total
HLR ¹ 2016-2029 (includes adjustment to move 10% HLR to Greater Perth from Kinross and Highland HMAs)	78	1,859	995	983	1,846	7,239	13,000
Completions to 2018 (from 2018 Housing Land Audit)	17	128	73	133	241	572	1,164
Effective supply ² (2018-2029)	85	1,661	711	791	1,313	6,265	10,826
Windfall assumption (10% from 2018)	0	154	99	88	154	594	1,089
Small site allowance for Highlands (15% of annualised HLR from 2018)			143				143
Surplus³/Shortfall	+24	+84	+31	+29	-138	+192	+222

¹ **Note:** The housing land requirement is the housing supply target plus 18% generosity.

² **Note:** The effective supply is based on programming from the 2018 Housing Land Audit and includes all sites within this Local Development Plan.

³ **Note:** Oversupply in one housing market area cannot count towards an undersupply in another area.

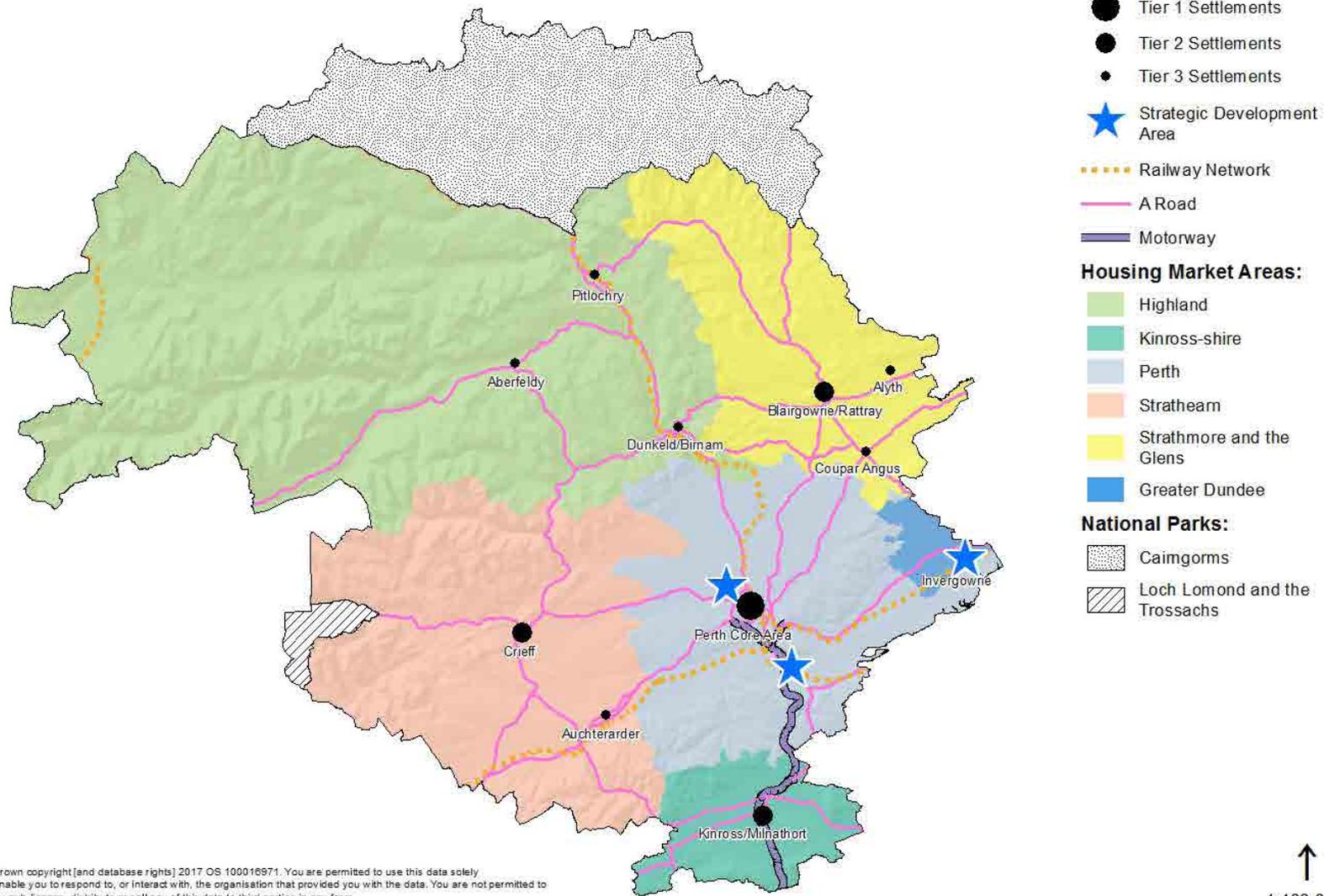


Table 1a: Indicative Market/Affordable Housing Tenure Split by Housing Market Area (2016-2029)

Housing Market Area	Dundee	Strathmore and Glens	Highland Perthshire	Kinross	Strathearn	Greater Perth	PKC Total
Housing Land Requirement 2016-2029	78	1,859	995	983	1,846	7,239	13,000
Indicative Market Housing Land Requirement 2016-2029	59	1,394	746	737	1,384	5,429	9,749
Indicative Affordable Housing Land Requirement 2016-2029	19	465	249	246	462	1,810	3,251



Map 2: A Successful, Sustainable Place



Placemaking

Policy 1: Placemaking

Policy 1A

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, density 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 1B

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, as well as the wider landscape character of the area.*
- (c) *The design and density 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, climate change and resource efficiency 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.*

(continued)



Policy 1: Placemaking *(continued)*

Policy 1B *(continued)*

- (h) Incorporate green infrastructure into new developments to promote active travel and make connections where possible to blue and green networks.
- (i) Provision of satisfactory arrangements for the storage and collection of refuse and recyclable materials (with consideration of communal facilities for major developments).
- (j) Sustainable design and construction.

Policy 1C

For larger developments (more than 200 houses or 10 hectares (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. The development of a Masterplan will be required. The Placemaking Supplementary Guidance for Perth & Kinross Council will provide a full breakdown as to how this can be achieved.

Policy 1D

Sites allocated in the Plan for housing development have a capacity range identified. These capacities are indicative. On sites with an identified capacity range, any proposal for residential development that falls outside this range will be considered where adequately justified by the applicant and when any associated impacts upon infrastructure, open space and residential amenity can successfully be addressed.

Note: *Placemaking Supplementary Guidance will set out how the Council aims to implement the above policy. Technical notes will provide further detailed information as to how the individual criteria can be achieved. Further information will also be provided on how capacity ranges have been calculated on allocated sites. It will also set out how capacity ranges will be calculated on windfall sites, and how proposals for changes to the capacity on consented sites will be dealt with.*



Policy 2: 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 prior to submitting an application.

Note: *Further guidance can be found in the Placemaking Supplementary Guidance.*



Policy 3: Perth City

The Council will work with developers and landowners to assist with site assembly to facilitate the development of underutilised land and buildings and/or to assist in the delivery of social and environmental benefits identified in the Perth City Plan 2015-2035. The Council will assist with the preparation of development proposals that are consistent with the Placemaking Supplementary Guidance.

Policy 4: Perth City Transport and Active Travel

The Council, working with TACTRAN, will review city centre bus hub areas and improve key transport routes and corridors and support multimodal transport choices with greater priority being given to public transport, walking and cycling on key routes linking with:

- *rail/bus interchange;*
- *peripheral park and ride sites;*
- *key employment areas;*
- *the city centre and cultural venues.*

Development proposals will only be approved where they will not result in adverse effects, either individually or in combination, on the integrity of the River Tay Special Area of Conservation



Policy 5: 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.*

Wherever possible, the requirements of this policy will be secured by planning condition. Where a legal agreement is required, the possibility of using an agreement under other legislation such as the Local Government (Scotland) Act 1973 will be considered. Only where successors in title need to be bound will a planning obligation be required. In all cases, the Council will consider the economic viability of proposals alongside options of phasing or staging payments.

The Council currently seeks specified developer contributions towards Primary Education, Auchterarder A9 Junction Improvements and Transport Infrastructure. Other contribution requirements will be assessed on a case-by-case basis.

Perth City Centre Zone

Within the Perth City Centre Zone, proposals for fewer than 20 dwellings will not be required to contribute towards Primary Education or Transport Infrastructure. Where a proposal is for 20 or more dwellings, the contribution requirement will be assessed on a case-by-case basis.

Primary Education and New Housing Development

Primary Education contributions will be sought from residential proposals for the primary school catchment areas scheduled within the Council's Supplementary Guidance. This schedule is based upon schools that are currently operating at or above 80% of total capacity and where the cumulative impact of extant planning permissions and Local Development Plan allocations would result in the school projected to be operating at or above 100% of total capacity.

Where the Council has invested in primary schools to support future development a contribution will be sought from new residential development within the relevant primary school catchment area. The areas where contributions are to be required will be reviewed annually and published in the Council's Supplementary Guidance.

(continued)



Policy 5: Infrastructure Contributions *(continued)*

In assessing new development against the Primary Education contribution requirement, the following principles will apply.

Applies to:

- *dwelling with two or more bedrooms;*
- *change of use to create a dwellinghouse with two or more bedrooms.*

Exemptions for:

- *affordable and Council housing;*
- *applications for dwellings which are not likely to place an additional burden on the existing schools, for example student accommodation linked to a college/university or holiday accommodation;*
- *single bedroom dwellings;*
- *sheltered housing.*

Auchterarder A9 Junction Improvements

All new development proposals within the Auchterarder A9 Junction Improvement Area may be required to contribute towards the junction improvements.

In assessing new development against the Auchterarder A9 Junction Improvement contribution requirement the following principles will apply.

Applies to:

- *residential dwellings;*
- *non-residential development where a transport assessment is required;*
- *development outwith the Auchterarder A9 Junction boundary, within the Strathearn Housing Market Area, which is identified to have a significant impact on the junction.*

(continued)



Policy 5: Infrastructure Contributions *(continued)*

Exemptions for:

- *affordable and Council housing;*
- *non-residential developments that do not require a transport assessment or are considered to reduce the need to travel;*
- *proposals within the Auchterarder Development Framework area.*

Perth Transport Infrastructure

All new development within the Transport Infrastructure contribution area may be required to contribute towards the junction improvements. In assessing new development against the Transport Infrastructure contribution requirement, the following principles will apply:

- *Two tiers of contribution level within Perth Core Area and Outwith Perth Core Area.*

Applies to:

- *all residential dwellings - flat rate contribution for open market and reduced for affordable housing;*
- *non-residential development - individual rate per m² based upon different use classes.*

Exemptions for:

- *employment use on brownfield land - employment land is defined as those sites with uses falling within Class 4 (business), Class 5 (general industrial) and/or Class 6 (storage or distribution);*
- *changes of use to create fewer than five dwellinghouses;*
- *development which would not increase traffic levels or would support Council objectives.*

Note: *Further information explaining how Developer Contributions will be implemented is contained within the Developer Contributions and Affordable Housing Supplementary Guidance. Proposals which increase the number of residential dwellinghouses within settlements by over 10% with identified deficiencies in community infrastructure may be subject to a proportionate community facilities contribution. Other contribution figures and their application to development proposals may be subject to future change. Subject to appropriate consultation, additional contribution requirements may be introduced throughout the lifetime of the development plan.*



Policy 6: Settlement Boundaries

For those settlements which have a boundary defined in the Plan, built development will be contained within that boundary. Development on sites that adjoin these settlement boundaries will only be permitted where the proposal is:

- (a) in accordance with **Policy 8: Rural Business and Diversification** and does not adjoin a principal settlement boundary;
- (b) justifiable on the basis of a specific operational and locational need and it can be demonstrated that there are no suitable sites available within the settlement boundary; or
- (c) required to address a shortfall in housing land supply in line with **Policy 24: Maintaining an Effective Housing Land Supply**; and
- (d) will not result in adverse effects, either individually or in combination, on the integrity of a European designated site(s).

Where there is no defined boundary, or for proposals on sites that do not adjoin a settlement boundary, **Policy 19: Housing in the Countryside**, or **Policy 8: Rural Business and Diversification** will apply.

Notes:

- 1 *Principal settlements are those defined in TAYplan.*
- 2 *Specific operational and locational need is where it is demonstrated that the development must be located on a particular site. It may include essential infrastructure works, and single houses where these are required on a particular site for a local or key worker associated with either a consented or an established economic activity. The need for the house must be demonstrated. Proposals for houses which are not directly linked to an economic activity will not be permitted on sites that adjoin settlement boundaries.*



Economic Development

Policy 7: Employment and Mixed-Use Areas

Policy 7A: Business and Industrial

For all business and industrial areas the following criteria apply.

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 and connections to the national road network must 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 be acceptable unless they are ancillary to an acceptable use on the site.*
- (e) *Proposals for service facilities (should exclude retail and commercial facilities over 100 m²) and should serve the business and industrial area rather than draw outside trade and cumulatively should not equal more than 15% of the allocated employment area.*
- (f) *Proposals for waste management facilities can be considered to be acceptable subject to detailed site-specific considerations.*
- (g) *Proposals should not result in adverse effects, either individually or in combination, on the integrity of any European designated sites. Applications shall be supported by sufficient information to allow the Council to conclude that there would be no such adverse effects.*

Note: *Non-Statutory Guidance prepared in relation to Policy 60: Transport Standards and Accessibility Requirements will explain when a travel and transport assessment is required.*

Areas identified as core business and industrial land should be retained for Class 4, 5 and 6 uses (unless criteria (d), (e) or (f) of 7A apply).

For areas identified as general business and industrial areas with potential for mixed uses, the preference remains to protect these areas for Class 4, 5 and 6 uses. However, proposals outwith these classes (but excluding residential or retail that is principally for visiting members of the public) will be considered with regard to:

- (a) *impact on local availability of serviced land and buildings for business, industry or storage and distribution uses;*
- (b) *the degree to which these types of uses are already present in the locality;*
- (c) *the availability of other locations for the proposed use (for Class 2 and leisure uses any proposal must meet the sequential test, and proof through a sequential assessment report is required).*

(continued)



Policy 7: Employment and Mixed-Use Areas *(continued)*

Policy 7B: Mixed-Use Sites

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 will be acceptable, providing they are compatible with the amenity of adjoining uses and meet criteria (a)-(e) and (g) of 7A above. Proposals for a mixed-use site that comprises predominantly one use will not be acceptable.

Policy 7C: Motor Mile

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 the motor mile more attractive for motor vehicle sales. The trees and verges along the road frontage will be retained.

Policy 8: 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 an existing site-specific resource or opportunity.

Proposals for new tourism-related developments, and the expansion of existing facilities, will be supported where it can be demonstrated that they improve the quality of new or existing visitor facilities, allow a new market to be exploited, or extend the tourism season. Proposals for new tourism-related developments must be justified through a business plan.

Proposals for rural businesses outwith identified settlements whose viability requires some mainstream residential development will only be supported where this fits with **Policy 19: Housing in the Countryside**.

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

- (a) *The proposal will contribute to the local economy through the provision of permanent employment, visitor accommodation (see also Policy 9), additional tourism or recreational facilities, or the re-use of existing buildings.*
- (b) *The proposal will not result in suburbanisation of the rural area or encourage unsustainable travel patterns.*

(continued)



Policy 8: Rural Business and Diversification *(continued)*

- (c) *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.*
- (d) *The proposal can be satisfactorily accommodated within the landscape and environmental capacity of the site.*
- (e) *The proposal meets a specific need by virtue of its quality or location in relation to existing business or tourist facilities.*
- (f) *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.*
- (g) *The local road network must be able to accommodate, or be capable of upgrading in order to accommodate, the nature and volume of the traffic generated by the proposed development in terms of road capacity, safety and environmental impact. Applications with impacts on the Strategic Trunk Road Network will be subject to discussion and agreement from Transport Scotland.*
- (h) *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.*
- (i) *Developments employing more than 25 people in rural locations will be required to implement a staff travel plan or provide on-site staff accommodation.*

Note: *For the avoidance of doubt, Policy 8 only applies to those settlements which are not listed as principal settlements in TAYplan.*

Policy 9: Caravan Sites, Chalets and Timeshare Developments

Policy 9A: Existing Caravan Sites

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

Policy 9B: New or Expanded Touring Caravan, Motorhome/Campervan, and Camping Sites

Proposals for new or expanded sites for holiday-related uses will be supported where the proposals are compatible with **Policy 1**.

(continued)



Policy 9: Caravan Sites, Chalets and Timeshare Developments *(continued)*

Policy 9C: 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 overdevelopment 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.*

Proposals for new chalets or timeshare/fractional ownership developments which are intended as permanent residences will be required to be built to the same standards, particularly in terms of drainage and utility services, and make the same developer contributions as permanent housing developments. Proposals for such developments which are outwith a settlement boundary will be required to comply with **Policy 19: Housing in the Countryside**.

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.

Development proposals will only be approved where they will not result in adverse effects, either individually or in combination, on the integrity of the River Tay and Dunkeld-Blairgowrie Lochs Special Areas of Conservation. Applications shall be supported by sufficient information to allow the Council to conclude that there would be no such adverse effects.

Where proposals are located close to a watercourse, which is part of or connects to the River Tay and Dunkeld-Blairgowrie Lochs Special Areas of Conservation, a Construction Method Statement should be provided for all aspects of the development to protect the watercourse from the effects of pollution and sediment, so as to ensure no adverse effects on the qualifying interests of the River Tay and Dunkeld-Blairgowrie Lochs Special Areas Special Area of Conservation. Other studies including an otter survey, Drainage Impact Assessment and species protection plan, where appropriate, may be required.



Retail and Commercial Development

Policy 10: City, Town and Neighbourhood Centres

Within the areas identified as City, Town and Neighbourhood Centres, the Council will encourage uses within Class 1 (retail) of the Town and Country Planning (Use Classes) (Scotland) Order 1997. Within defined City or Town Centres the Council will support development where larger and/or additional retail floor space are created. Within the areas identified as Neighbourhood Centres, the Council will support development which creates additional retail floor space of a scale which is commensurate with the role of the centre within the established retail hierarchy. Changes away from city centre uses such as employment uses, retail and community facilities towards residential will be resisted unless there is demonstrable market evidence that the city centre use is no longer viable.

The Council will also encourage ground floor uses within Classes 2 and 3 (building societies, estate agents, restaurants and cafés etc) of the Town and Country Planning (Use Classes) (Scotland) Order 1997 and leisure, entertainment, recreation, cultural and community facilities, provided that they contribute to the character, vitality and viability of the retail area and satisfy all of the following criteria:

- (a) *Ensure there is a high and continuous degree of public contact involved in the normal day-to-day running of the use.*
- (b) *An attractive shop frontage is provided which is appropriate to the prime retail location.*
- (c) *Residential amenity is protected.*
- (d) *Ensure there are no adverse effects, either individually or in combination, on the integrity of the River Tay Special Area of Conservation and Loch Leven Special Protection Area.*

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.

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 and service access.

On the upper floors, particularly where property is underutilised, the Council will encourage the retention and development of housing and other uses provided that they would be compatible with existing city or town centre uses.

Where development proposals will affect a watercourse in Perth City Centre, Aberfeldy, Pitlochry and Alyth town centres (River Tay Special Area of Conservation), and Kinross and Milnathort town centres (Loch Leven Special Protection Area), a Construction Method Statement should be provided for all aspects of the development to protect the watercourse from the impact of pollution and sediment.

Where the development of the site is within 30 metres of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required, so as to ensure no adverse effects on the River Tay SAC.



Policy 11: 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, cultural facilities (including theatres and other arts venues), 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 service access 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.

Development proposals should not result in adverse impacts, either individually or in combination, on the integrity of the River Tay Special Area of Conservation; where retail and commercial proposals will affect a watercourse within Perth City Centre, a Construction Method Statement should be provided for all aspects of the development in order to protect the watercourse from the impact of pollution and sediment.

Policy 12: Commercial Centres and Retail Controls

Commercial centres are shown on the proposals map. In some of the commercial centres certain uses will be restricted based upon existing planning consents and legal agreements for planning obligations.

Proposals to improve commercial centres, including increased floor space will only be acceptable where:

- (a) *a sequential assessment demonstrates that no other suitable site in a sequentially preferable location is available or is likely to become available within the lifetime of the Plan;*
- (b) *it can be demonstrated that there would be no significant impact (individual or cumulative) on any city or town centre;*
- (c) *it can be demonstrated that the proposal would help meet quantitative or qualitative deficiencies in existing provision;*
- (d) *it can be demonstrated that there would be no change to the role or function of the centre in the network of centres;*
- (e) *it would be of an appropriate scale;*
- (f) *any detrimental impacts identified in the transport assessment would be mitigated, and*
- (g) *parking provision and landscaping would not be compromised.*

Proposals to modify planning obligations and other planning controls that control floor space and/or the range of goods that can be sold from retail units must be justified by a health check, a retail impact assessment and, where appropriate, a transport assessment.



Policy 13: Retail and Commercial Leisure Proposals

The location for any use that generates a significant footfall (retail, commercial leisure, offices, community and cultural facilities and, where appropriate, other public buildings such as libraries, and education and healthcare facilities) should follow a sequential approach in which locations for such development are considered in the following order:

- (a) *city or town centre;*
- (b) *edge of city or town centre;*
- (c) *other commercial centres identified in the Development Plan;*
- (d) *out of centre locations that are or can be made easily accessible by a choice of transport modes.*

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 any impact assessment will be at the discretion of the Council.

Proposals in edge of city or town centre, other commercial centre or out of centre locations will only be acceptable where:

- (1) *it can be demonstrated that a proposal helps meet quantitative or qualitative deficiencies in existing provision;*
- (2) *it is supported by a favourable sequential assessment;*
- (3) *it is of an appropriate scale;*
- (4) *it provides improved distribution and accessibility of shopping provision;*
- (5) *it provides for accessibility to public transport and non-car modes of transport;*
- (6) *any detrimental effects identified in the transport assessment are mitigated;*
- (7) *it has been demonstrated that there will be no significant impact (individual or cumulative) on any of the centres within the network of centres.*

For all proposals outwith city or town centres, the Council will consider the need for restrictions to be imposed on the installation of mezzanine floors and, in the case of convenience shopping developments, on the amount of comparison goods floor space allowed.

(continued)



Policy 13: Retail and Commercial Leisure Proposals *(continued)*

Development proposals should not result in adverse impacts, either individually or in combination, on the integrity of the River Tay Special Area of Conservation and Loch Leven Special Protection Area (SPA).

Where development will affect a watercourse in Perth City Centre, Aberfeldy, Pitlochry and Alyth town centres (River Tay Special Area of Conservation), and Kinross and Milnathort town centres (Loch Leven SPA), a Construction Method Statement should be provided for all aspects of the development to protect the watercourse from the impact of pollution and sediment.

Where the development of the site is within 30 metres of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required, so as to ensure no adverse effects on the River Tay Special Area of Conservation.



Community Facilities, Sport and Recreation

Policy 14: Open Space Retention and Provision

Policy 14A: Existing Areas

Areas of open space, parks, outdoor sport facilities, including sport pitches, and allotments/community growing areas, are areas of land which have value to the community for either recreational or amenity purposes; these areas are located both within and outside settlement boundaries. 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) *Where the site is principally used as a recreation resource, 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 or amenity resource.*
- (c) *In the case of proposals involving the loss of a recreational facility, 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) *Where a proposal would involve the loss of a sports pitch, 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 14B: 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. Allotments should be incorporated where there is a proven demand in the local area. The Council will also encourage opportunities for the provision of community growing spaces as part of new developments where appropriate.

Where it is physically impossible or inappropriate to meet the open space provision on-site, consideration will be given to the provision of a suitable alternative.

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

Note: *Further information detailing open space provision in new developments will be provided in Supplementary Guidance.*



Policy 15: Public Access

Development proposals that would have an adverse impact upon the integrity of any (proposed) core path, disused railway line, asserted right of way or other well-used route and connectivity proposals identified in the Regional Transport Strategy and Delivery Plan will not be permitted. Development proposals that would affect unreasonably public access rights to these features will not be permitted unless these adverse impacts are adequately addressed in the plans and suitable alternative provision is made.

Development that may have an adverse impact on either of the Long Distance Routes (Crook of Devon to Kinross and the Tyndrum to Crieff section of the Cross-Scotland Pilgrim Way) identified as national developments in National Planning Framework 3, will not be permitted.

Policy 16: Social, Cultural and Community Facilities

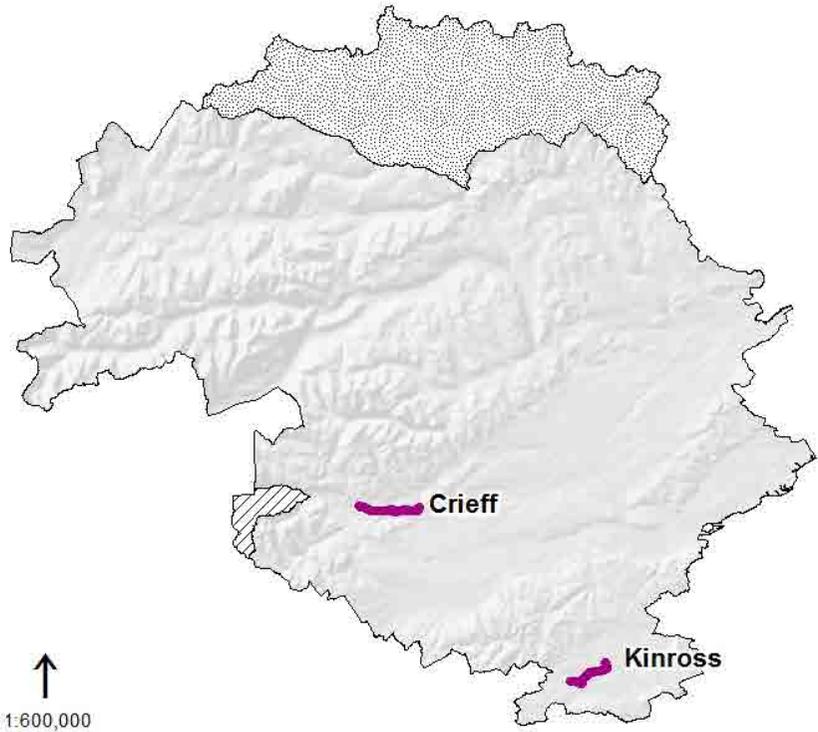
Development involving the loss or change of use of land or buildings presently used or last used for community purposes will only be permitted where:

- (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.*

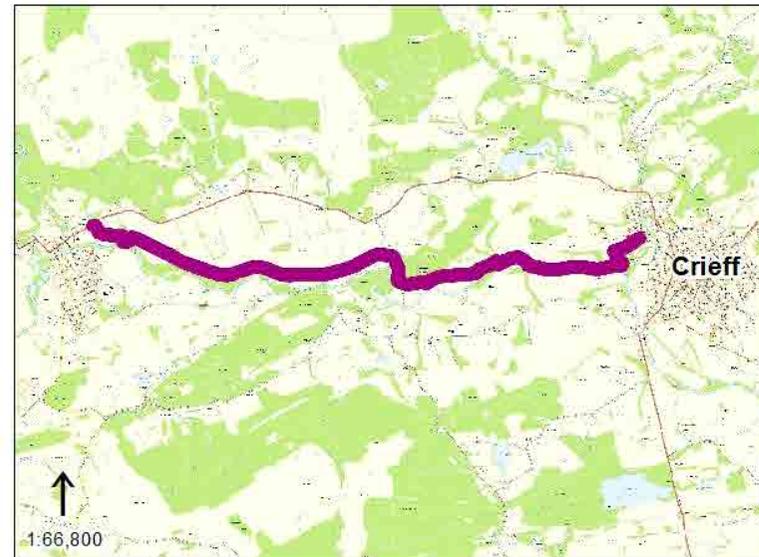


Policy Map A: Long-Distance Routes

-  Long Distance Routes
-  Cairngorms
-  Loch Lomond and the Trossachs



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Residential Development

Policy 17: Residential Areas

The Plan identifies areas of residential and compatible uses inside settlement boundaries where existing residential amenity will be protected and, where possible, improved. Changes away from ancillary uses such as employment land, local shops and community facilities, for example pubs and restaurants will be resisted unless there is demonstrable market evidence that the existing use is no longer viable as a commercial venture or community-run enterprise.

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 at a density which represents the most efficient use of the site while respecting 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, homeworking, tourism or leisure activities.*
- (e) *Proposals for improvements to community and educational facilities.*

Policy 18: Pubs and Clubs in 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 19: Housing in the Countryside

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

- (1) *building groups;*
- (2) *infill sites;*
- (3) *new houses in the open countryside on defined categories of sites as set out in Section 3 of the Supplementary Guidance;*
- (4) *renovation or replacement of houses;*
- (5) *conversion or replacement of redundant non-domestic buildings;*
- (6) *development on rural brownfield land.*

The application of this policy is limited within the Green Belt to proven economic need, conversions or replacement buildings.

Development proposals should not result in adverse effects, either individually or in combination, on the integrity of the Firth of Tay and Eden Estuary, Loch Leven, South Tayside Goose Roosts and Forest of Clunie SPAs and Dunkeld-Blairgowrie Loch and the River Tay SACs. Applications shall be supported by sufficient information to allow the Council to conclude that there would be no such adverse effects.

Note: *For development to be acceptable under the terms of this policy it must comply with the requirements of all relevant Supplementary Guidance, in particular the Housing in the Countryside Guide.*



Policy 20: Affordable Housing

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

If the provision of the affordable housing on-site is not possible following a viability assessment, 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 landlord, 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. The Council will consider innovative and flexible approaches to the delivery of affordable housing and will take into account considerations that might affect deliverability such as development viability and the availability of funding.

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

Policy 21: Gypsy/Travellers' Sites

Policy 21A: Existing Sites

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

Policy 21B: 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;*



Policy 21: Gypsy/Travellers' Sites *(continued)*

Policy 21B: New Sites *(continued)*

- (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;*
- (g) *there is an adequate separation distance from noise receptors where generators are a primary source of power and connection to the grid is not possible or intended.*

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.

Additional Guidance will be prepared on Gypsy/Travellers' sites.

Policy 22: 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 frail or elderly people, people with additional support 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. Such developments should be located in residential areas where residents have access to local services and facilities and are integrated within the local community.*
- (b) *Housing 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.*

In all cases development must be compatible with the nature of the surrounding area.



Policy 23: Delivery of Development Sites

For each site allocation in the LDP and residential windfall sites of 10+ dwellings, landowners and/or developers will produce a Delivery Strategy within one year of the LDP being adopted or prior to lodging a planning application if submitted earlier than one year from the adoption of the Plan. The Delivery Strategy will be updated on a six monthly basis to inform the Local Development Plan Action Programme. The Delivery Strategy should demonstrate a realistic programme of the delivery of all of the land within the site designation through the plan period and beyond.

On sites of 300 houses or more the Delivery Strategy should demonstrate how delivery will be maximised, including proposals for involving a range of developers and consideration of provision for self-build. Prior to commencement of the development the Delivery Strategy will be updated to include a detailed Delivery Plan confirming the phased delivery of the site.

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

Policy 24: Maintaining an Effective Housing Land Supply

The Council is committed to maintaining a five-year supply of effective housing land at all times. Where a shortfall is identified through the annual housing land audit, the Council will firstly seek to work with landowners/developers to bring sites forward, including sites which have been allocated as longer term expansions, and secondly will consider whether compulsory purchase of sites is required. Only where the Council is satisfied that sites within the housing land audit cannot come forward, will proposals on unallocated sites be considered. These will be assessed against the following criteria:

- (a) *The locational priorities set out in TAYplan Policy 1.*
- (b) *Impact on the delivery of existing committed sites (TAYplan Policy 4f).*
- (c) *Whether any additional infrastructure requirements arising from the proposal is already committed, has a commitment to funding from the infrastructure provider, or will be funded by the developer.*
- (d) *It can be demonstrated that the proposal will contribute to meeting the identified shortfall by delivering completions within five years.*
- (e) *It can be demonstrated that the proposal is able to bring forward both private and affordable housing.*



Policy 25: Housing Mix

For all proposals on sites with a total capacity of 20 or more homes, the market housing element should help address the range of Housing Needs and Demand Assessment needs and assist with community integration by providing an appropriate mix of house types and sizes. These proposals should meet the needs of smaller households, including older people and lower income households, and address part of this need by providing at least 10% of their homes as one or two bedroom homes. For avoidance of doubt this requirement is in addition to any on-site affordable housing units.

Where there are identified clusters of households with specific housing needs within the settlement, such as housing for wheelchair users, there may be a requirement for up to 10% of the development to be designed to meet these specific identified needs or for the developer to demonstrate that the house is capable of adaption.

Where an applicant considers that there are extenuating circumstances which mean that meeting these requirements will render a development economically unviable, the Council may reduce or waive these requirements. This must be demonstrated through a Development Viability Statement.



The Historic Environment

Policy 26: Scheduled Monuments and Archaeology

Policy 26A: 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.

Note: *Where a proposal would have a direct impact on a scheduled monument, the prior written consent of Historic Environment Scotland via a separate process (Scheduled Monument Consent) is required in addition to any other consents required for the development.*

Policy 26B: 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 27: Listed Buildings

Policy 27A: 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 architectural or historic interest.

Encouragement will be given to proposals to improve the energy efficiency of listed buildings within Perth and Kinross, providing such improvements do not have a significant detrimental impact on the special architectural or historic interest of the building.

Enabling development may be acceptable where it can be shown to be the only means of preventing the loss of listed buildings and securing their long-term future. Any development should be the minimum necessary to achieve these aims. The layout, design, materials, scale, siting and use of any development which will affect a listed building or its setting should be appropriate to the building's character, appearance and setting.

Policy 27B: Demolition of Listed Buildings

There is a presumption against the demolition of listed buildings. Where the application proposes the demolition of a listed building, applicants will be expected to provide evidence to show that:

- (a) *the building is not of special interest; or*
- (b) *the building is incapable of repair; or*
- (c) *the demolition of the building is essential to delivering significant benefits to economic growth or the wider community; or*
- (d) *the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period.*



Policy 28: Conservation Areas

Policy 28A: New Development

Development within a Conservation Area must preserve or enhance 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 and sympathetic 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 28B: 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 which are available on our website: www.pkc.gov.uk/conservationareas*



Policy 29: Gardens and Designed Landscapes

Gardens and designed landscapes make a significant contribution to the character and quality of the landscape in Perth and Kinross. The Council will seek to manage change in order to protect and enhance the integrity of those sites included on the current Inventory of Gardens and Designed Landscapes. The Council may require the submission of a management plan with any application for development within areas included in the current Inventory.

As resources permit, the Council will continue with the process of identification of non-Inventory sites in Perth and Kinross and the associated task of devising an approach to their future management.

Policy 30: Protection, Promotion and Interpretation of Historic Battlefields

The Council will seek to protect, conserve and, where appropriate, enhance the key landscape characteristics and special qualities of those battlefields listed on the Inventory of Historic Battlefields.

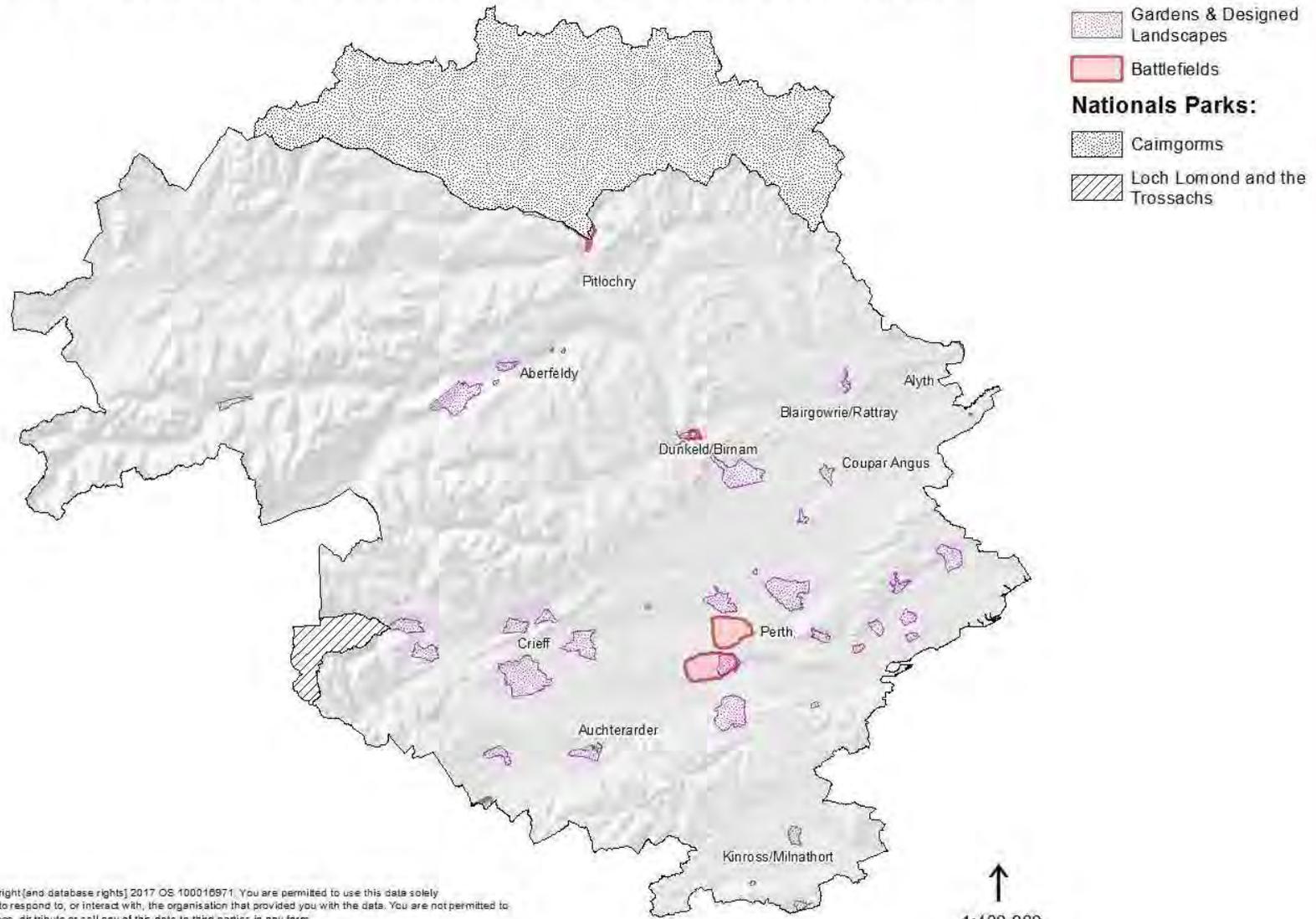
The Council encourages the creation of a Conservation Plan for historic battlefield sites as a means of developing an overall vision and strategy for protecting, conserving and enhancing public awareness of battlefields through a partnership approach.

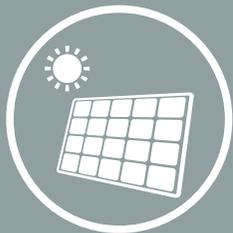
Policy 31: Other Historic Environment Assets

There is also a range of non-designated historic assets and areas of historical interest, including historic landscapes, other gardens and designed landscapes, historical woodlands and routes which do not have statutory protection. These resources are, however, an important part of Scotland's heritage and the Council will seek to protect and preserve significant resources as far as possible, in situ wherever feasible.



Policy Map B: Gardens & Designed Landscapes and Historic Battlefields





3.2 A Low-Carbon Place

Policies in this section cover:

- *Energy, Heat and Electricity*
- *Waste Management*



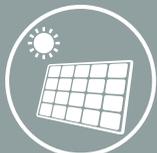
Climate change is a real and serious threat to the environment, the economy and society as a whole. We all have an obligation to act now to mitigate the impacts on our natural and built environments through the reduction of greenhouse gases and adopting the principles of sustainable development.

Increasing the amount of energy from renewable and low-carbon technologies will help to make sure that Scotland has a secure energy supply, reduce greenhouse gas emissions to slow down the effects of climate change, help improve air quality and stimulate investment in new jobs and businesses. The planning system has a crucial role in the delivery of new and re-powered renewable and low-carbon energy sources and infrastructure in locations where environmental impact is acceptable. In particular, SPP requires the preparation of a spatial framework to identify those areas where wind farms are likely to be acceptable, subject to detailed site consideration.

The deployment of energy efficient heat networks will also help to reduce carbon emissions, improve fuel security, address issues of fuel poverty, provide more affordable forms of heating, and offer local economic opportunities. Reducing heat demand of new development through improving energy efficiency and decarbonising heat provision will also help to mitigate the effects of climate change.

The design and siting of waste management infrastructure and the management of waste resources is also an important consideration of the planning system to ensure that any new and existing proposals contribute to sustainable development principles, including recycling as much as possible and recognising that every item and material we use, either natural or manufactured, is a resource which has value to the economy.

The planting of new trees and woodlands, as well as the management of existing woodland and forestry assets, will play an important role in supporting the mitigation against, and adaptation to, the effects of climate change.



Vision for A Low-Carbon Place

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, and that recognises our area which is highly valued for the beauty of its natural and built environment and strong identity as a popular place to live, work and visit. We want our Plan to ensure that development does not place an unsustainable burden on future generations and which will enable us to live a Zero Waste lifestyle, maximising the value from waste resources.

Key Objectives

- *Improve the long-term resilience and robustness of the natural and built environment to climate change.*
- *Ensure that development and land uses make a positive contribution to helping to minimise the causes of climate change and adapting to its impacts.*
- *Protect the natural and built environment, and ensure that new development embraces the principles of sustainable design and construction, energy efficiency and heat decarbonisation.*
- *Protect and enhance the character, diversity and special qualities of the area's landscapes to ensure that new development does not exceed the capacity of the landscape in which it lies.*
- *Conserve and enhance habitats and species of international, national and local importance.*
- *Promote the sustainable development of electricity generation from a diverse range of renewable and low-carbon energy technologies, including the expansion/repowering of renewable*

and low-carbon energy generation capacity and heat networks, in accordance with national objectives and targets.

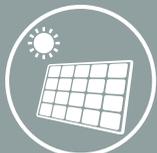
Spatial Strategy for A Low-Carbon Place

Through the Local Development Plan, we are committed to helping reduce, mitigate against, and adapt to, the effects of climate change. Supporting the shift from fossil-fuels to renewable and low-carbon energy sources is a significant step in ensuring we are playing our part in the wider sustainability agenda. As a Council, we have a strong obligation to optimise the potential for renewable and low-carbon energy across the Perth and Kinross area, whilst at the same time ensuring that suitable environmental protection is in place.

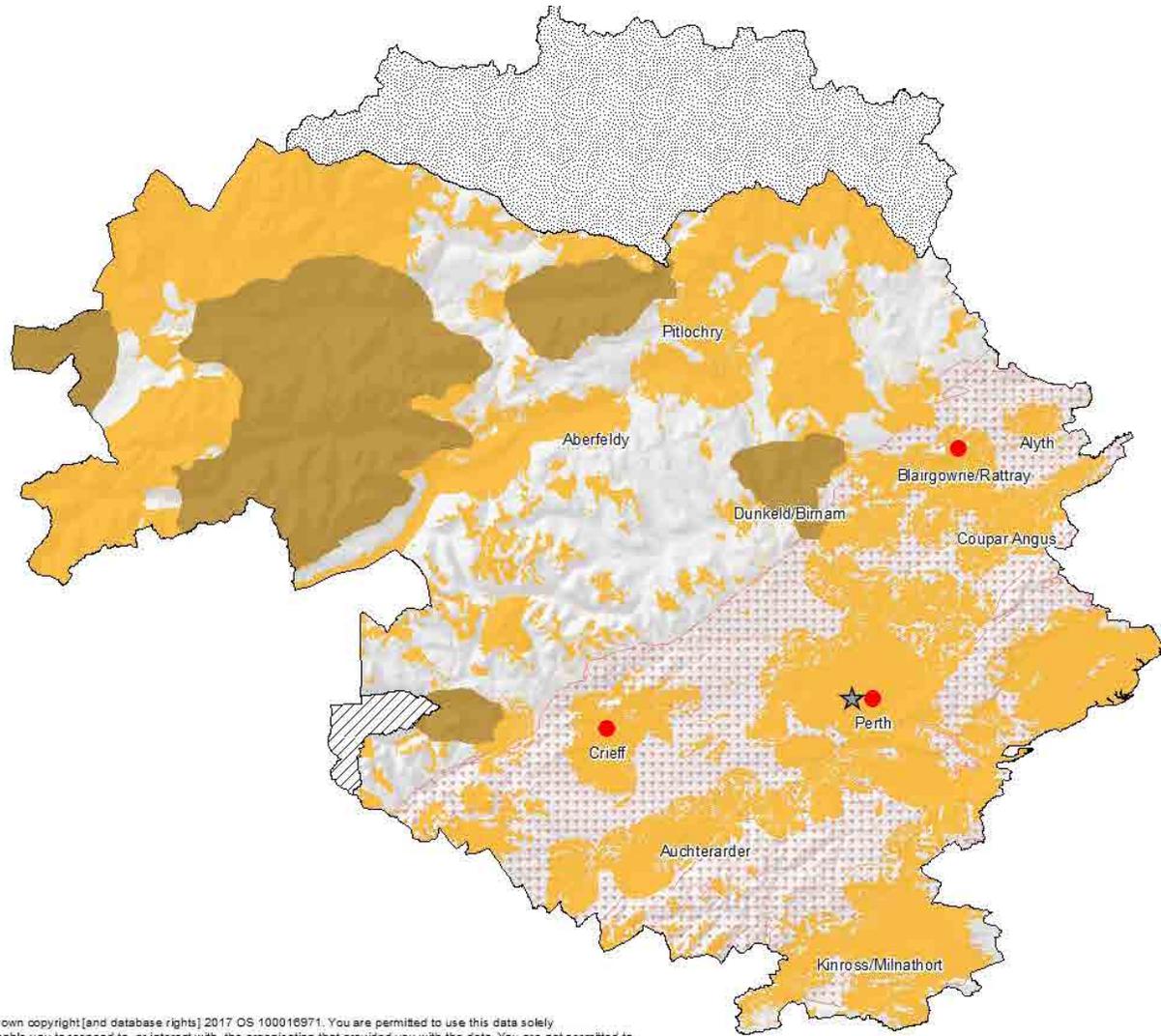
The Low-Carbon Spatial Strategy shows the key opportunities where future sources of renewable and low-carbon transport fuel, electricity, and heat may be identified. The Spatial Strategy includes:

- *Spatial Framework for Wind (identifying where wind farms are likely to be acceptable subject to detailed site consideration);*
- *areas where there is potential for Deep Geothermal energy sources, based on Hot Sedimentary Aquifer geological conditions;*
- *Strategic District Heating opportunities, as identified in Policy 7 (Energy, Waste & Resources) of TAYplan (2016-2036);*
- *proposal for a Low-Carbon Hub at Broxden (Perth) where the Council is seeking to showcase the latest low-carbon energy and fuel sources.*

Generally, the Council supports a wide range of sources of renewable and low-carbon transport fuel, electricity, and heat; each proposal will be assessed on its own merits against the provisions of the Local Development Plan and any other material considerations.



Strategy Map 3: A Low-Carbon Place

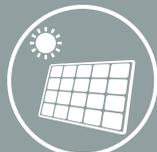


- ★ Broxden Low Carbon Proposal
- Strategic District Heating Focus
- Spatial Framework for Wind: Group 1 - National Scenic Areas (National Parks also included in this category)
- Spatial Framework for Wind: Group 2 - Areas of Significant Protection
- Spatial Framework for Wind: Group 3 - Areas with Potential for Windfarm Development (Unshaded)
- ▤ Geothermal Potential (Hot Sediment Aquifer)
- National Parks:**
- ▨ Caingorms National Park
- ▧ Loch Lomond and the Trossachs National Park

Note: Groups 1, 2 and 3 are defined within Table 1 of Scottish Planning Policy. Group 1 are areas where wind farms will not be acceptable, in National Parks and National Scenic Areas. Group 2 are areas of significant protection and include national and international designations, other nationally important mapped environmental interests and community separation for consideration of visual impact. Group 3 areas have potential for wind farm development, subject to detailed consideration against Policy 33: Renewable and Low-Carbon Energy.

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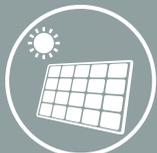


Policy 32: Embedding Low and Zero Carbon Generating Technology in New Development

Proposals for all new buildings will be required to demonstrate that at least 10% of the current carbon emissions reduction set by Scottish Building Standards will be met through the installation and operation of low and zero-carbon generating technologies. A statement will be required to be submitted demonstrating compliance with this requirement. The percentage will increase at the next review of the local development plan.

This requirement will not apply to the following developments:

- *Alterations and extensions to buildings.*
- *Change of use or conversion of buildings.*
- *Ancillary buildings that stand alone and cover an area less than 50 square metres.*
- *Buildings which will not be heated or cooled, other than by heating provided solely for frost protection.*
- *Buildings which have an intended life of less than two years.*



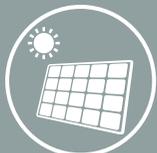
Policy 33: Renewable and Low-Carbon Energy

Policy 33A: New Proposals for Renewable and Low-Carbon Energy

Proposals for the utilisation, distribution and development of renewable and low-carbon sources of energy will be supported subject to the following factors being taken into account:

- (a) *The individual or cumulative effects of developments and associated transport/electricity infrastructure on:*
- *biodiversity and natural heritage;*
 - *woodland and forestry;*
 - *landscape character, Local Landscape Areas, Wild Land Areas and National Scenic Areas;*
 - *visual amenity;*
 - *the historic environment and cultural heritage;*
 - *hydrology, the water environment and flood risk;*
 - *air quality, including any effects on greenhouse gas emissions and impacts from construction;*
 - *aviation, defence and seismological recording;*
 - *telecommunications and broadcasting infrastructure;*
 - *residential amenity of the surrounding area (including noise and shadow flicker); and,*
 - *hazardous installations (including pipelines).*
- (b) *The contribution of the proposed development towards meeting carbon reduction and renewable energy generation targets.*
- (c) *The net economic impact of the proposal, including local and community socio-economic benefits such as employment and supply chain opportunities.*
- (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. (Applications with impacts on the Strategic Trunk Road Network will be subject to discussion and agreement with Transport Scotland).*

(continued)



Policy 33: Renewable and Low-Carbon Energy *(continued)*

Policy 33A: New Proposals for Renewable and Low-Carbon Energy *(continued)*

- (e) Construction and service tracks and borrow pits associated with any development.
- (f) Effects on soils including:
 - carbon rich soils, deep peat and priority peatland habitats; or
 - prime agricultural land;
- (g) The effects on public access, recreation and tourism interests including core paths, scenic corridors (the A9 trunk road as identified in NPF3) and other established routes for public walking, riding or cycling.
- (h) Decommissioning including any conditions/bonds considered necessary for site restoration.
- (i) Opportunities for energy storage.
- (j) Cross-boundary impacts including any impacts on the qualities of the Cairngorms and Loch Lomond & The Trossachs National Parks.

Note: Ownership of renewable energy proposals is not a material consideration, but proposals with local, community or shared ownership may be able to demonstrate certainty that net economic benefit will be delivered.

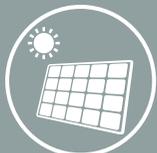
Note: Proposals should avoid any disturbance of carbon rich soils, deep peat and priority peatland habitat; where this is not possible effects should be minimised through appropriate mitigation measures, in agreement with the Council and SNH.

Policy 33B: Repowering and Extending Existing Facilities

As a result of the potential to make the best use of existing sites and through the continued use of established infrastructure such as grid connections, proposals for the repowering (including life extensions) of existing renewable and low-carbon energy facilities will be encouraged, subject to detailed assessment against the same factors and material considerations as apply to proposals for new facilities. The current use of the site will be a material consideration in any such proposals.

Geographical extension of existing facilities will also be assessed against criteria (a) to (j) above and any other material considerations, with particular emphasis on any potential cumulative impacts arising as a result of the proposed development. Further guidance on the key considerations when dealing with proposals for repowering and extending existing facilities will be provided in Supplementary Guidance to this Policy.

(continued)



Policy 33: Renewable and Low-Carbon Energy *(continued)*

Policy 33C: Decommissioning and Restoration of Existing Facilities

In cases where the permission expires or the project ceases to operate for a specific period, the removal of the development and associated equipment and the restoration of the site will be required to a standard agreed with the Council. Appropriate financial bonds or other financial mechanism(s) for site restoration may be required.

Policy 33D: Spatial Framework for Wind Energy

The Spatial Framework set out below will apply to all onshore wind energy proposals in Perth and Kinross that meet one of the following criteria:

- *Individual turbines with a height of 50 metres and above to blade tip.*
- *Developments with more than one turbine with a height of 30 metres and above to blade tip.*

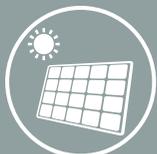
The above thresholds are considered to be of a size and scale suitable for inclusion within the Spatial Framework and include proposals for repowering and/or geographical extension where the above thresholds are met. Table 1 (Spatial Frameworks) of SPP requires the Spatial Framework to identify areas into various categories.

Proposals are required to take in to account the Spatial Framework and all other relevant LDP policies and material considerations. The Spatial Framework identifies those areas that are likely to be most appropriate for onshore wind farms as a guide for developers and communities, following the approach set out in Table 1 of SPP.

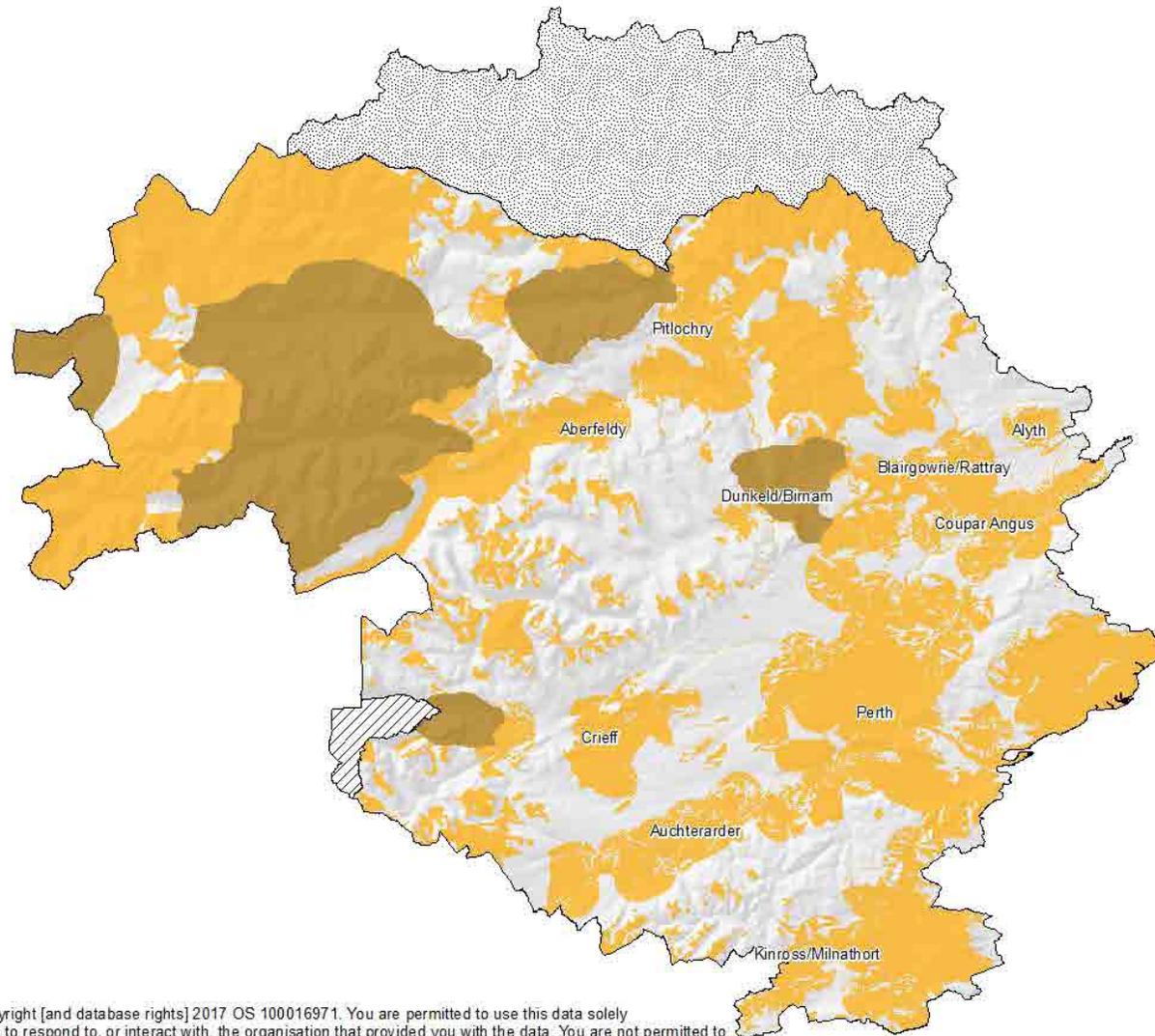
Proposals will be assessed against all other relevant LDP policies and material considerations.

Development proposals should not result in adverse effects, either individually or in combination, on the integrity of a European designated site(s).

Note: *Supplementary Guidance will provide further advice explaining the locational, technological, environmental, and design requirements for developers to consider in making their applications for a range of renewable and low-carbon energy proposals and to provide further detailed guidance to inform decision-making.*



Policy Map C: Spatial Framework for Wind Energy

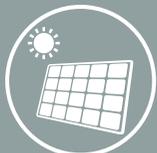


-  Group 1 - National Scenic Areas (National Parks also included in this category)
-  Group 2 - Areas of Significant Protection
-  Group 3 - Areas with Potential for Windfarm Development (Unshaded)
- National Parks:**
-  Cairngorms National Park
-  Loch Lomond and the Trossachs National Park

Note: Groups 1, 2 and 3 are defined within Table 1 of Scottish Planning Policy. Group 1 are areas where wind farms will not be acceptable, in National Parks and National Scenic Areas. Group 2 are areas of significant protection and include national and international designations, other nationally important mapped environmental interests and community separation for consideration of visual impact. Group 3 areas have potential for wind farm development, subject to detailed consideration against Policy 33: Renewable and Low-Carbon Energy.

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Policy 34: Sustainable Heating and Cooling

Heat networks using renewable or low-carbon energy generating technologies play an important role in helping to reduce greenhouse gas emissions and to support more de-centralised energy solutions for communities. The Council will support proposals to develop heating and/or cooling networks based on renewable and/or low-carbon energy sources, or that facilitate the more efficient use of heat from existing and/or new developments. The Council acknowledges that heat networks are a modern technology and their development could be challenging. The feasibility of connecting to existing or planned networks, or establishing new heat networks, will be assessed as part of an energy statement. A template energy statement is available to download from the Council's website. Further information on the use and assessment of energy statements and feasibility studies will be included in Supplementary Guidance.

TAYplan identifies the settlements of Perth, Blairgowrie and Crieff as having the potential for heat networks. The plan has identified these settlements as strategic district heating focus areas where it is expected that there are opportunities for the delivery of heat networks, taking into account potential retrofit schemes as well as new development sites. Policy 34A provides details on where the Council will require developers to consider heat networks as part of the development.

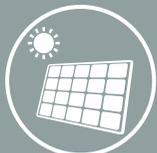
In line with Scottish Planning Policy (SPP) the Council supports energy use based on reducing the demand for energy and it's more efficient use (for example through heat networks) and supporting its generation through Low and Zero-Carbon Generating Technologies (LZCGT).

Where a development can prove it will achieve significant energy savings to a standard equivalent to Passive House or BREEAM Outstanding, the requirement to consider the provision of a heat network will not apply. For all other developments (as specified below), this policy will apply.

Policy 34A: Heat Network Zones, Major Developments and LDP Site Allocations

Heat network zones will be identified as areas where it is considered there are viable opportunities for heating networks to be implemented. The settlements of Perth, Blairgowrie and Crieff have been identified within the Strategic Development Plan as having the potential for heat networks. To connect these zones, proposed strategic heat network routes will also be identified in the SG. Developments within or in close proximity to the strategic heat network routes will be expected to safeguard soft routes within the site layout for potential future connection and will have to ensure that they do not constrain the development of these strategic routes. The following development proposals which have heating requirements will be required to comply with this policy:

- *All development proposals¹ located wholly or partly within an identified heat network zone.*
- *Proposals with an identified significant heating requirement that are subject to a major planning application, or would cumulatively exceed the major application threshold.*
- *Site allocations contained within the Local Development Plan where there is an identified requirement for further investigation for district heating.*



Policy 34: Sustainable Heating and Cooling *(continued)*

Policy 34A: Heat Network Zones, Major Developments and LDP Site Allocations *(continued)*

Developments should:

- (a) *connect to an existing heat network where available; or*
- (b) *provide as part of the development an independent heat network and energy source capable of connecting to a wider planned network at a future date; or*
- (c) *where it has been demonstrated that it is not currently feasible to connect to an existing or planned network or to establish a new network but there is potential in the future, proposals may be required to provide a network of soft routes through the development for the future provision of a heat network.*
- (d) *not result in adverse effects, either individually or in combination, on the integrity of a European designated site(s).*

¹ *The following development types will not be required to undertake a feasibility study in the heat network zones: householder development; proposals for change of use (where there is no proposal to alter or replace an existing heating/hot water system); refurbishment/conversion under 500sqm (where there is no proposal to alter or replace an existing heating/hot water system).*

Policy 34B: Co-Location of Heat and Cooling Users/Producers

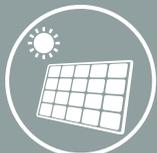
Heat Demand

Any development with an expected high heat demand that is to be located adjacent, or in close proximity, to an existing or planned significant heat generating source (including existing/planned waste heat sources), the Council will require applicants to investigate the feasibility of connecting to an existing, or establishing a new, heat network.

Excess Heat

Any development with an expected high capacity for generating heat (including proposals which produce excess heat) that is to be located adjacent, or in close proximity, to an existing and/or planned development where there is a high heat demand, the Council will require applicants to investigate the feasibility of connecting to an existing, or establishing a new heat network.

(continued)



Policy 34: Sustainable Heating and Cooling *(continued)*

Policy 34C: Energy Sources/Storage

A range of energy sources can be utilised to directly or indirectly serve heat/cooling networks, and the Council strongly encourages the use of renewable and low-carbon sources of energy in line with Policy 33 (Renewable and Low-Carbon Energy). Fossil fuel powered sources of energy will only be supported where it is justified through the submission of an energy statement and it is proposed to replace the technology at the end of its operational life with a new source using renewable or low-carbon forms of energy. Where appropriate, major developments will be required to consider the provision of an energy centre which may be suitable to serve a future heat network.

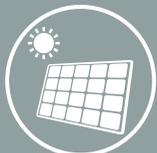
The Council will encourage the use of heat storage technologies as part of connecting to, or creating new, heat and cooling networks, subject to detailed consideration of the proposal, application site and any impacts on the surrounding area. In addition, the Council will support microgeneration and heat recovery technologies associated with individual properties where connection to an existing/new heat network is not currently feasible or in the future.

Note: *Supplementary Guidance will be prepared providing further detailed guidance on the following:*

- *Heat Network Zones/Heat Mapping*
- *Co-Location of Heat Users and Producers*
- *Energy Sources and Storage*
- *Energy Statements*
- *Locational, technological, environmental and design considerations that will be taken in to account when assessing proposals for heat networks or that may require connection to a heat network.*

Policy 35: Electricity Transmission Infrastructure

Proposals for electricity transmission infrastructure (including lines, towers/pylons/poles, substations, transformers, switches and other plant) will be supported. In locations that are sensitive, mitigation may help address concerns and should be considered as a part of the preparation of proposals. This may include, where appropriate, underground alternatives to overground route proposals. 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.



Waste Management

Policy 36: Waste Management Infrastructure

Policy 36A: Existing Waste Management Infrastructure

There will be a presumption in favour of retention of the waste management sites identified in the Plan which support the delivery of zero waste and the circular economy in line with the waste hierarchy. There is an upward shift towards the circular economy and this requires higher value treatment-related infrastructure.

Facilities for research and development of new technologies and processes relating to zero waste and the circular economy will be supported at waste management sites identified in the Plan. Expansion or intensification of existing waste management facilities for proposals that have a locational need for materials arising from current or planned waste management processes; or that require co-location with other facilities to bring significant synergistic benefits will be supported.

This policy is intended to support employment and economic growth through clustering of waste industries and downstream industries.

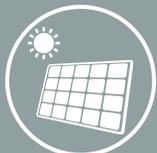
Development proposals for existing waste management infrastructure will only be approved where they will not result in adverse effects, either individually or in combination, on the integrity of the River Tay SAC and Loch Leven SPA.

Policy 36B: 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, prioritises development in line with the waste hierarchy 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 environmental effects;*
- (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;*

(continued)

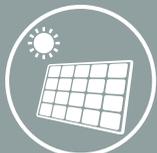


Policy 36: Waste Management Infrastructure *(continued)*

Policy 36B: New Waste Management Infrastructure *(continued)*

- (f) *the proposal takes account of waste arisings, current and planned waste or other distribution or access infrastructure and identifies need;*
- (g) *the location offers a good standard of accessibility;*
- (h) *the proposal provides a sufficient statutory safety exclusion zone or landscaped buffer and screening, where appropriate;*
- (i) *the proposal is located close to an existing waste management installation and/or within an area identified within the Plan for existing or new employment uses;*
- (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 construction and operation of the development with respect to emissions including:*
 - *air quality;*
 - *carbon emissions;*
 - *noise and vibration levels;*
 - *odour;*
 - *dust;*
 - *litter;*
 - *vermin;*
 - *birds;*
 - *insects;*
 - *drainage including leachate and surface and ground water;*
 - *leakage of hazardous substances;*
 - *radar installations, navigation aids and aviation landing paths.*

(continued)



Policy 36: Waste Management Infrastructure *(continued)*

Policy 36B: New Waste Management Infrastructure *(continued)*

It will also be necessary to mitigate any landscape and visual impact, traffic impact, impact on the natural or built heritage, and the water environment, biodiversity, geo-diversity, habitats, tourism, recreational interests and listed buildings, scheduled monuments and conservation areas. Cumulative impacts will also be considered;

- (l) the potential for heat and/or electricity generation (which may include local or district heating schemes and co-location of industrial processes where the heat could be utilised) has been fully explored, and utilised where it is demonstrated to be viable, and*
- (m) the proposal will not result in adverse effects, either individually or in combination, on the integrity of the River Tay SAC and Loch Leven SPA*

The Environmental Impact Assessment (EIA) report for each project should address the above criteria. The applicant should provide environmental information proportionate to the infrastructure where EIA is not required.

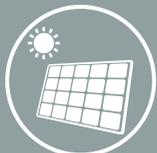
Where appropriate, restoration, aftercare and after-use proposals should be agreed in advance of operations. In some cases it may be that restoration bonds will be required to be lodged.

Note: *Supplementary Guidance has been prepared to give further guidance on the above.*

Policy 37: 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;*
- (d) they are accompanied by a revised scheme for the restoration of the whole site with appropriate phasing; and*
- (e) they will not result in adverse impacts, either individually or in combination, on the integrity of a European designated site(s).*





3.3 A Natural, Resilient Place

Policies in this section cover:

- *The Natural Environment*
- *Environmental Resources*
- *Building Resilience*



Perth & Kinross Council has a wealth of natural assets. Scenic landscapes, protected wildlife and key habitats all create an area of outstanding value in terms of recreation, climate change and quality of place and life. The Natural Environment provides the essential elements of life and other important benefits such as climate regulation, flood protection, energy sources, and brings significant cultural and recreational benefits.

Ensuring the natural environment is adequately valued in policy and decision-making is crucial to the continuation of these essential services. Government policy and legislation has established the foundation for environmental policies on matters as diverse as pollution and mineral extraction, 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.

Whilst it is sometimes thought that the management of our natural environment imposes a cost on development, which need not be the case, with careful planning and design the value of 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.

In line with TAYplan SDP (2016-2036), the potential for the nomination of a UNESCO Biosphere Reserve on the Lower Tay will be further explored with the relevant parties.

Vision for A Natural, Resilient Place

We recognise the high quality of our natural heritage and aim to ensure that policy reflects this. Our Plan for Perth and Kinross will conserve and enhance the natural environment, with particular focus on areas where habitats and landscape are important locally, nationally and internationally. We mitigate the effects of climate change, and promote the long-term resilience of both natural and built environments. New development will be sympathetic to the landscape in which it is set, and will not place unnecessary burden on the environment. We want our Plan to ensure that development is sustainable and the environment of Perth and Kinross remains resilient to climate change.

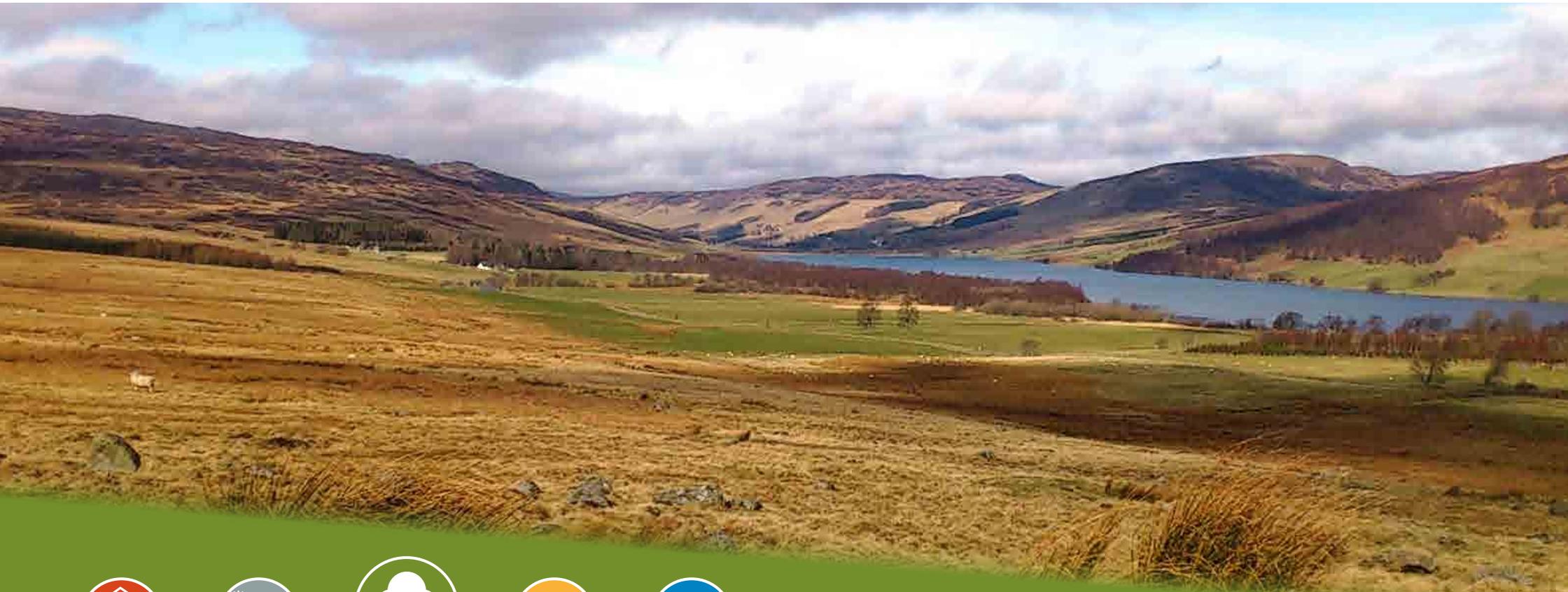
Key Objectives

- *Conserve and enhance habitats and species of international, national and local importance.*
- *Identify and promote green networks where these will add value to active travel, the provision, protection and enhancement, and connectivity of habitats, recreational land, and landscapes in and around settlements.*
- *Improve the long-term resilience and robustness of the natural and built environment to climate change.*
- *Ensure that development and land uses make a positive contribution to helping minimise the causes of climate change and adapting to its impacts.*
- *Protect and enhance the character, diversity, and special qualities of the area's landscapes to ensure that new development does not exceed the capacity of the landscape in which it lies.*

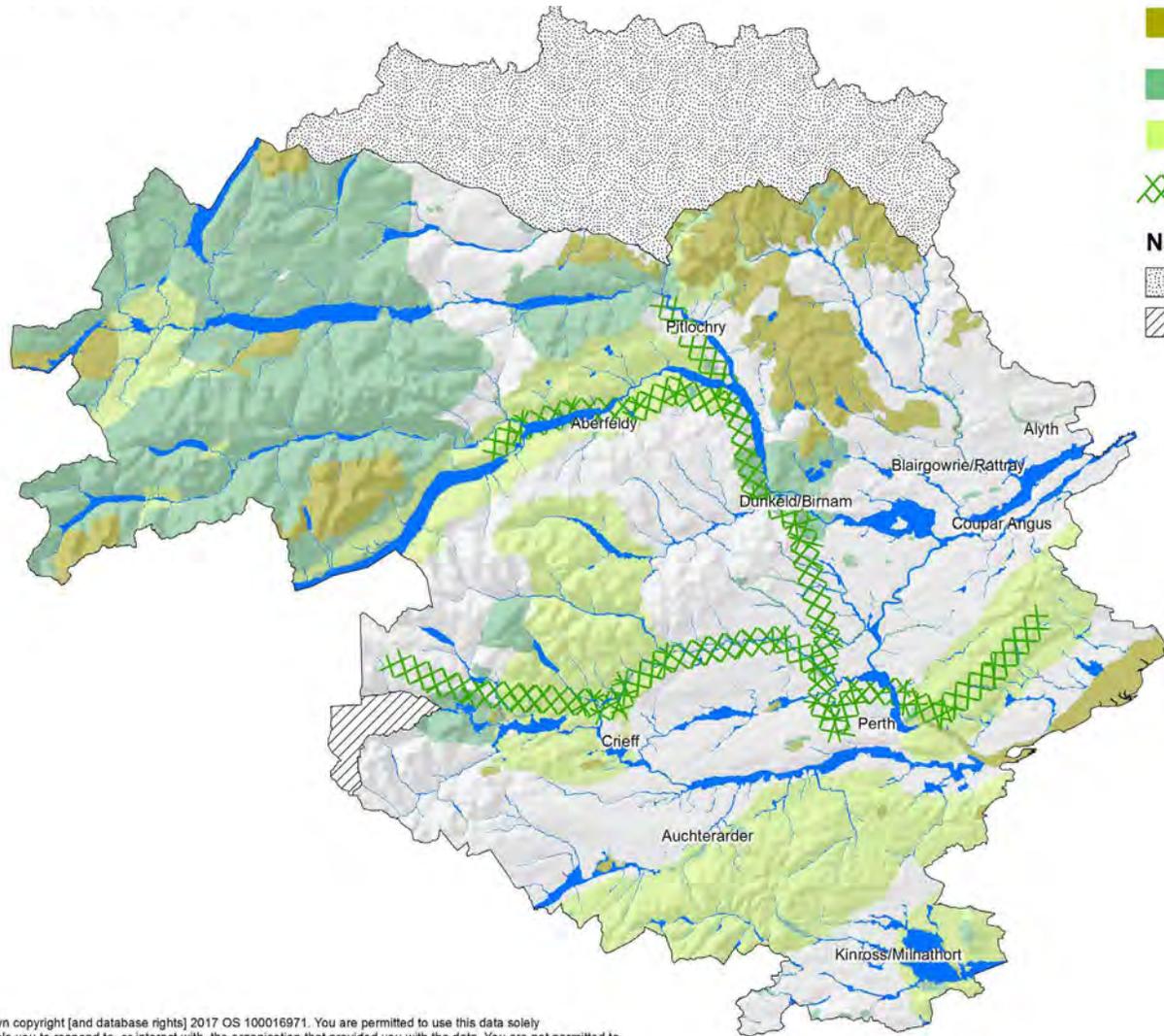


Spatial Strategy for A Natural, Resilient Place

The Spatial Strategy aims to protect and enhance these unique attributes, to ensure that we allow future generations to enjoy the same benefits as us. The map on the following page demonstrates the international, national and local natural heritage designations in Perth and Kinross. This policy grouping aims to build the resilience of our city and towns. Planning plays an important part in reducing the vulnerability of existing and future development and can help improve resilience by controlling the output of pollutants, encouraging sustainable development and reducing the areas vulnerability to flooding.



Strategy Map 4: A Natural, Resilient Place



- Rivers & Lochs Flood Risk Area
 - International Nature Conservation Sites (SACs; SPAs; Ramsar sites)
 - National Designations (NSAs; SSSIs; NNRs; WLAs)
 - Local Landscape Areas
 - Strategic Green Network
- National Parks:**
- Cairngorms
 - Loch Lomond and the Trossachs

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The Natural Environment

Policy 38: Environment and Conservation

Policy 38A: 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 Ramsar site, will only be permitted where:

- (a) *an appropriate assessment has demonstrated that it will not adversely affect the integrity of the site; or*
- (b) *there are no alternative solutions; and*
- (c) *there are imperative reasons of overriding public interest, including those of social or economic nature; and*
- (d) *compensatory measures are provided to ensure that the overall coherence of the Natura network is protected.*

Policy 38B: National Designations

Development which would affect a National Park, 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 38C: Local Designations

Development which would affect an area designated by the Council as being of local 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.*

Note: *The identification of local sites will be included within Supplementary Guidance.*



Policy 39: Landscape

All Landscapes

Development and land use change, including the creation of new hill tracks, should be compatible with the distinctive characteristics and features of Perth and Kinross's landscapes; which requires reference to the Tayside Landscape Character Assessment. Accordingly, development proposals will be supported where they do not conflict with the aim of maintaining and enhancing the landscape qualities of Perth and Kinross. They will need to demonstrate with reference to an appropriate landscape capacity study 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 including, in particular, the areas identified on the 2014 SNH Wild Land Areas map;*
- (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.*

Development which would affect a Wild Land Area, as defined on the 2014 SNH map of Wild Land Areas, will only be permitted where the Council as Planning Authority is satisfied that it can be demonstrated that any significant effects on the qualities of these areas can be substantially overcome by siting, design or other mitigation.

(continued)



Policy 39: Landscape *(continued)*

All Landscapes *(continued)*

Local Landscape Areas (LLAs) are the local landscape designation. Development should only be permitted where it will not have a significant adverse impact on their special character or qualities, or where these impacts are clearly outweighed by social and economic benefits that are more than of local significance to Perth and Kinross.

Note: *Reference should be made to Landscape Supplementary Guidance, and the individual statements of significance for each LLA should be used to consider potential impacts on their special qualities and objectives.*

Policy 40: Forestry, Woodland and Trees

Policy 40A: Forest and Woodland Strategy

The Council will support proposals which:

- (a) *deliver woodlands that meet local priorities as well as maximising benefits for the local economy, communities, sport and recreation and environment;*
- (b) *protect existing trees/woodland including orchards, especially those with high natural, historic and cultural heritage value;*
- (c) *seek to expand woodland cover in line with the guidance contained in the Perth and Kinross Forest and Woodland Strategy Supplementary Guidance;*
- (d) *encourage the protection and good management of amenity trees, or groups of trees, important for visual amenity, sport and recreation or because of their cultural or heritage interest;*
- (e) *ensure the protection and good management of amenity trees, safeguard trees in Conservation Areas and trees on development sites in accordance with BS5837 'Trees in Relation to Construction';*
- (f) *seek to secure establishment of new woodland in advance of major developments where practicable and secure new tree planting in line with the guidance contained in the Perth and Kinross Forest and Woodland Strategy. The planting of native trees and woodland will be sought where it is appropriate.*

(continued)



Policy 40: Forestry, Woodland and Trees

Policy 40B: Trees, Woodland and Development

Tree surveys, undertaken by a suitably qualified professional, should accompany all applications for planning permission where there are existing trees on a site. The scope and nature of such surveys will reflect the known or potential amenity, nature conservation and/or recreational value of the trees in question and should be agreed in advance with the Council.

The Council will follow the principles of the Scottish Government Policy on Control of Woodland Removal and developers are expected to fully accord with its requirements. In accordance with that document, there will be a presumption in favour of protecting woodland resources except where the works proposed involve the temporary removal of tree cover in a plantation, which is associated with clear felling and restocking.

In exceptional cases where the loss of individual trees or woodland cover is unavoidable, the Council will require mitigation measures to be provided.

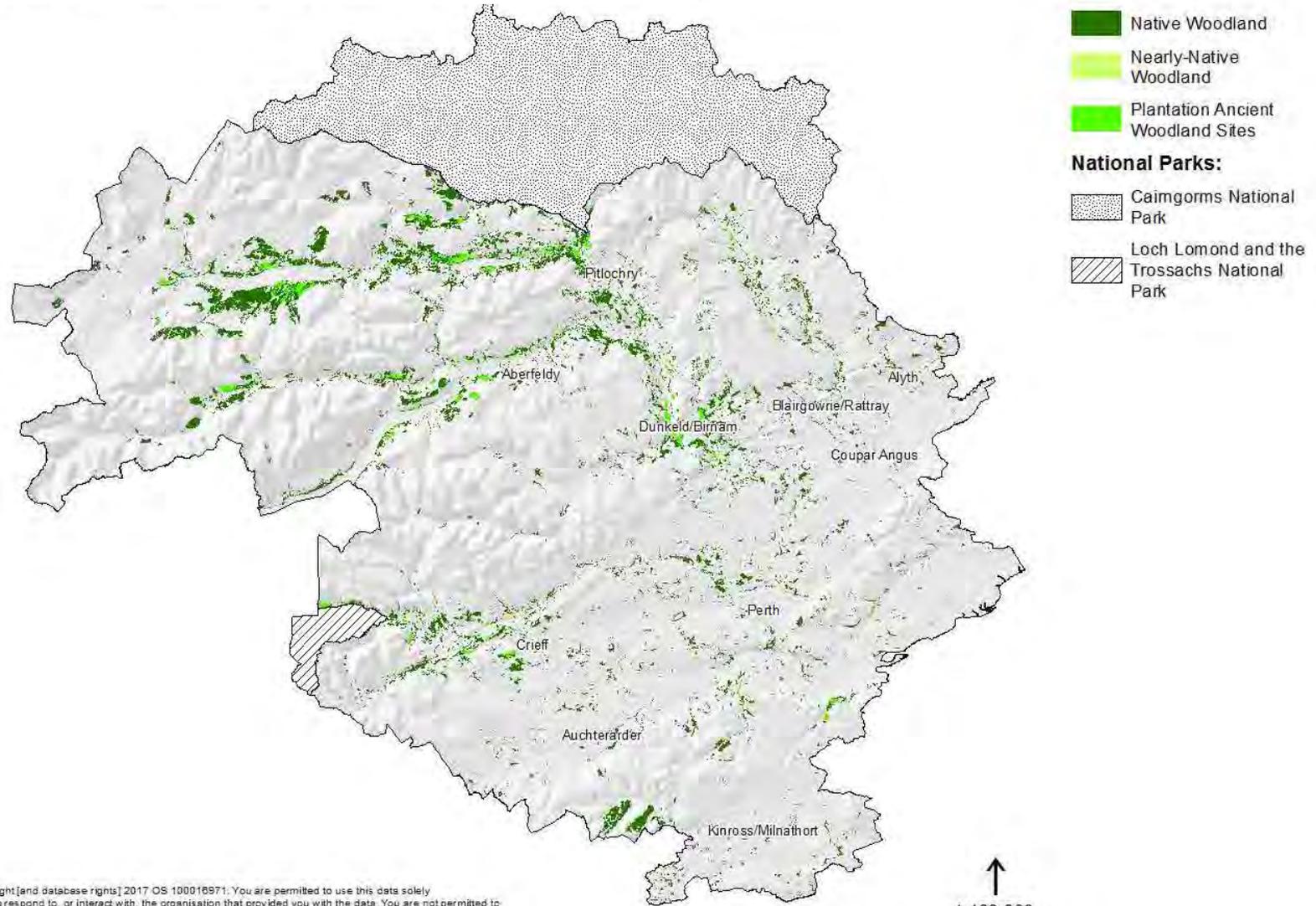
Note: *The Council prepared Supplementary Guidance Forest and Woodland Strategy which provides locational guidance and seeks to:*

- *promote multi-objective 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 land uses;*
- *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 expands riparian woodlands using appropriate species for the benefit of biodiversity and flood alleviation purposes;*
- *promote community participation in woodland planning and management;*
- *promote the value of trees and woodlands as a sustainable tourism asset;*
- *apply the guidance and advice in the Scottish Government's Control of Woodland Removal Policy when considering proposals for tree removal;*
- *identify trees and woodlands in the Perth and Kinross area where nature conservation is of primary importance.*

Note: *To aid interpretation of Policy 40B, Policy Map D shows woodland of high nature conservation value (the Native Woodland Survey of Scotland native and nearly native woodland and planted ancient woodland). Please note that the map does not contain all of the types of woodland listed in the Scottish Government Control of Woodland Removal Policy.*



Policy Map D: High Nature Conservation Woodland



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Policy 41: Biodiversity

The Council will seek to protect and enhance all wildlife and wildlife habitats, whether formally designated/protected or not, taking into account the ecosystems and natural processes in the area.

The Council will apply the principles of the Planning for Nature: Development Management and Wildlife Guide and will take account of the Tayside Local Biodiversity Action Plan (LBAP) and relevant national and European legislation relating to protected species when making decisions about 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. In accordance with the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017, development proposals that could have a significant 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.*

European Protected Species

Planning permission will not be granted for development that would, either individually or cumulatively, be likely to have an adverse effect upon 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.

(continued)



Policy 41: Biodiversity *(continued)*

Other Protected Species

Planning permission will not be granted for development that would be likely to have an adverse effect on protected species unless it can be justified in accordance with the relevant protected species legislation (Wildlife and Countryside Act 1981 (as amended) and the Protection of Badgers Act (1992)).

Policy 42: Green Infrastructure

The Council will require all new development to contribute to green infrastructure by:

- (a) *creating new multifunctional green infrastructure, particularly where it can be used to mitigate any negative environmental impacts of the development, and/or create linkages to wider green and blue networks;*
- (b) *incorporating high standards of environmental design;*
- (c) *ensuring that development does not lead to the fragmentation of existing green and blue networks;*
- (d) *the protection, enhancement and management of existing green infrastructure within and linked to the site and the incorporation of these into development proposals:*
 - (i) *open spaces and linkages for active travel or recreation, including links between open spaces and the wider countryside and the provision of new connections where required;*
 - (ii) *existing species and habitats and the creation of new habitats and wildlife corridors, including trees, hedgerows and woodlands where appropriate;*
 - (iii) *the water environment which is an important contributor to the network of blue and green corridors for the alleviation of flood risk, wildlife, recreation and the amenity needs of the community.*

The temporary use of unused or underused land as green infrastructure will be encouraged. The use of a site for temporary green infrastructure will not prevent it from being developed in the longer term.

Note: *The Green Infrastructure Supplementary Guidance gives further information on how development can comply with this policy.*



Policy 43: Green Belt

Within the area designated as Green Belt, development will only be permitted where it meets one of the following criteria:

- (a) *it can be demonstrated that the development either supports an established use, or develops a new business within the Green Belt which has a direct relationship to the land; or*
- (b) *it can be demonstrated that the development is essential for agriculture, horticulture (including allotments) or forestry operations; or*
- (c) *it constitutes woodlands or forestry, including community woodlands; or*
- (d) *it constitutes uses which advance the Council's aims of improving public access to the countryside around Perth, including recreational, educational and outdoor sports; or*
- (e) *it complies with criteria (4) or (5) of the **Policy 19: Housing in the Countryside** and associated Supplementary Guidance, and a positive benefit to the Green Belt can be demonstrated; or*
- (f) *it constitutes essential infrastructure such as roads and other transport infrastructure, masts and telecom equipment, renewable energy developments, or new cemetery provision. The primary consideration will be whether the infrastructure could instead be located on an alternative site which is outwith the Green Belt and a statement may be required identifying the search area and the site options assessed, the details of the existing or proposed activity to which the infrastructure relates, and the reasons as to why a green belt location is essential.*

For all proposals development must be appropriate to the overall objectives of the Green Belt to protect and enhance the character, landscape setting and identity of settlements.

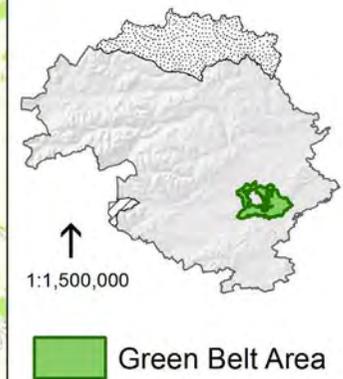
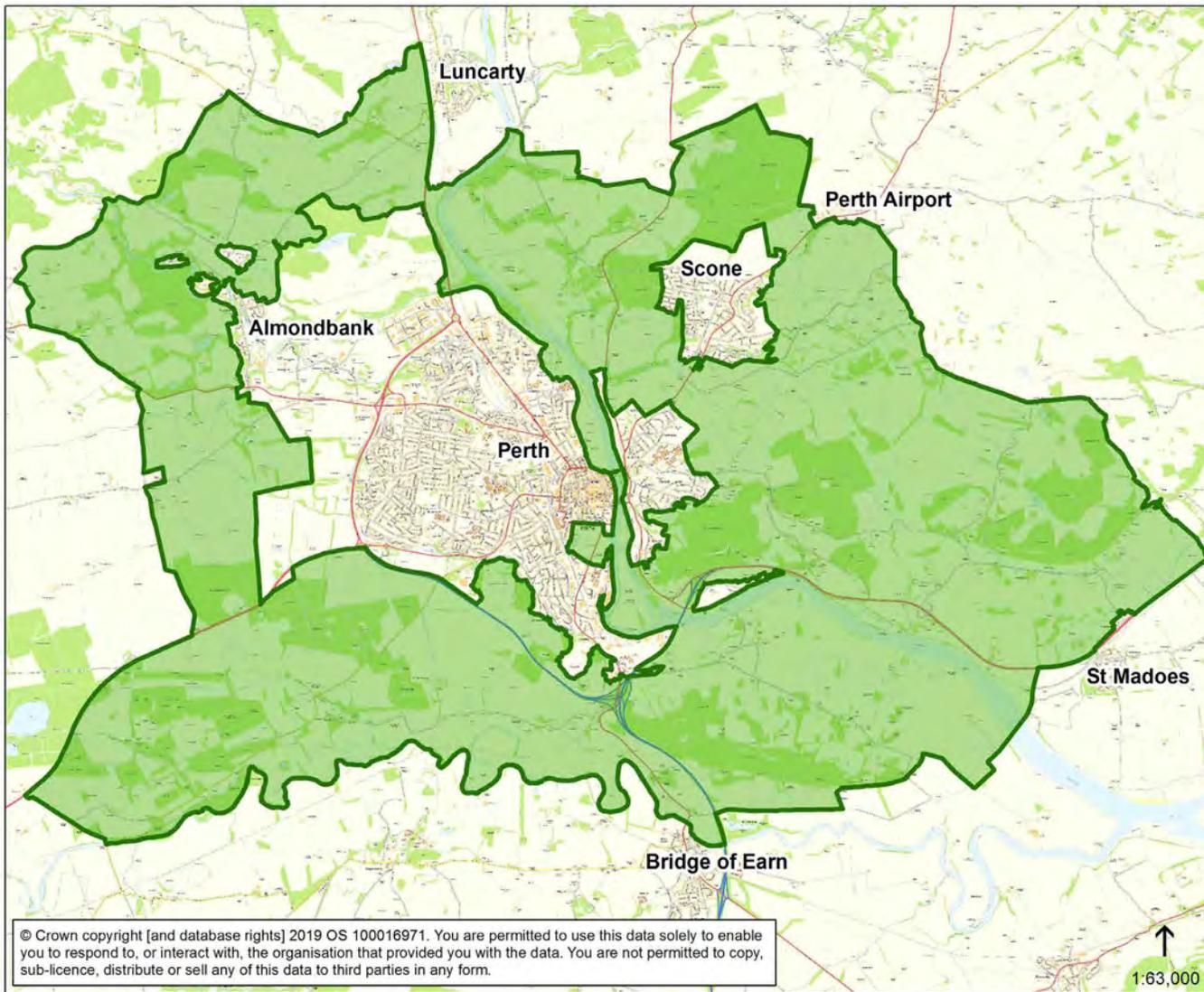
All proposals for new buildings or extensions to existing buildings must be of a suitable scale and form, located and designed in such a way so as not to detract from the character and landscape setting of the Green Belt. Appropriate measures may be required to mitigate any adverse impact on the character,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

Note: *Within the Green Belt the application of **Policy 19: Housing in the Countryside** is limited to proven economic need, conversion or replacement buildings.*

Note: *Where a statement is required under criterion (f), the extent of search area will be a matter for agreement between the applicant and the Council. Where the search area only includes land under a single ownership then the search area should include all of the land in that ownership. The site options assessed should include evidence that all appropriate sites within that ownership have been considered.*



Policy Map E: Green Belt



Policy 44: 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. The Council will also promote and encourage development which complies with the Lade Management Plan 2011-2031.

Policy 45: Lunan Lochs Catchment Area

Policy 45A: Lunan Lochs Catchment Area

Total phosphorus from built development must not exceed the current level permitted by the existing discharge consents and 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 the Lunan Lochs.

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

Policy 45B: Lunan Lochs Catchment Area

The following criteria will also apply to development proposals at Butterstone, Concraigie, Craigie and Kinloch so as to ensure no adverse effects on the Dunkeld-Blairgowrie Special Area of Conservation:

- (a) *Drainage from all development should ensure no reduction in water quality.*
- (b) *Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment.*
- (c) *Where the development site is within 30m of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required.*

Note: *Development within the catchment must comply with the general drainage policies as well as policies relating to the catchment area to ensure there are no adverse effects, either individually or in combination, on water quality within the Dunkeld-Blairgowrie Special Area of Conservation. Planning Guidance details the procedures to be adopted for drainage from development in the Lunan Lochs Catchment Area (produced by SEPA, SNH and the Council).*

Note: *The 'River Tay Special Area of Conservation' Guidance provides detailed advice to developers on the types of appropriate information and safeguards to be provided in support of planning applications for new projects which may affect the River Tay Special Area of Conservation.*



Policy 46: Loch Leven Catchment Area

Policy 46A: Loch Leven Catchment Area

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, and details of phosphorus mitigation, where applicable, with their application for planning permission and adopt the principles of best available technology, not entailing excessive costs, to the satisfaction of the Planning Authority in conjunction with SEPA.

Policy 46B: Loch Leven Catchment Area

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 the developer is able to implement acceptable mitigation measures consistent with the Council's published Guidance that are capable of removing 125% of the phosphorus likely to be generated by the development from the catchment.*

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.

The requirements of this policy may be secured by means of legal agreements and planning conditions 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: *Development within the catchment must comply with the general drainage policies as well as policies relating to the Catchment Area to ensure there are no adverse impacts, either individually or in combination, on water quality in Loch Leven SPA. Planning Guidance details the procedures to be adopted for drainage from development in the Loch Leven area (produced by SEPA, SNH and the Council).*



Policy 47: River Tay Catchment Area

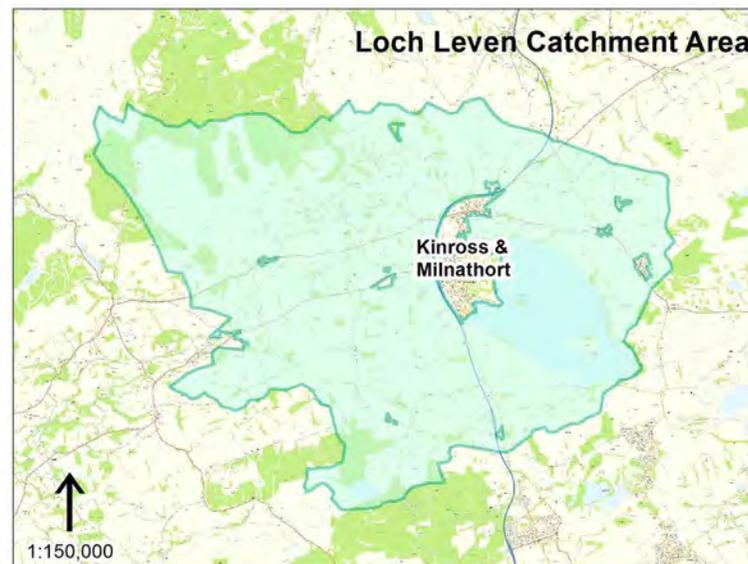
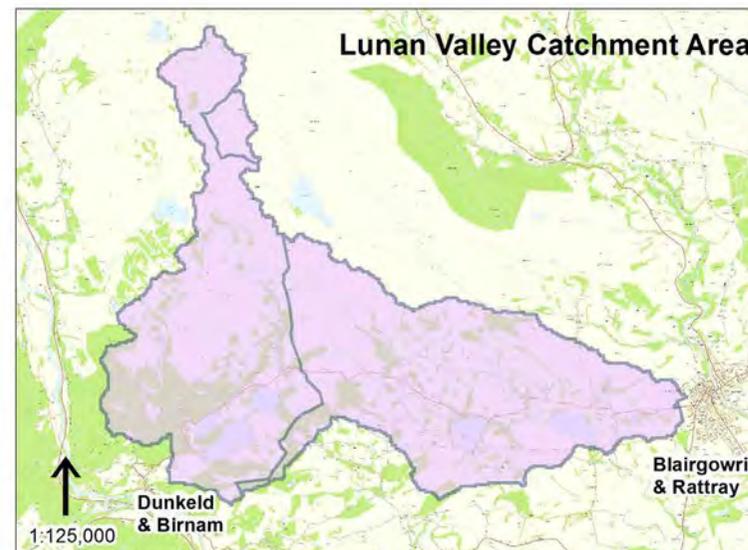
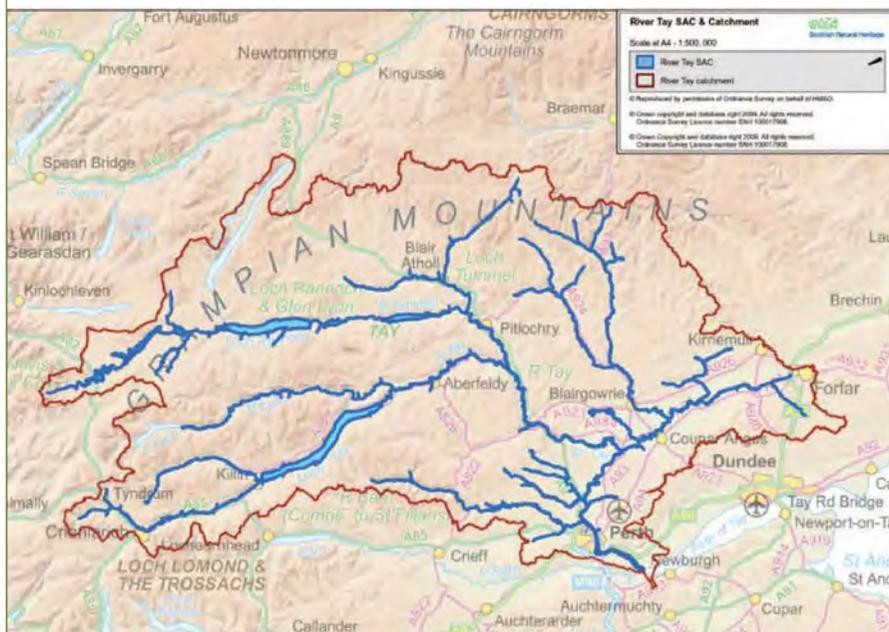
The Council will seek to protect and enhance the nature conservation interests within the River Tay Catchment Area. In order to ensure no adverse effects on the River Tay Special Area of Conservation, all of the following criteria will apply to development proposals at Acharn, Balnaguard, Camserney, Croftinloan/Donavoured/East Haugh/Ballyoukan, Fearnan, Fortingall, Grandtully/Strathtay/Little Ballinluig, Logierait, Tummel Bridge, Concraigie, Craigie, Kinloch and Kinloch Rannoch and criteria (b) and (c) to development proposals at Bankfoot and Kirkmichael.

- (a) *Drainage from all development should ensure no reduction in water quality.*
- (b) *Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment.*
- (c) *Where the development site is within 30m of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required.*

Note: *Planning Guidance 'River Tay Special Area of Conservation' (produced by SEPA, SNH, Angus Council and the Council) provides detailed advice to developers on the types of appropriate information and safeguards to be provided in support of planning applications for new projects which may affect the River Tay Special Area of Conservation.*



Policy Map F: Water Catchment Areas



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Environmental Resources

Policy 48: Minerals and Other Extractive Activities - Safeguarding

Policy 48A: Sterilisation of Mineral Deposits

The Local Development Plan will safeguard all workable mineral resources which are of economic or conservation value and ensure that these are not sterilised by other development. Planning permission will not be granted for development which would sterilise mineral deposits of economic value 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.*

The deposits must not be included by the British Geological Survey's Critical List as nationally important.

Policy 48B: 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 49: Minerals and Other Extractive Activities – Supply

Policy 49A: 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 of permitted reserves 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 residual effect after appropriate mitigation having regard to:

- (i) *the effect on local communities, individual houses, sensitive receptors and neighbouring land uses by reason of disturbance, noise, dust, blasting, vibration or other pollution or disturbance;*
- (ii) *the effect on landscape and visual impact of the proposals;*
- (iii) *the transport implications (including the strategic trunk road and rail network), 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 environment including the ecology of watercourses and wetlands, and on water supply and flood protection interests;*
- (v) *the effect on natural heritage, habitats and the historic environment;*
- (vi) *ensuring there are no unacceptable adverse cumulative impacts arising from development proposals; and*
- (vii) *ensuring there are no adverse effects on the integrity of a European designated site(s).*

Note: *A Waste Management Plan must be submitted as part of any application for planning permission.*

Policy 49B: Restoration

Restoration, after-use and aftercare proposals will require to be agreed in advance of operations; modifications to conserve locally or nationally important geological sections will be supported and encouraged. Operators are encouraged to consider after-uses that would add to the cultural, recreational and environmental assets of the area. After excavation ceases, restoration will be completed in the shortest time practicable. Appropriate 'on demand' financial bonds for restoration will be required.

Note: *Detailed advice about the full range of financial guarantees that may be used to secure restoration will be contained within separate Supplementary Guidance.*



Policy 50: 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 only when 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.

Note: *Small-scale is generally single buildings.*

Policy 51: Soils

The Council seeks to protect soils from damage such as erosion or compaction. Developments located on areas of good quality agricultural soils* will only be supported where they:

- (a) *minimise impact on soil resources;*
- (b) *implement appropriate soil management measures, particularly for valuable soils such as good-quality agricultural soils*, and soils with a high organic content;*
- (c) *adopt best practice when moving, storing and reinstating soils (see Scottish Soils: <https://soils.environment.gov.scot/>)*
- (d) *consider opportunities to re-use soils necessarily excavated from the site.*

**Defined for the purposes of this policy as Land Capability for Agriculture (LCA) Classification 1, 2, 3.1 and 3.2.*

The Council is also committed to ensuring that development avoids disturbance to, and the loss of, carbon rich soils, including peatland, which are of value as carbon stores. Commercial extraction of peat will only be permitted in areas suffering historic, significant damage through human activity and where the conservation value is low and restoration is impossible.

Reference should be made to the Carbon and Peatland Maps available on the Scottish Soils website. Development will only be permitted on areas of carbon-rich soils, including peatland, where it has been clearly demonstrated that there is no viable alternative, or where the economic and social benefits of the development would outweigh any potential detrimental effect on the environment. The presence of any carbon rich soils, including peatland, will be required to be validated through the undertaking of appropriate field surveys.

(continued)



Policy 51: Soils *(continued)*

Where exceptions allow for development that would disturb carbon rich soils, development should be informed by:

- *an appropriate peat survey and management plan;*
- *any disturbance or excavation be minimised; and*
- *an assessment of the likely effects of the development on carbon dioxide emissions, and suitable mitigation measures implemented to minimise carbon emissions (with details of both submitted as part of the application);*
- *details setting out how the development could contribute towards local or strategic peatland habitat enhancement or restoration.*

Note: *Reference should be made to the Scottish Soils website including the Carbon and Peatland map (SNH). Carbon-rich soils are considered to be Class 1, 2 and 5 soils contained in the Carbon and Peatland Map.*



Building Resilience

Policy 52: New Development and Flooding

Within the parameters as defined by this policy the Council supports the delivery of the actions and objectives to avoid an overall increase, reduce overall, and manage flood risk as set out within the relevant SEPA Flood Risk Management Strategies and the Local Flood Risk Management Plans.

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 medium to high risk 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 landslip, coastal erosion, wave overtopping and storm surges.

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

- (1) *medium to high flood risk are not suitable for civil infrastructure;*
- (2) *low to medium flood risk are suitable for most forms of development; and*
- (3) *little or no flood risk shown present no flood related constraints on development.*

All development within areas of low to high flood risk must incorporate a suitable climate change allowance as well as 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:

- (1) *increase the rate of surface water run-off from any site (taking account of rain falling on the site and run-off from adjacent areas);*
- (2) *reduce the naturalness of the river;*
- (3) *add to the area of land requiring flood protection measures;*
- (4) *affect the flood attenuation capability of the functional flood plain; nor*
- (5) *compromise major options for future shoreline or river management.*

Infrastructure and buildings should generally be designed to be free from surface water flooding in greater than 0.5% rainfall events. A Drainage Impact Assessment (DIA) will be required to consider pluvial flooding for any proposed development greater than 1,000m².

Note: *Further detailed guidance is set out in the Flood Risk and Flood Risk Assessment Supplementary Guidance.*

(continued)



Policy 52: New Development and Flooding *(continued)*

Category 1 - Medium to High Flood Risk

(Annual probability of watercourse, tidal or coastal flooding greater than 0.5% or 1:200)

There will be a general presumption against proposals for built development or land raising on a functional flood plain and in areas at medium to high flood risk of flooding from any source, or where the proposal would increase the probability of flooding elsewhere. Exceptions may be made where publicly maintained flood protection measures for an event with a 0.5% annual probability already exist, are under construction or are planned measures in a current flood risk management plan. Development within the built-up area or any important component of the Development Plan settlement strategies may be acceptable for residential, institutional, commercial and industrial development (including access roads/paths, parking and waste storage areas) provided:

- (1) *no homes or premises are occupied before the flood protection measures are complete and operational;*
- (2) *a Flood Risk Assessment is undertaken in accordance with the Flood Risk and Flood Risk Assessments Supplementary Guidance (in addition a Drainage Impact Assessment will usually be required); and*
- (3) *development within undeveloped or sparsely populated areas should be located outwith the functional 0.5% (1:200) flood plain unless this location is essential for operational reasons, and an alternative lower risk location is not available;*
- (4) *flood resilient materials and construction methods are used where appropriate;*
- (5) *any loss of flood plain storage capacity mitigated to achieve a neutral or better outcome;*
- (6) *a flood action plan is prepared;*
- (7) *essential infrastructure is designed and constructed to remain operational during floods and not impede water flow.*

Category 2 - 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)

Suitable for most forms of development but may be subject to a Flood Risk Assessment (in accordance with our Flood Risk and Flood Risk Assessments Supplementary Guidance). They are not appropriate locations, however, for 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.

Flood resilient materials and construction methods will be encouraged particularly where adjacent to medium and high-risk areas.

(continued)



Policy 52: New Development and Flooding *(continued)*

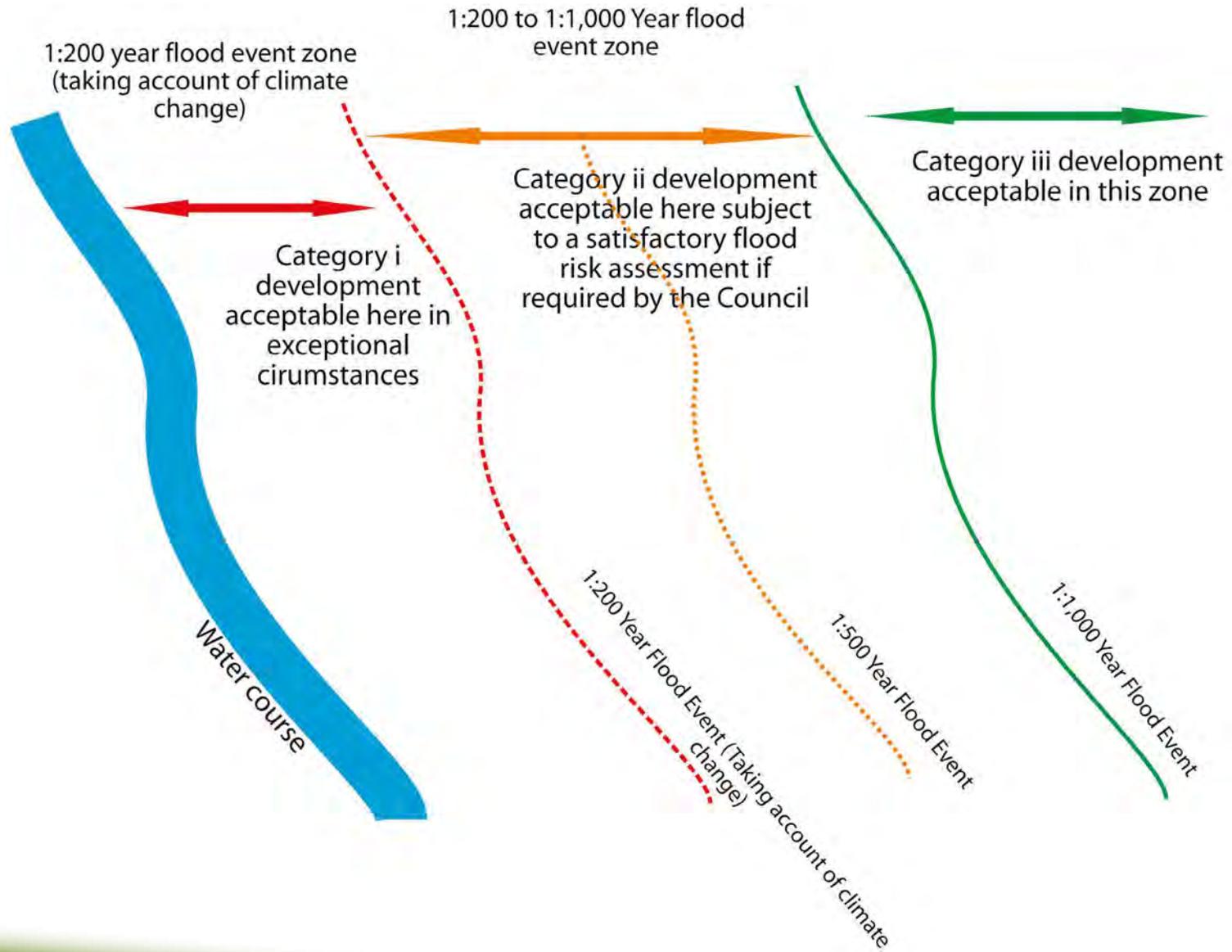
Category 3 - No Flood Risk

(Annual probability of watercourse, tidal or coastal flooding of less than 0.1% or 1:1000)

No flood-related constraints on development.



Coastal/Fluvial Flood Risk Framework



Policy 53: Water Environment and Drainage

Policy 53A: Water Environment

Development at any location and of any scale should protect and where practical improve the water environment (ground and surface water) in accordance with Water Framework Directive 2000/60/EC. The Scottish River Basin Management Plan has protection and improvement objectives which aim to ensure that there is no deterioration of water body status and where possible secure long-term enhancements to water body status.

Proposals for development which do not accord with the Scotland River Basin Management Plan will not be permitted unless the development is judged by the Council to be of significant specified benefit to society and/or the wider environment. The only situation where culverting for land gain may be permissible is where a development is of overriding public interest. A minimum buffer between a development and a watercourse should be applied in keeping with the Flood Risk Supplementary Guidance.

Policy 53B: Foul Drainage

Foul drainage from all developments within and close to settlements that have public sewerage systems will require connection to the public sewer. 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 and applicants should also demonstrate suitable maintenance arrangements will be put in place for communal systems.

Policy 53C: Surface Water Drainage

All new development will be required to employ Sustainable Urban Drainage Systems (SUDS) measures including relevant temporary measures at the construction phase. SUDS will be encouraged to achieve multiple benefits, such as floodwater management, landscape, green infrastructure, biodiversity and opportunities to experience nature near where people live. Ecological solutions to SUDs will be sought and SUDS integration with green/blue networks wherever possible.

Policy 53D: 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 and a suitable riparian buffer zone between development and the watercourse should be provided.

(continued)



Policy 53: Water Environment and Drainage *(continued)*

Policy 53E: Water Supply

All new development must be served either by a satisfactory mains or private water supply complying with the Water (Scotland) Act 1980 and associated Private Water Regulations, without prejudicing existing users. It will be the responsibility of the developer to demonstrate that any new supply is suitable and is safe to be consumed as drinking water in line with the above act and regulations.

Note: *Further detailed guidance on the implementation of this policy is set out in the Flood Risk and Flood Risk Assessment Supplementary Guidance.*

Policy 54: Health and Safety Consultation Zones

In determining planning applications for development within the Pipeline Consultation Zones identified on the proposals, inset maps and Appendix 3, the Council will seek and take full account of the advice from the Health and Safety Executive and the facility's operators and owners. The Council will also seek the advice of the Health and Safety Executive and the facility's operators and owners on the suitability of any proposals for a new notifiable installation within the Plan area or any proposal within the consultation zone of any other notifiable installation.

Policy 55: Nuisance from Artificial Light and Light Pollution

Consent will not be granted for proposals where the lighting would result in obtrusive and/or intrusive effects. The Council may secure the regulation of lighting installations and their maintenance through the use of conditions attached to the granting of planning permission.

Policy 56: 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 57: Air Quality

The Council has a responsibility to improve air quality. The LDP does this by seeking to prevent the creation of new pollution hotspots, and to prevent introduction of new human exposure where there could be existing poor air quality.

The LDP extends support to low emission technologies for both transport and energy production.

As well as aspiring to improve air quality, the policy also aspires to eliminate the gradual worsening in air quality that is caused by the cumulative impact of many small developments.

Within or adjacent to designated Air Quality Management Areas, where pollutant concentration are in excess of the national air quality objectives and may pose a risk to human health, development proposals that would adversely affect air quality may not be permitted. There is a presumption against locating development catering for sensitive receptors in areas where they may be exposed to elevated pollution levels.

Any proposed development that could have a detrimental effect on air quality, through exacerbation of existing air quality issues or introduction of new sources of pollution (including dust and/or odour), must provide appropriate mitigation measures. The LDP expects that some type of mitigation of air quality impacts will be required for all but the smallest developments. Best practice design measures should therefore be considered early in the design and placemaking process.

Proposals and mitigation measures must not conflict with the actions proposed in Air Quality Action Plans.

An air quality impact assessment will usually be required where the Council considers that there may be a risk of an air quality impact upon human health. The main ways in which development may potentially impact upon air quality are as follows:

- (a) *introducing new human exposure at a location with poor air quality (eg within an existing Air Quality Management Area or close to a busy road or junction);*
- (b) *the development may itself lead to a deterioration in local air quality (eg from increased vehicle emissions or flue emissions from heating or energy production plant); and*
- (c) *if the demolition/construction phase will have an impact upon the local environment (eg through fugitive dust and/or exhaust emissions from machinery and vehicles).*

(continued)



Policy 57: Air Quality *(continued)*

The cumulative impact of other consented development and of these three criteria will be taken into account. In line with best practice, screening criteria will be used to identify where impacts are insignificant. Supplementary guidance will set out how air quality will be considered when determining planning applications

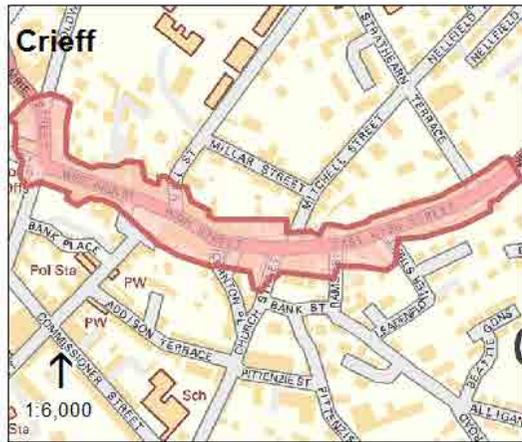
The Council keeps an evidence base of air quality and has developed a high-resolution dispersion model for the LDP area.

Note: *Sensitive receptors include (but are not limited to) children and older people. Therefore, the location of a children's nursery, school, hospital, housing for older people, and residential properties in areas where elevated pollution levels are evident may not be appropriate.*

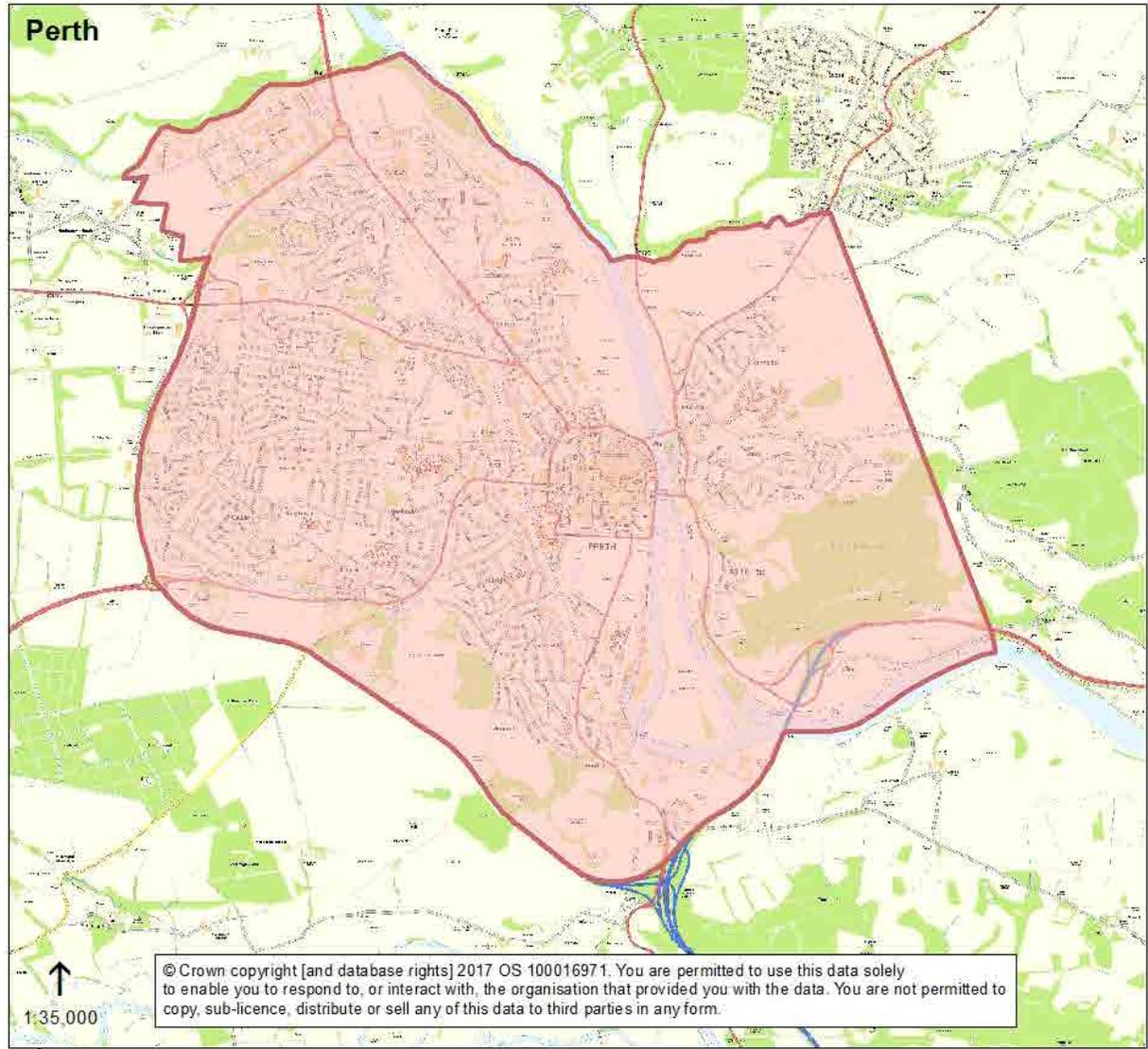
Note: *Mitigation measures may include both on-site, through design changes, and off-site, through a hierarchy of transport measures that favour active travel, for example. Measures to avoid and reduce air quality impacts should be set out. Even where the effect is judged to be insignificant, good design and best practical measures should be employed to ensure that future problems are prevented or minimised.*



Policy Map G: Air Quality Management Area



- Air Quality Management Area
- National Parks:**
- Cairngorms National Park
- Loch Lomond and the Trossachs National Park



Policy 58: Contaminated Land and Unstable Land

Policy 58A: 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 and in order to ensure that contamination does not adversely affect the integrity of a European designated site(s).

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 58B: Unstable Land

Where development proposals involve building on unstable land, as defined by the Coal Authority Development High Risk Areas, the applicant should demonstrate that the site, and adjacent land, is or can be made safe and stable for the development to proceed.





3.4 A Connected Place

Policies in this section cover:

- *Digital Connectivity*
- *Transport and Accessibility*



Connected Places make the best use of existing infrastructure; reduce the need to travel; and provide opportunities for walking and cycling for both active travel and recreation. Better connections within settlements and between places, including by public transport, helps grow the economy and makes society more inclusive. The sustainable movement of freight is also prioritised, including by rail or water.

Ensuring that both local and strategic transport infrastructure is in place to support the sustainable development of Perth and Kinross is critical to the success of the Plan strategy.

For the local and strategic transport network the Local Development Plan seeks to strategically improve connectivity, building upon the Strategic Transport Projects Review; Regional Transport Strategy; and Perth Transport Futures Project supported by the Tay Cities Deal. Improvements include the Cross Tay Link Road; Park & Ride sites; A9 trunk road dualling from Perth to Inverness; and junction improvements at Broxden, Inveralmond and at key locations within the city centre.

The local roads of the area are a dynamic network affected by changes in travel patterns and major developments. From time to time new pressures arise such as the opening of the Clackmannanshire Bridge at Kincardine and the major development proposed at Westfield in Fife. Although both of these developments are outwith the Council area, like developments within Perth and Kinross, they can necessitate the creation of route action plans. Most route action plans can be developed within the road boundary and do not feature in the LDP. Where proposals with land use implications outwith

the road boundary are identified they may need to feature in a future LDP. Where development proposals arise adjacent to, or impacting upon, a road which is the subject of a route action plan, cognisance should be taken of these plans.

The major strategic rail improvements shown on the map include Highland Main Line and Aberdeen to Central Belt rail improvements project; further rail improvements between Edinburgh and Perth; rail electrification northwards from the central belt; and improvements at Perth Station. Note also that a strategic transport and economic appraisal for a potential railway station at Oudenarde will be required. See Strategy Map 5.

The National Planning Framework (NPF3) identifies a series of routes as part of a national network of long-distance cycling and walking paths. Much of the route is already in existence but two sections requiring upgrading pass through the Plan area. These sections from Comrie to Crieff; and Crook of Devon to Kinross are shown in Policy Map A. These routes require further work to establish their exact alignment and the required improvements. Development that may have an adverse impact on the delivery of these long distance routes will not be permitted (see Policy 15: Public Access). The Strathmore Cycle Network Steering Group is seeking to develop direct safe cycle/walking and horse riding routes between Blairgowrie, Coupar Angus and Alyth. The project is designed to encourage active transport in rural Perthshire.

Improvements to connectivity are also proposed in digital infrastructure. While these are not shown on the map, the Local Development Plan will help facilitate expansion of the area's digital fibre and mobile networks, which will support growth in the local economy and make the most of smart technology opportunities in our settlements.



Vision for A Connected Place

We recognise that the Local Development Plan area has experienced significant population growth and is likely to continue to do so. We have a good mix of rural and urban environments and it is important that we make best use of the infrastructure already in place to support growth in employment opportunities and help deliver accessible cultural, retail and leisure facilities.

The Green Network can function as an active travel route and we particularly want to facilitate infrastructure that connects places in a sustainable way. Whether this means paths for walking and cycling, or facilitating strategic improvements to the transport and digital network, our vision is that the Plan's proposals for A Connected Place will support economic growth.

Key Objectives

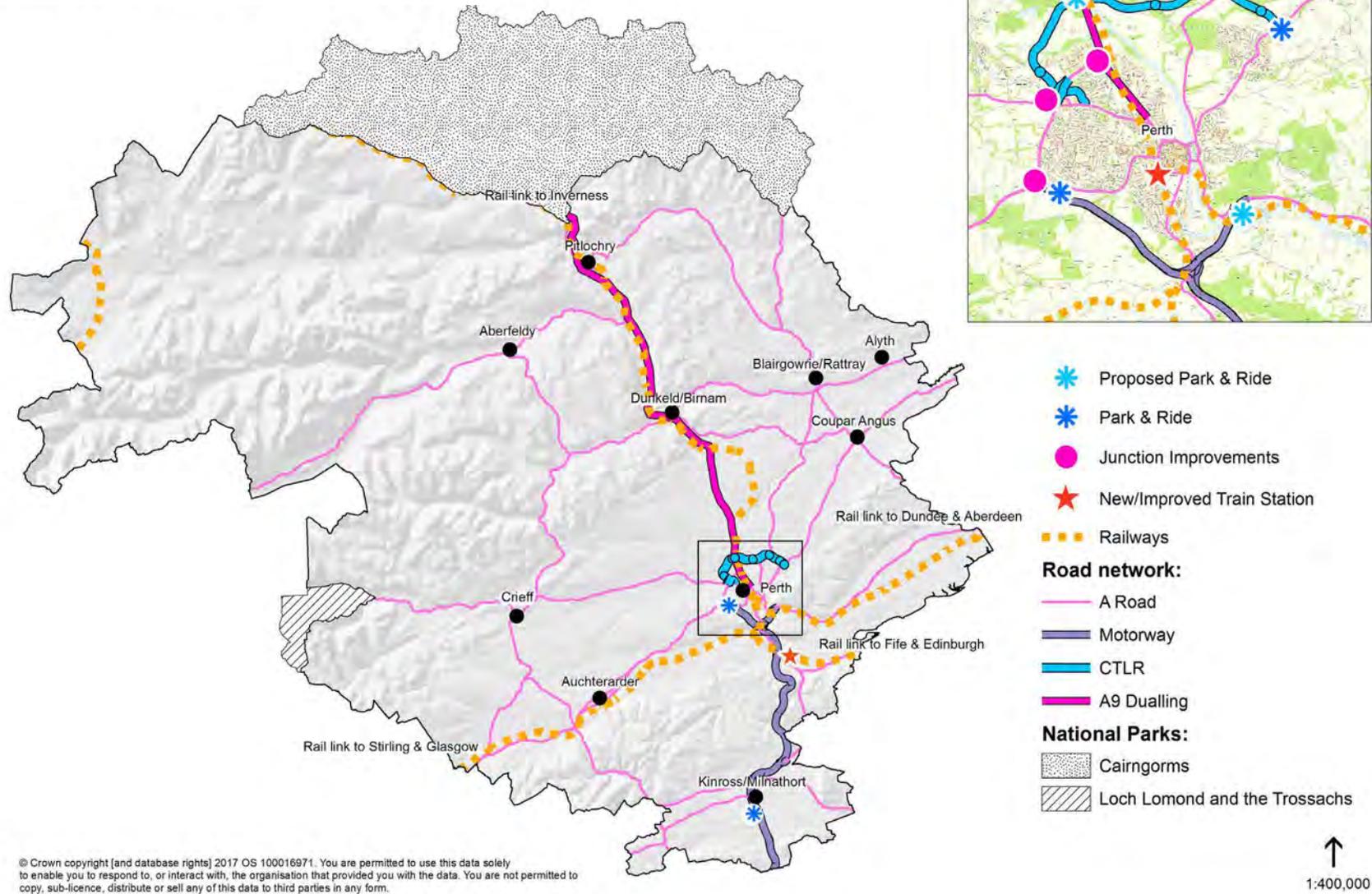
- *Identify and provide for new and improved social and physical infrastructure to support an expanding and changing population.*
- *Establish clear priorities to ensure stakeholders and agencies work in partnership so that investment is co-ordinated and best use is made of limited resources to enable the delivery of the strategy, supporting the aims and objectives of the Strategic Transport Projects Review, the Regional Transport Strategy, and the Tay Cities Deal.*
- *Ensure investment in the renewal and enhancement of existing infrastructure is consistent with the strategy of the Plan in order to make best use of the investment embedded in our existing settlements.*
- *Provide a flexible policy framework to respond to changing economic circumstances and developing technology.*

Spatial Strategy for A Connected Place

The Spatial Strategy aims to make Perth and Kinross one of the best connected areas in Scotland, by building upon our excellent transport links and working in partnership with key stakeholders and agencies. The map on the following page demonstrates the existing transport connections that we have and areas we intend to improve to make Perth and Kinross even more connected. This policy grouping aims to make settlements across Perth and Kinross better connected to transport links. Planning plays an important part in ensuring that such connections are made, and such development is key to the development of the region as a whole, particularly economically.



Strategy Map 5: A Connected Place



Policy 59: Digital Infrastructure

The Council will support development that provides digital and mobile communications infrastructure to homes and businesses and improves quality of life for residents and workers provided the environmental impacts on the natural and built environment are minimised. The Plan is particularly supportive of the expansion of broadband and mobile communications services in rural areas.

The Digital Economy Act 2017 enables everyone in the UK to request a broadband download speed of at least 10Mbps by 2020 under a Universal Service Obligation. This will mainly affect rural areas but also some urban areas.

Developers should therefore make provision for digital infrastructure in all new-built development in urban and rural areas as an integral part of the development.

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; and*
- (e) *installation of ground-based masts.*

Planning applications for communications infrastructure should address the following matters:

- (a) *an explanation of how the proposed equipment fits into the wider network;*
- (b) *a description of the siting options (primarily for new sites) and design options which satisfy operational requirements, alternatives considered, and the reasons for the chosen solution;*
- (c) *details of the design, including height, materials and all components of the proposal;*
- (d) *details of any proposed landscaping and screen planting, where appropriate;*

(continued)



Policy 59: Digital Infrastructure *(continued)*

- (e) *an assessment of the cumulative effects of the proposed development in combination with existing equipment in the area;*
- (f) *a declaration that the equipment and installation is designed to be in full compliance with the appropriate ICNIRP (International Commission on Non-Ionizing Radiation Protection) guidelines that give recommendations for limiting exposure to and absorption of the high-frequency energy fields emitted by mobile phone communication base stations;*
- (g) *an assessment of visual impact, if relevant; and*
- (h) *ancillary associated works associated with the development, including but not limited to access tracks and security fencing.*

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.



Transport and Accessibility

Policy 60: Transport Standards and Accessibility Requirements

Policy 60A: 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 60B: 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, prior to private car journeys. 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, including opportunities for active travel and green networks.

All development proposals (including small-scale 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 including railway and level crossings, road improvements and new roads;*
- (c) *incorporate appropriate levels of parking provision not exceeding the maximum parking standards laid out in SPP, including application of 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;*
- (d) *fit with the strategic aims and objectives of the Regional Transport Strategy and the Tay Cities Deal;*
- (e) *support the provision of infrastructure necessary to support positive changes in Low and Ultra Low Emission Vehicle transport technologies, such as charging points for electric vehicles, hydrogen refuelling facilities and car clubs, including for residential development.*

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.*

(continued)



Policy 60: Transport Standards and Accessibility Requirements *(continued)*

Policy 60B: New Development Proposals *(continued)*

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 safe and efficient operation of the strategic road and/or rail network including level crossings;*
- (d) *the transport assessment identifies satisfactory mechanisms for meeting sustainable transport requirements, including the implementation of a site travel plan.*

Developers should include consideration of the impact of proposals on the core paths network and local and strategic transport network.

Cycling and Walking

New developments should provide access from the development to off-road walking and cycling provision as part of the green network, and contribute to its enhancement and improved connectivity. Existing active travel routes will be safeguarded and incorporated into development. Cycle parking facilities should be provided.

Car Parking

Development proposals should not exceed 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: *Non-statutory Guidance for Transport will give guidance on sustainable and active travel and the infrastructure requirements (such as the Perth Cycle Network Plan as part of an exemplar walking and cycling friendly settlement and links to other settlements); requirements for public transport availability in new developments; provision of infrastructure to support low and ultra-low emission vehicles; provision of infrastructure for shared vehicle use (such as car clubs); and low car or no car developments in highly accessible areas. It will also provide information about when transport assessment or statement is required and provide guidance on travel plans.*



Policy 61: Airfield Safeguarding

Planning permission will be refused for developments likely to have an unacceptable impact on the safe operation of aircraft from the following airfields:

- *Dundee Airport;*
- *Perth Airport; and*
- *unlicensed airfields, as defined in Supplementary Guidance.*

Applicants for planning consents within the safeguarding zones of these airfields 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: *Licensed airfields are safeguarded in line with CAA document CAP 168 'Licensing of Aerodromes'. Unlicensed airfields are safeguarded in line with CAA document CAP 793 'Safe Operating Practices at Unlicensed Aerodromes'. Supplementary Guidance defines the areas where consultations will take place and considers prejudicial developments including incompatible activities and navigational obstructions.*





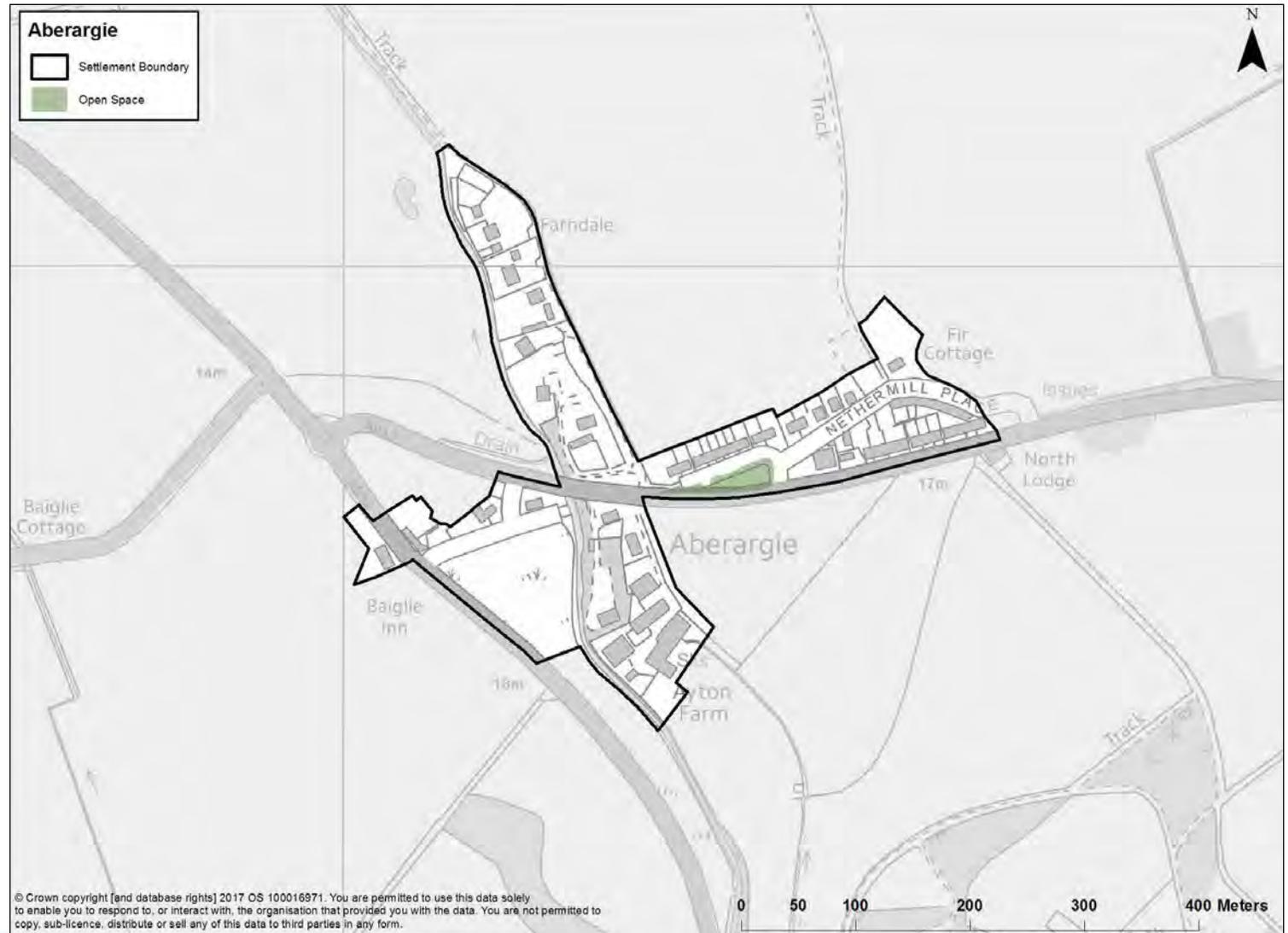
4 Settlement Statements



Aberargie

Settlement Summary

Aberargie is a small settlement that lies on the junction of the roads to Bridge of Earn, Glenfarg and Abernethy. It has no existing services. The settlement boundary has been drawn to offer the potential to accommodate some further development and to reflect existing planning permission.



Aberfeldy

Settlement Summary

Aberfeldy is one of the largest towns in the Highland Perthshire area. It is a local and visitor service centre and plays a significant role in the Highland economy. Tourism is important for employment and helping maintain the viability of services within the town. The Plan therefore seeks to protect and retain existing employment and tourism uses.

Aberfeldy is identified in TAYplan as a Tier 3 Principal Settlement which means that it is expected to accommodate some growth. However, opportunities for additional development are limited due to topography in the south and the River Tay to the north. Houses are already being built at the western edge of the town to the south of the

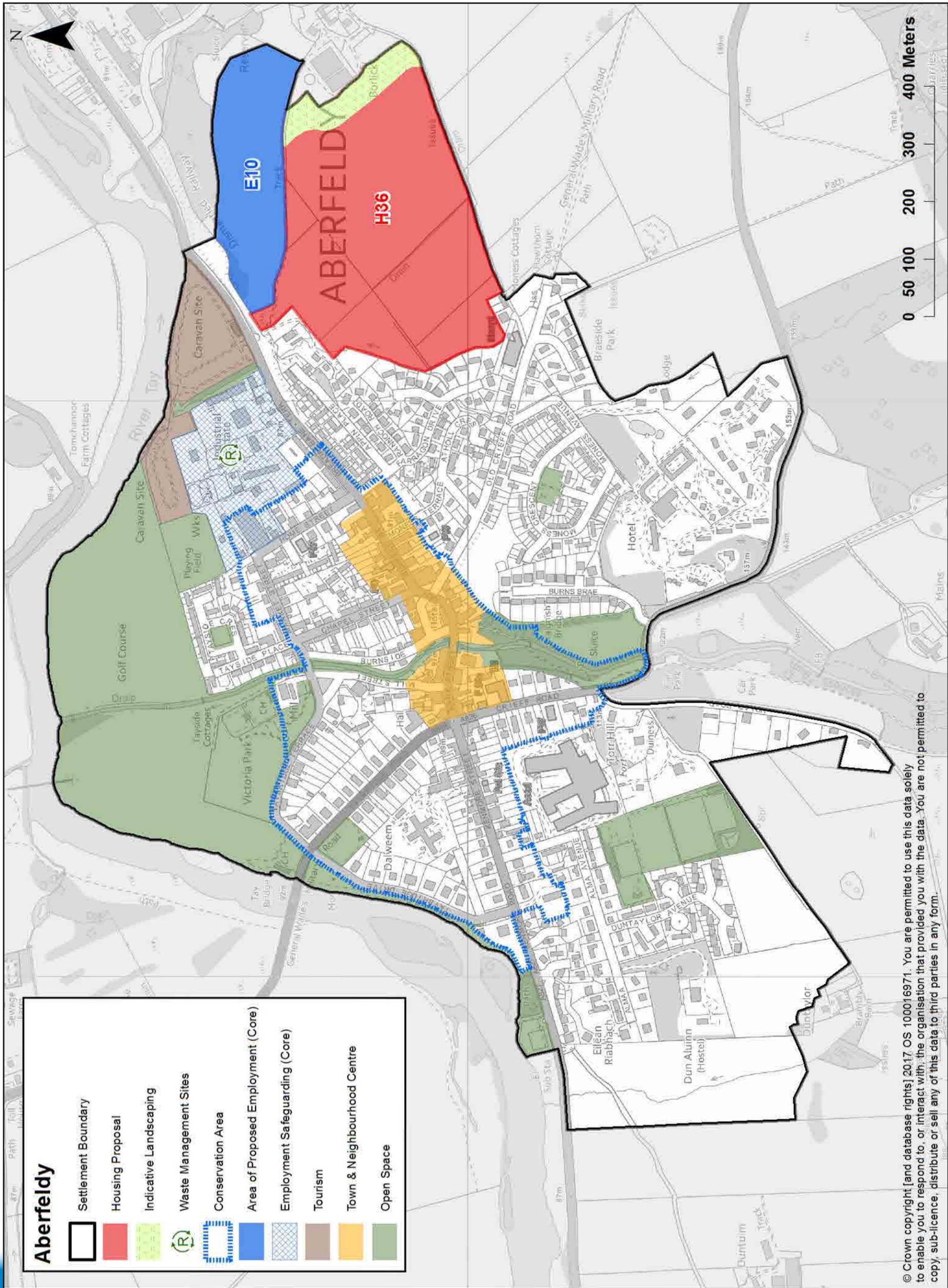
A827/west of Duntaylor Avenue. During this Plan, therefore, further housing and employment land development is concentrated in the east of the town at Borlick.

During a Charrette process, the local community expressed a need to make changes to the urban realm in the town centre and emphasise visitor attractions in the area. As a result of this, improvements to the Town Square have been taken forward. A number of other suggestions are supported by the Plan's general policies and it is hoped that these will also be implemented during the lifetime of this Plan.

(continued)







- Aberfeldy**
- Settlement Boundary
 - Housing Proposal
 - Indicative Landscaping
 - Waste Management Sites
 - Conservation Area
 - Area of Proposed Employment (Core)
 - Employment Safeguarding (Core)
 - Tourism
 - Town & Neighbourhood Centre
 - Open Space

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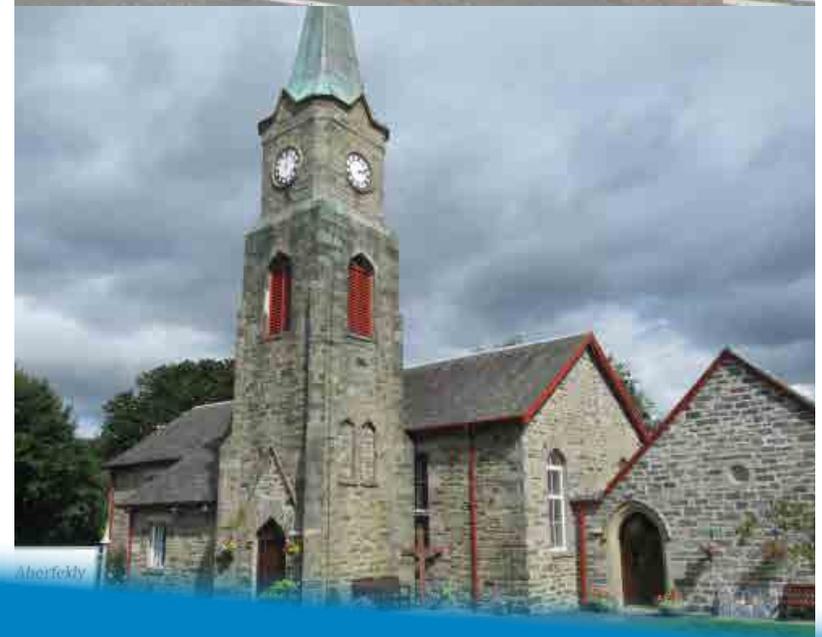
Aberfeldy *(continued)*

Ref	Location	Size	Uses
E10	Borlick	5.0ha	General employment use

Site-Specific Developer Requirements

- *Masterplan to be 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 housing site H36.*
- *Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development. The Energy Statement will be expected to consider possible linkages to site H36.*
- *Paths within the site to link to the core path network to the north and to the south in conjunction with housing site H36.*
- *Green infrastructure on the site to link to the wider network to the north.*
- *Aberfeldy sits within the Strathtay Local Landscape Area; built form and layout should therefore respond appropriately to this landscape and strengthen the character of Aberfeldy as a distinctive place with the views of the town from the A826 enhanced not screened.*
- *Landscape Framework.*
- *Enhancement of biodiversity.*

(continued)



Ref	Location	Size	Capacity Range
H36	Borlick	15.4ha	160-250 (maximum of 200 to 2029)

Site-Specific Developer Requirements

- *Masterplan to be submitted at the time of any planning application, including the provision of 1ha of serviced employment land on site E10 by the completion of the 75th dwelling.*
- *Flood Risk Assessment.*
- *Drainage Impact Assessment.*
- *Open watercourses to be retained and protected with a minimum 6m buffer strip.*
- *Transport Assessment.*
- *Access from the A827 with a secondary link into Old Crieff Road along Borlick Farm access track or other suitable secondary route.*
- *Road layout to be developed in conjunction with employment site E10.*
- *Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development. The Energy Statement will be expected to consider possible linkages to site E10.*
- *Paths within the site to link to the core path network to the south and to the north in conjunction with employment site E10.*
- *Green infrastructure on the site to link to the wider network to the north in conjunction with the development of the employment site E10.*
- *Aberfeldy sits within the Strath Tay Local Landscape Area; built form and layout should therefore respond appropriately to this landscape and strengthen the character of Aberfeldy as a distinctive place with the views of the town from the A826 enhanced not screened.*
- *Landscape Framework.*
- *Enhancement of biodiversity.*

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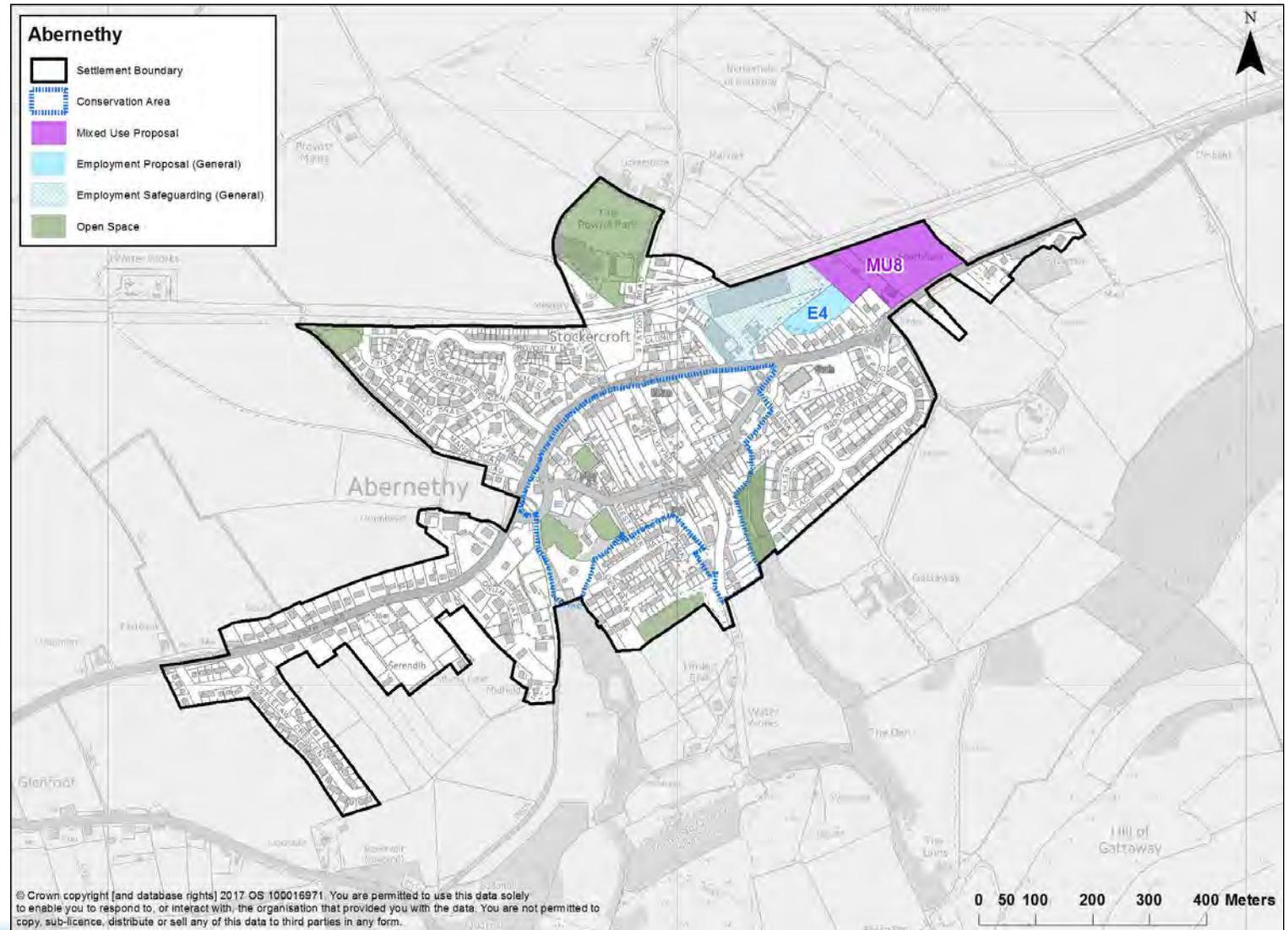
Aberfeldy (continued)



Abernethy

Settlement Summary

Abernethy is located in the Tay Valley near the foot of the Ochil Hills. It is somewhat constrained by the local topography (the 50m contour line is around the limit for development to the south). The settlement has a good range of facilities and has been identified to accommodate some limited growth. These opportunities are primarily focused along the railway line and include employment and mixed use. A Conservation Area designation within the centre of the settlement seeks to protect its historic integrity and character.



(continued)



Abernethy *(continued)*

Ref	Location	Size	Uses
MU8	Newburgh Road (north)	2.17ha	39 houses and employment land

Site-Specific Developer Requirements

- A mix of housing types and sizes including low-cost housing.
- Flood Risk Assessment should be carried out in accordance with SEPA's Technical Flood Risk Guidance for Stakeholders and PKC's Flood Risk and Flood Risk Assessments Guidance.
- Feasibility study to assess the restoration of the existing culvert
- Roads and access improvement and internal road layout to the satisfaction of the Council as Roads Authority are required
- A landscape framework is required.
- Evaluation of archaeological potential and mitigation will be required.

Ref	Location	Size	Uses
E4	Newburgh Road	0.5ha	General employment uses

Part of this site has a current planning permission.

Site-Specific Developer Requirements

- Development must be compatible with residential amenity.



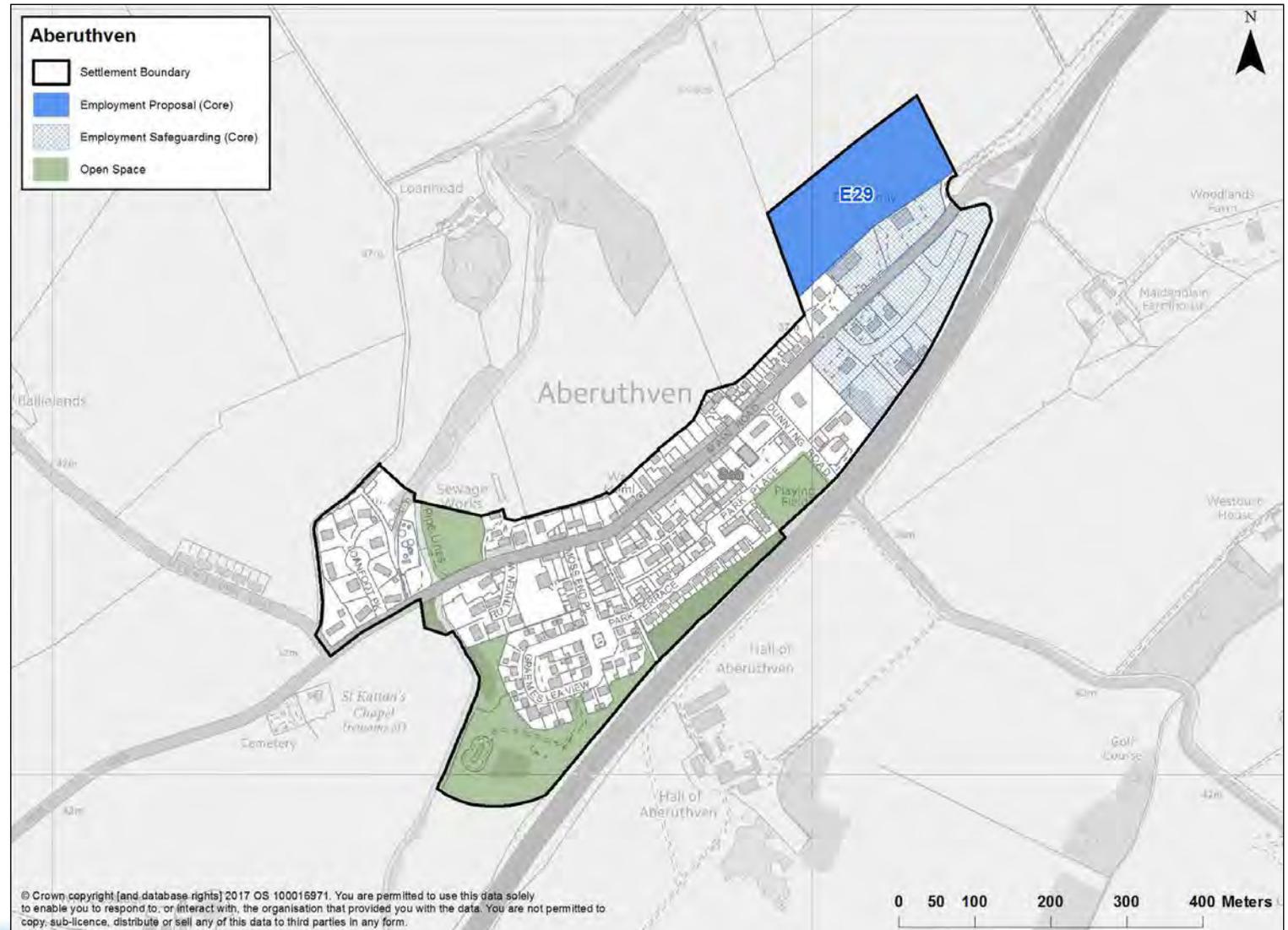
Aberuthven

Settlement Summary

Aberuthven is a small village located close to Auchterarder. It has limited services and has seen recent significant growth in terms of housing. No further housing sites are identified within this Plan period although in the future there may be potential to expand the village with housing development, subject to future assessment.

Transport Scotland is reviewing options for the provision of new or upgraded trunk road junctions in the area as part of a wider strategic review. Should options that potentially include developing a grade-separated junction on land at the east end of Aberuthven be proposed, this will be incorporated into a future Local Development Plan.

Aberuthven is within an area around Auchterarder where a financial contribution towards upgrading trunk road junctions is sought. The contribution is proportionate to the scale of development proposed and is set out in Supplementary Guidance.



(continued)



Aberuthven *(continued)*

There is an existing employment site north and south of the main road where uptake of sites has been healthy. Further land was allocated for employment uses in LDP1 but its likely take-up suggests that a smaller site would be required during this Plan period, although in the future there may be potential for further expansion. Upgrading of trunk road junctions in the area may support the increased uptake of the employment land allocated.

Ref	Location	Size	Uses
E29	Aberuthven	2.7ha	General employment uses

Site-Specific Developer Requirements

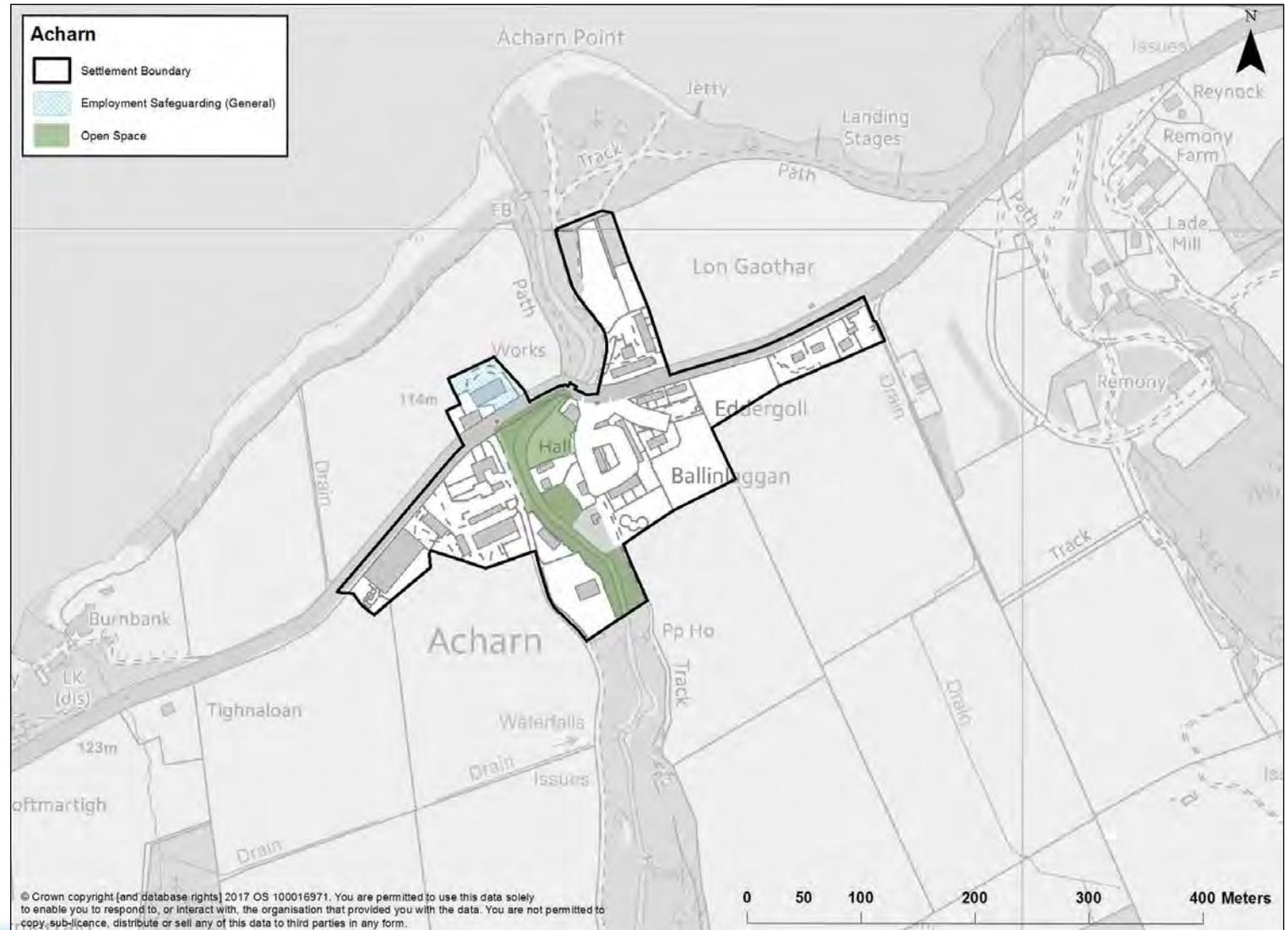
- *Flood Risk Assessment.*
- *Transport Assessment; to include potential for access to future expansion area(s).*
- *Links to main road, public transport and path network.*
- *Appropriate boundary treatment.*
- *Enhancement of biodiversity.*



Acharn

Settlement Summary

Acharn is a small village on the south side of Loch Tay. The settlement boundary has been drawn to allow for some small scale infill development to help sustain the existing community. Acharn lies within the River Tay Catchment Area; **Policy 47** sets out the relevant criteria for development in this area.



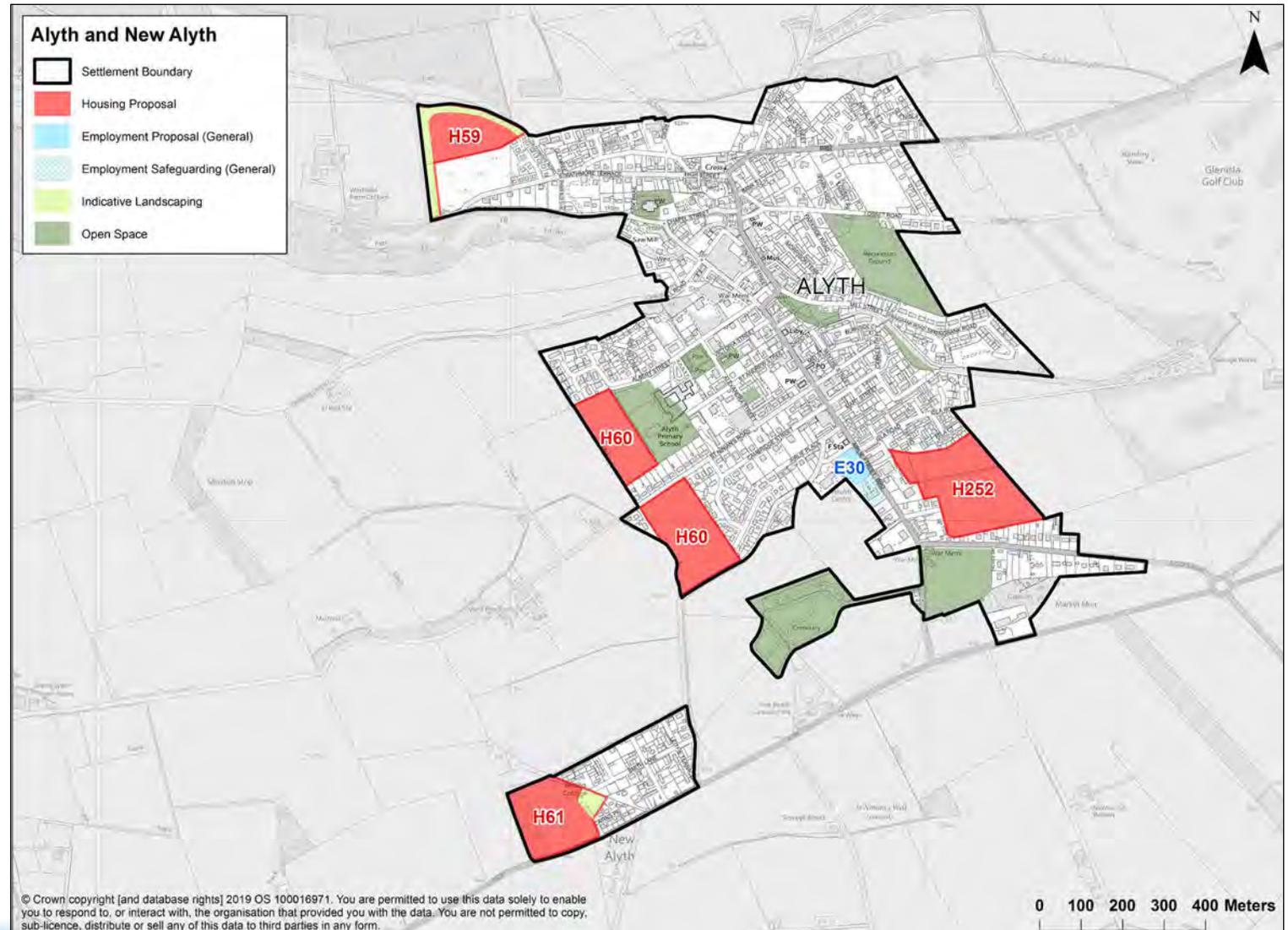
Alyth and New Alyth

Settlement Summary

Alyth is one of the larger settlements in the Strathmore and the Glens area and plays an important role in the local economy.

Alyth is identified in TAYplan as a Tier 3 Principal Settlement which means that it is expected to accommodate some growth. A range of housing sites have been identified including a significant new site at Annfield Place which will help contribute to a longer term supply of new housing and may allow the improvement and rationalisation of the currently underutilised street frontage along Airlie Street. A small site is allocated to allow an extension to the existing employment area. The Alyth Burn runs through the centre of the town and poses a flood risk to nearby properties and land.

Environmental improvements to help regenerate Alyth town centre are proposed and these are due to be carried out during the lifetime of the Plan. A Masterplan for development of the Glenisla Golf Course, located to the east of Alyth, has been agreed.



(continued)



Alyth and New Alyth *(continued)*

Ref	Location	Size	Uses
E30	Mornity	0.45ha	General employment use

Site-Specific Developer Requirements

- Access through existing industrial estate.
- Landscape planting.

Ref	Location	Size	Capacity Range
H59	Glenree	2.75ha	29-45

Site-Specific Developer Requirements

- Flood Risk Assessment.
- Drainage Impact Assessment may be required.
- Water network investigations may be required.
- Connection to core path network and protection of core path along the northern boundary of the site.
- Green infrastructure on the site to link to the wider network to the west and south.
- Landscaping to west and north to give a framework.
- Enhancement of biodiversity.

(continued)



Alyth and New Alyth *(continued)*

Ref	Location	Size	Capacity Range
H60	Albert Street and St Ninian's Road	5.27ha	67-105

Site-Specific Developer Requirements

- Flood Risk Assessment.
- Drainage Impact Assessment may be required.
- Water network investigations may be required.
- Paths within the site to link to the core path network along the western boundary.
- Enhancement of Biodiversity.
- Archaeological investigation may be required.



(continued)



Alyth and New Alyth *(continued)*

Ref	Location	Size	Capacity range
H252	Annfield Place	4.6ha	73-112

Site-Specific Developer Requirements

- *Topographical Study.*
- *Flood Risk Assessment to determine the developable area.*
- *Drainage Impact Assessment.*
- *Vehicular access likely to be taken from Airlie Street and agreed with the Roads Authority.*
- *Retention of the core path along western and southern boundaries and consider additional linkages to the core path network in surrounding area.*
- *Archaeological survey is required and impacts on the historic environment will be avoided wherever possible through sensitive design and siting.*
- *Provision of Landscape Plan and measures to enhance biodiversity.*



(continued)



Alyth and New Alyth *(continued)*

Ref	Location	Size	Capacity Range
H61	New Alyth	3.1ha	Up to 33

Site-Specific Developer Requirements

- *Flood Risk Assessment.*
- *Improvements to existing play park.*
- *Provision of woodland screen planting along the west and north boundary of site.*
- *Enhancement of biodiversity.*



Ardler

Settlement Summary

The small village of Ardler has seen substantial development in the past 10 years. The landscape in which the village is set is low-lying farmland which can be prone to flooding. In light of these factors the settlement boundary has been drawn tightly to limit further growth.



Auchterarder

Settlement Summary

Auchterarder is an important centre with a good range of facilities and services for residents and visitors. It serves a large rural area where tourism and golfing are the main economic drivers providing local employment. The Plan therefore seeks to protect and retain existing employment and tourism uses. The town also provides many services including a supermarket, The Community School of Auchterarder, and it plays a significant role in the area's economy. Auchterarder is closely linked to the settlement of Gleneagles, located immediately to the west, and is located in a very high-quality landscape framework.

Auchterarder is a key settlement, identified in TAYplan as a Tier 3 Principal Settlement which means that it is expected to accommodate a significant proportion of housing demand in the Strathearn area. The population of the town is expected to steadily grow over the next ten to fifteen years and this growth will help support local services but will also increase pressures on local services such as the school and local parking.

An infrastructure study was prepared to ensure that the infrastructure capacity is adequate to support the level of growth envisaged. This study highlights the current infrastructure provisions within Auchterarder, and what will be provided alongside the allocations and developments underway, it also recognises the following should be addressed:

- *improvements to the accessibility of the town centre, including improving traffic flow and parking along the High Street;*

- *a regular town bus service is important, especially for employees of major hotels and resorts who live locally but whose place of work is on the outskirts of the town;*
- *capacity at The Community School of Auchterarder is going to have to keep pace with the housing development proposed in the town; and*
- *that there is a future need to increase capacity at the town's two pharmacies and the GP surgery.*

(continued)



Auchterarder *(continued)*

The Auchterarder Development Framework, adopted as Supplementary Planning Guidance in 2008, provides a structured approach to the development of large areas of housing land in tandem with employment land and playing fields in the town. Housing is already being built at three of the sites identified in the Framework and these are shown on the map as Areas of Major Development.

From the Development Framework land two housing sites are identified in this Plan period to meet demand in the Strathearn area. And an area of employment land remains allocated to provide opportunities for jobs within this area.

Auchterarder's settlement boundary includes a relatively large 3.5ha site south of Kincardine Road that is not specifically proposed for development.

There is a need for improved access to the A9 trunk road, and work to create the grade separated junction at Loaninghead has been completed. The creation of a new junction at Shinafoot is planned and developments in the area will require to make a proportionate

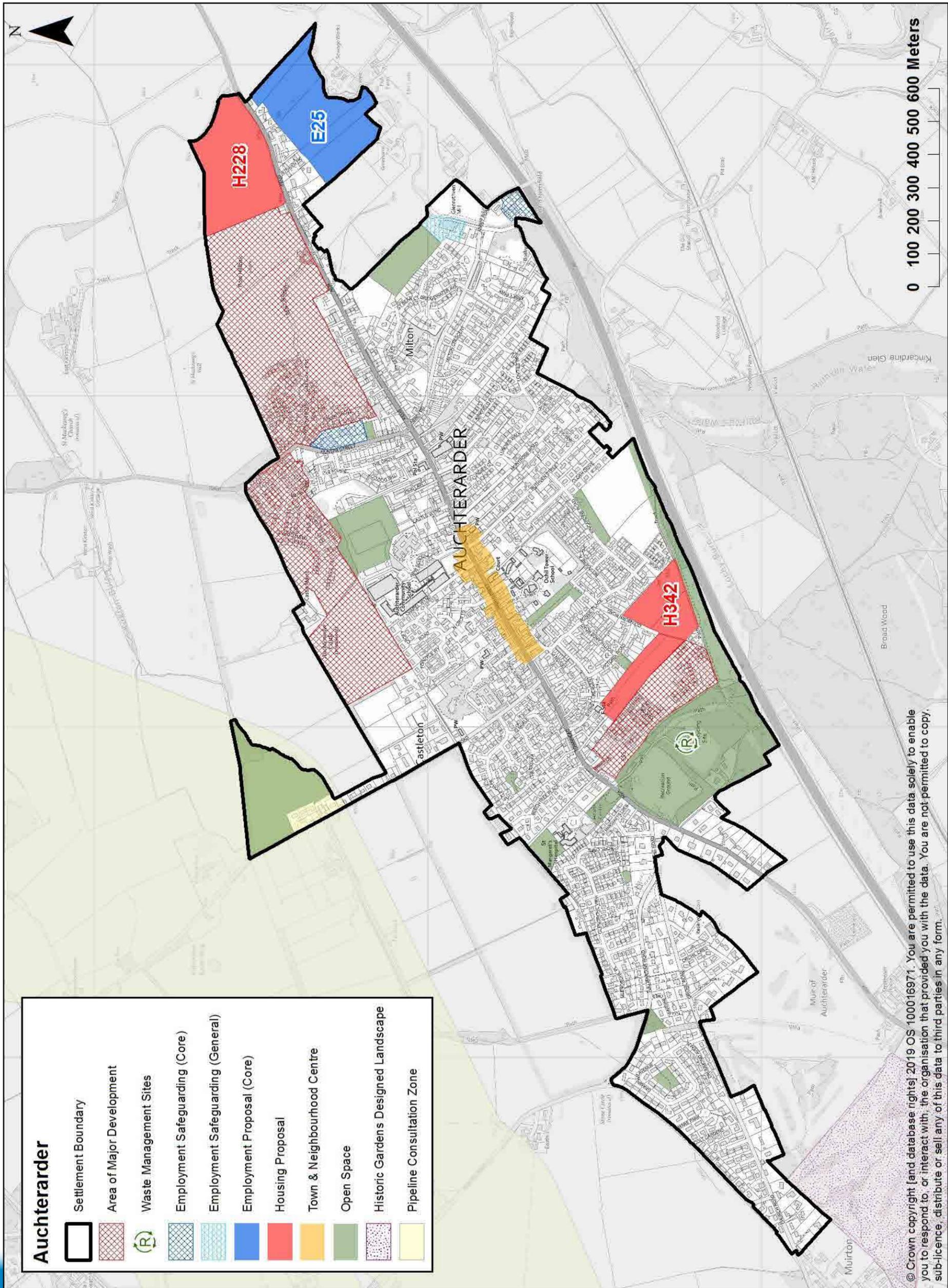
contribution towards A9 junction improvements, in line with the policy. Transport Scotland is however reviewing options for provision of the new junction as part of a wider review of all the trunk road junctions between Dunblane and Perth.

Should alternatives to Shinafoot be brought forward - options that potentially include a grade separated junction at Aberuthven instead - this will be incorporated into a future Local Development Plan.

During a Charrette process, the local community expressed a need for improvements that support the current community and the integration of new residents. Suggestions included strengthening the identity of the town centre, the regeneration of Dunlop Park and improved links to Gleneagles Station. A number of other suggestions are supported by the Plan's general policies and there is a commitment to take some of these initiatives forward during this plan period. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.

(continued)





(continued)



Auchterarder *(continued)*

Ref	Location	Size	Uses
E25	Auchterarder	8ha	Employment uses (core)

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 as an alternative to the planned 4ha at north-west Kirkton.

A planning application has been submitted for 6.1ha of the 8ha allocated site, seeking in principle planning permission for a business park (17/00946/IPM). The plans include provision for a connection to be made to the remainder of the allocated land in the future.

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.

Site-Specific Developer Requirements

- *Masterplan to be submitted to ensure built form and layout respond appropriately to the landscape and to neighbouring residential property.*
- *Flood Risk Assessment.*
- *Transport Assessment.*
- *Landscape Framework, including green buffer to neighbouring residential property, green buffer to Ruthven Water, extend and retain riparian planting.*
- *Links to path network.*
- *Enhancement of biodiversity and protection of habitats.*

(continued)



Auchterarder *(continued)*

Ref	Location	Size	Capacity Range
H228	North West Kirkton	4ha	83-128

The site is within the Auchterarder Development Framework Area and was originally allocated for employment uses, however the framework allows for housing here should an alternative employment site within the Auchterarder area be brought forward instead.

Site-Specific Developer Requirements

- 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.
- Masterplan to be submitted to ensure built form and layout respond appropriately to the landscape.
- To be delivered only after the fully serviced delivery of the alternative employment land (E25).
- Transport Assessment.
- Links to path network.
- Enhancement of biodiversity and protection of habitats.
- Flood Risk Assessment.



(continued)



Auchterarder *(continued)*

Ref	Location	Size	Capacity Range
H342	Auchterarder Development Framework Site 3	4.9ha	98-150

Site-Specific Developer Requirements

- 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.
- Flood Risk Assessment.



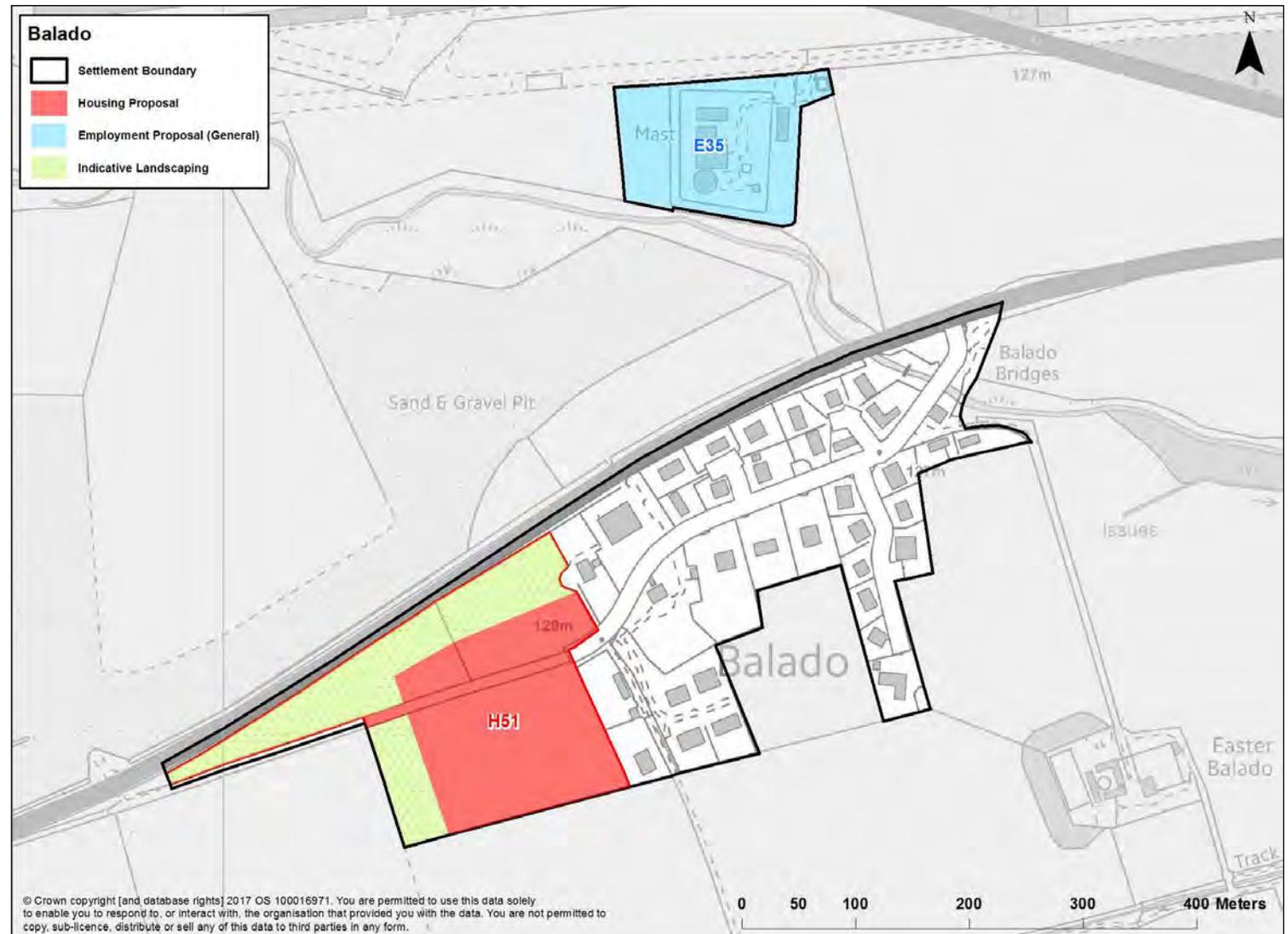
Balado

Settlement Summary

Balado is a small settlement that lies a mile to the west of Kinross on the A977. The village has been identified for growth as it is considered a sustainable location for limited small-scale development. All new development should be connected to a publicly maintained waste water treatment works. To the north of this small village is the former and decommissioned Balado Bridge NATO Communications facility, a recognisable feature of the area, known locally as the 'Golf Ball'. The former NATO facility at Balado Bridge is identified for employment use to encourage the redevelopment of a brownfield site.

This settlement lies within the Loch Leven Catchment Area and so any development should comply with **Policy 46: Loch Leven Catchment Area**. The settlement boundary has been drawn to offer the potential to accommodate limited further development where appropriate drainage mitigation can be achieved.

Any proposals for development within the village requiring traffic mitigation should complement the mitigation identified in the Route Action Plan for the A977.



(continued)



Balado *(continued)*

Ref	Location	Size	Uses
E35	Balado Bridge	1.9ha	General employment use

Site-Specific Developer Requirements

- *Consideration of air quality issues. Excludes any retail or other use where members of the general public would normally spend 1 hour or more (for air quality/health and safety reasons).*
- *Consideration of retention of Radar Housing for employment uses.*
- *Consideration of potential land contamination issues, including an assessment of risk from radioactivity.*
- *Flood Risk Assessment.*

Ref	Location	Size	Number
H51	Balado	3.0ha	Up to 35 homes

Site-Specific Developer Requirements

- *On-site 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.*

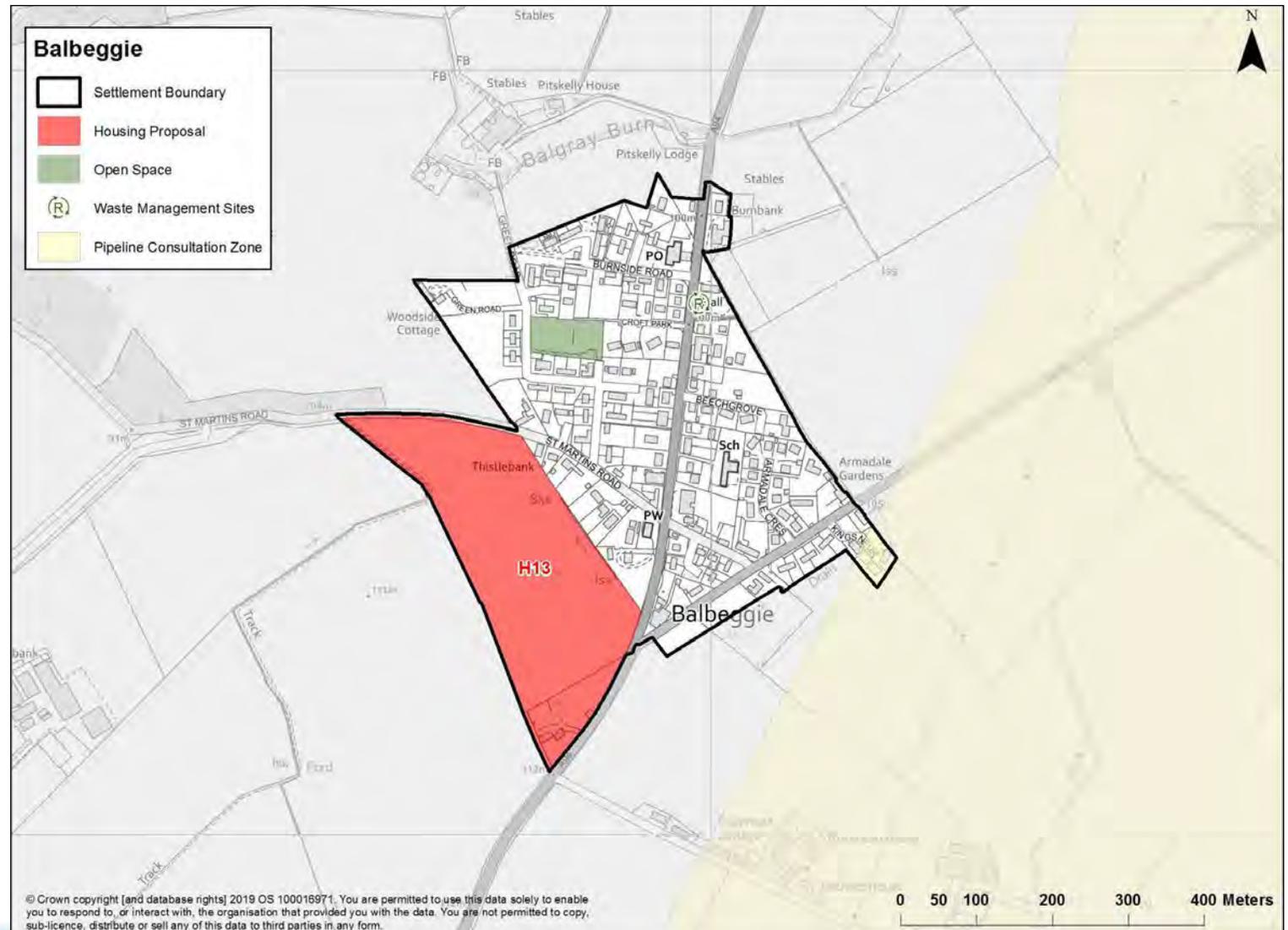


Balbeggie

Settlement Summary

Balbeggie is a principal settlement within the Perth Core Area but is outside of the Green Belt policy area. A site has been identified in Balbeggie to accommodate future housing growth. This will support the existing community services and facilities and contribute towards the development focus in Perth Core Area.

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on detailed planning consents for housing sites of 10 or more until such a time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites. The embargo is anticipated to be lifted in 2019. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



(continued)



Balbeggie *(continued)*

Ref	Location	Size	Capacity Range
H13	St Martins Road	6.5ha	Residential: 80-125 units

Site-Specific Developer Requirements

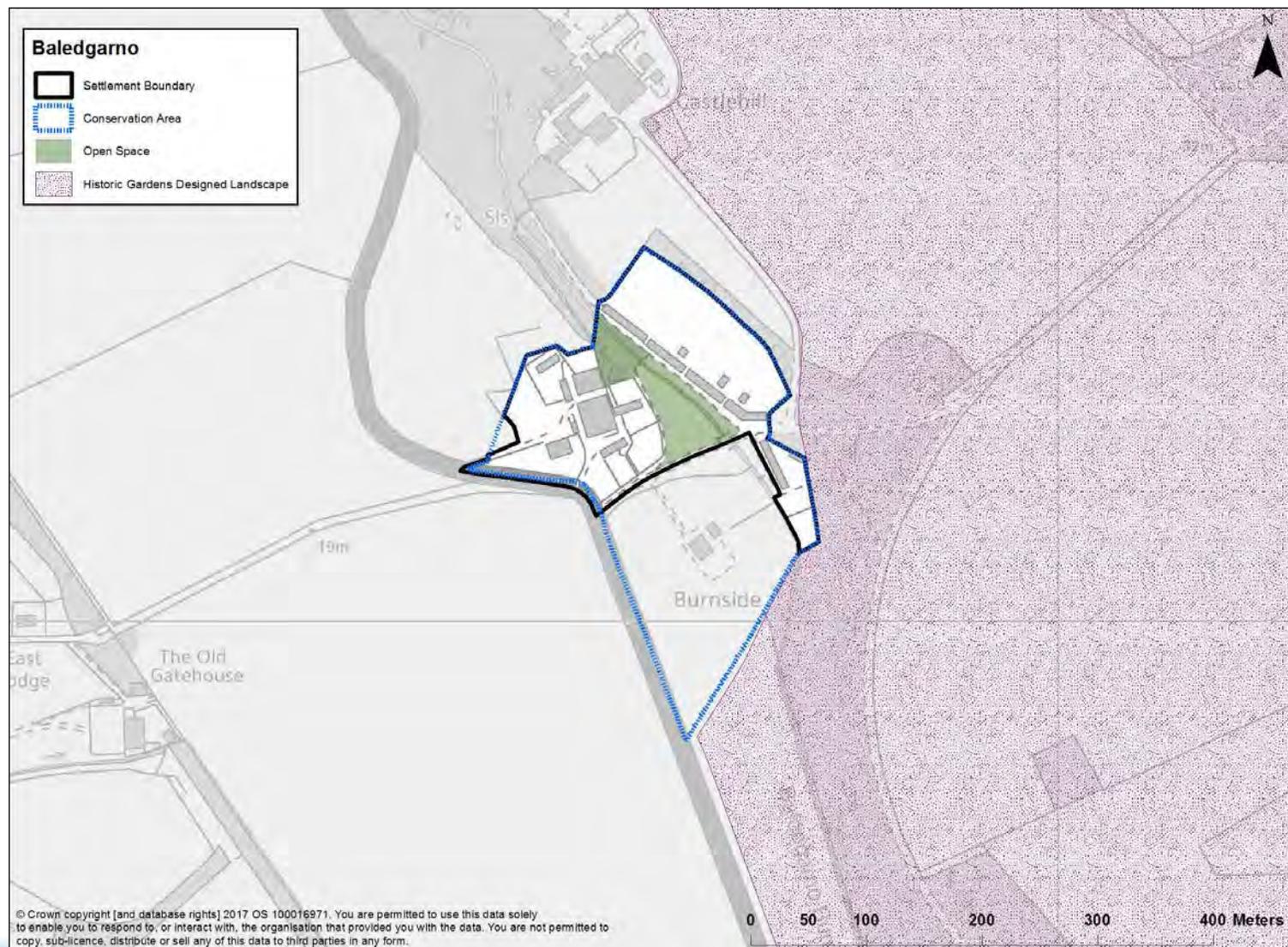
- A mix of housing types and sizes including affordable and low-cost housing.
- Phased development linked to expansion of primary school capacity in this or adjacent catchment.
- The site lies adjacent to areas of flood risk and Flood Risk Assessment will be required at the time of any planning application.
- Road and access improvements to the satisfaction of the Council as Roads Authority and a Transport Assessment will be required.
- Provide access from the A94 Perth Road and St Martins Road.
- Landscape Framework to create a suitable boundary treatment to enhance village edge including retention of established hedge.
- Enhancement of biodiversity.
- Path links through site from village to the core path network.



Baledgarno

Settlement Summary

Baledgarno is a planned estate village incorporating a Conservation Area designation. It has a significant area of open space that creates an attractive setting to the village. The settlement boundary has been drawn to allow limited future expansion.



Ballinluig

Settlement Summary

Ballinluig lies on the banks of the River Tummel, adjacent to the A9. It provides a range of services and facilities to the local population and visitors. This, together with its highly accessible location, makes it a sustainable place for some additional development and so a site is identified for new housing to the rear of the houses at St Cedd's Road.



(continued)



Ref	Location	Size	Uses
H40	Ballinluig North	1.7ha	14-21

Site-Specific Developer Requirements

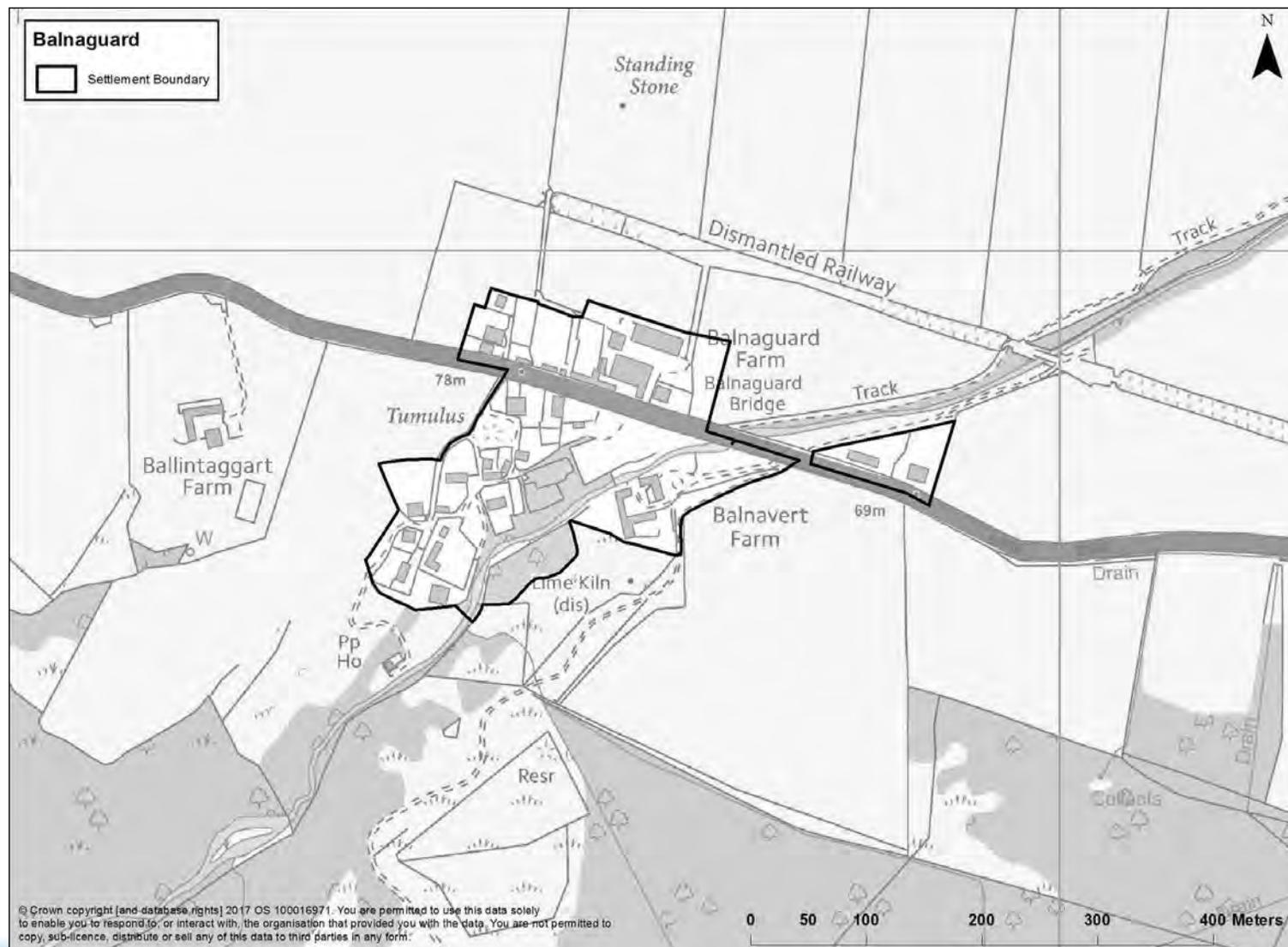
- *Flood Risk Assessment.*
- *Network investigation to determine capacity and requirement for secondary treatment of discharge.*
- *Drainage from development should ensure no reduction in water quality.*
- *Water network investigations may be required.*
- *Transport Assessment.*
- *Provide improve access roads from St Cedd's Road and the road to the south near Braeside Road end.*
- *Maintain access paths through the site and link these to the wider core path network around the village.*
- *Green infrastructure on the site to link to the wider network to the north and east.*
- *Built form and layout should respond appropriately to the landscape and strengthen the character of Ballinluig as a distinctive place.*
- *Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment, so as to ensure no adverse effects on the River Tay SAC.*
- *Where the development site is within 30m of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required, so as to ensure no adverse effects on the River Tay SAC.*
- *Tree survey of existing woodland to ensure retention and enhancement of woodland, biodiversity and protection of habitats, and mitigation of any negative edge effects on the adjacent ancient woodland.*
- *Evaluation of archaeological potential and mitigation may be required.*



Balnaguard

Settlement Summary

Balnaguard is a small village south of the River Tay. The settlement boundary has been drawn to allow for some small-scale infill development to help sustain the existing community. Balnaguard lies within the River Tay Catchment Area; **Policy 47** sets out the relevant criteria for development in this area.



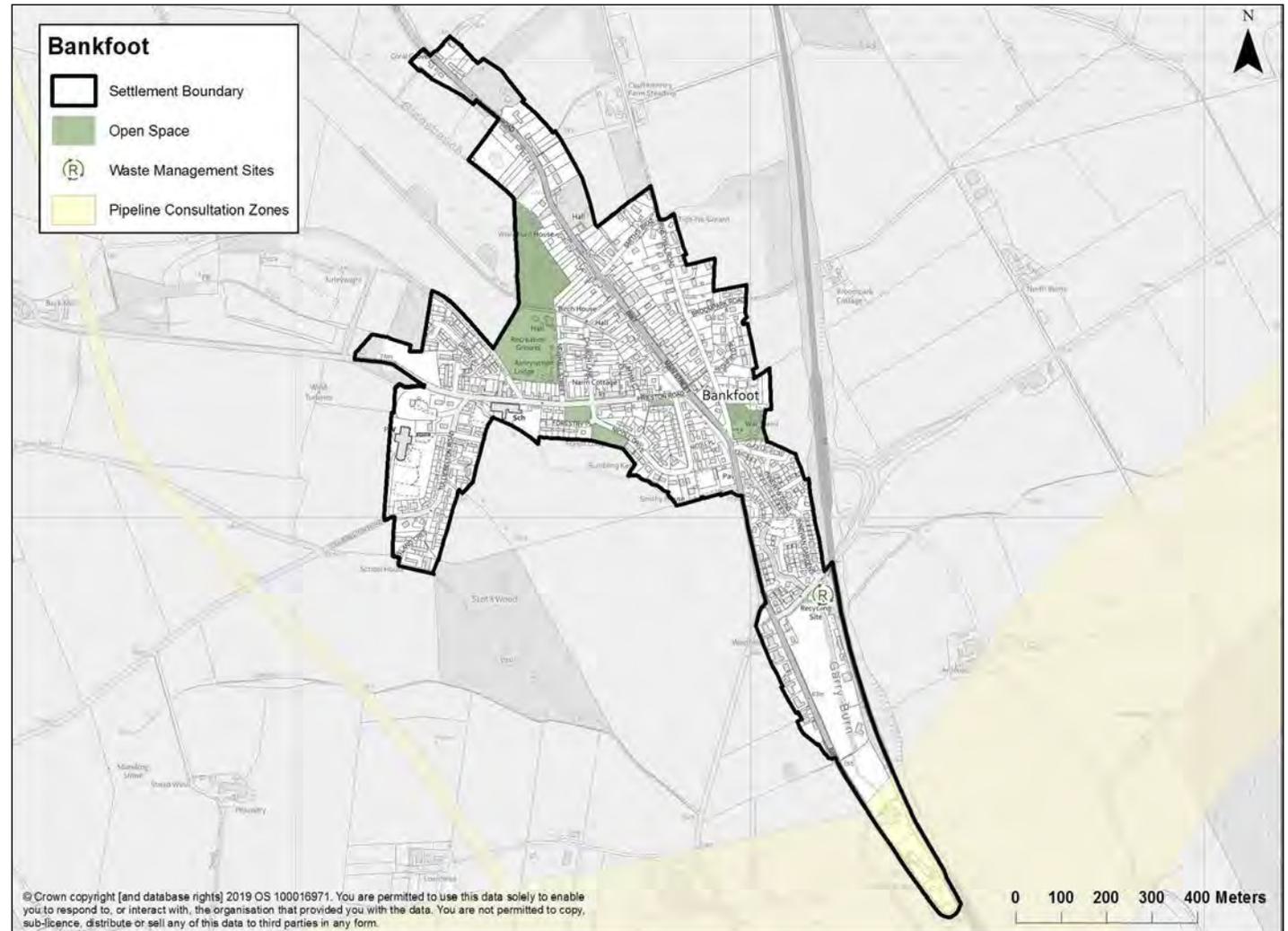
Bankfoot

Settlement Summary

Bankfoot has extremely limited housing expansion potential due to the risk of flooding, drainage capacity and the primary school being unable to expand. There are therefore no more development sites identified in this Plan period. Nonetheless, Bankfoot has a reasonable range of services and good connections to Perth along the A9.

Garry Burn and Glenshauch Burn both run through the settlement and are tributaries of the River Tay. Bankfoot is therefore within the River Tay Catchment Area; **Policy 47** sets out the relevant criteria for development in this area.

Recognising its existing facilities and that there is opportunity for supporting and growing Bankfoot, it is anticipated that design-based workshops will be held to inform the next Local Development Plan involving all the key stakeholders. This would offer a good way to get all key stakeholders together to explore and clarify the future opportunities and issues for the whole community. The workshops, feedback and testing of emerging proposals should help examine and clarify the opportunities and get broad consensus and ownership of the possible solutions during preparation of LDP3. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



Binn Farm

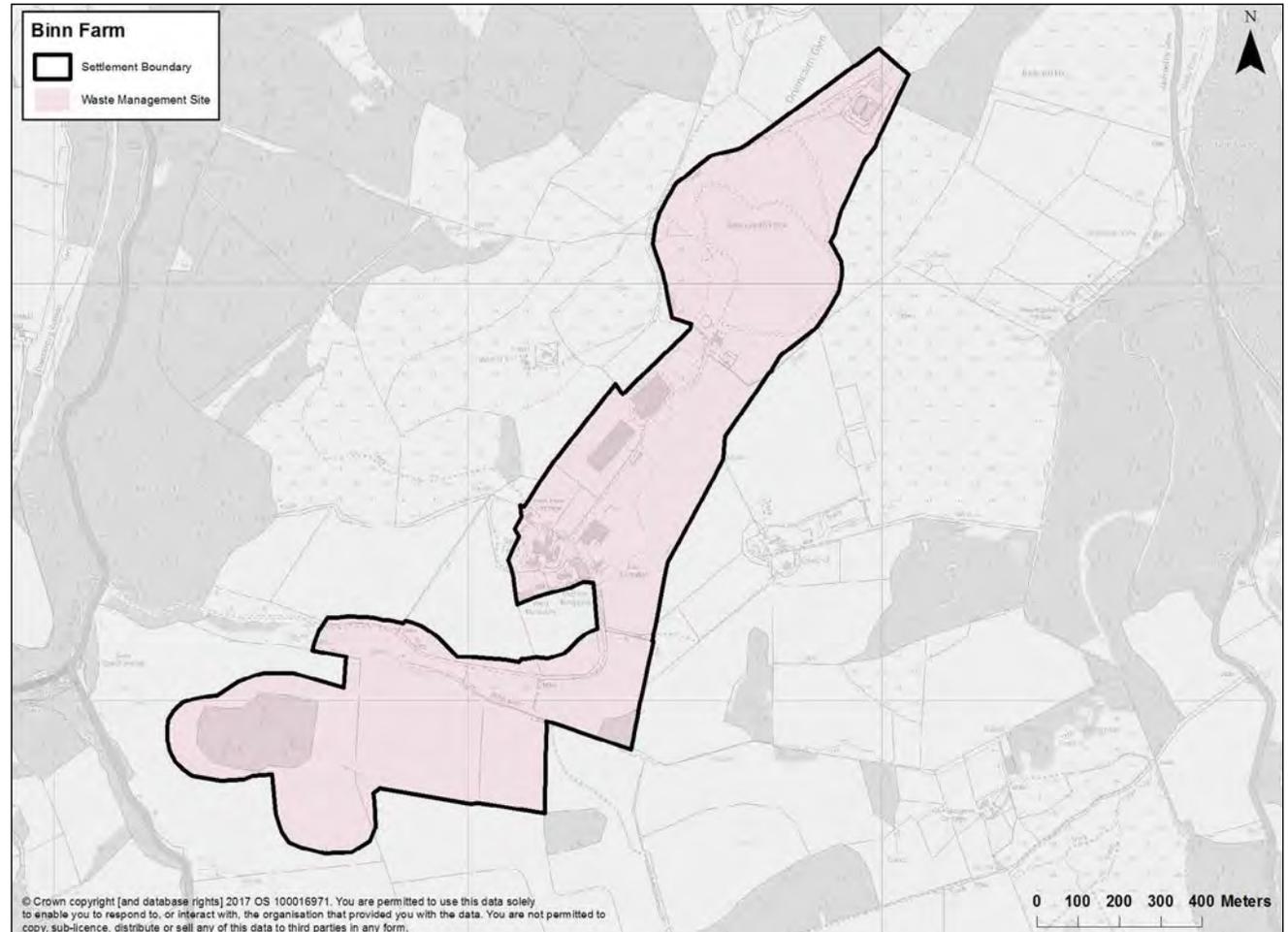
Summary

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

The site may offer potential for expansion, both in terms of physical size and also the range of uses and types of processes undertaken at the site. It has been suggested at Main Issues Report stage that facilities for research and development of new technologies and processes relating to zero waste and the circular economy could be developed at the site. The Local Development Plan is supportive of employment and economic growth through clustering of waste industries and downstream industries.

Note: A Masterplan will be developed, which at a minimum will address:

- justification for any new site boundaries proposed;
- identify the uses to be accommodated on the site and the processes and technologies to be accommodated;
- identify the impacts on the environment and any appropriate mitigation necessary;
- hours of working;
- any consequential traffic matters and



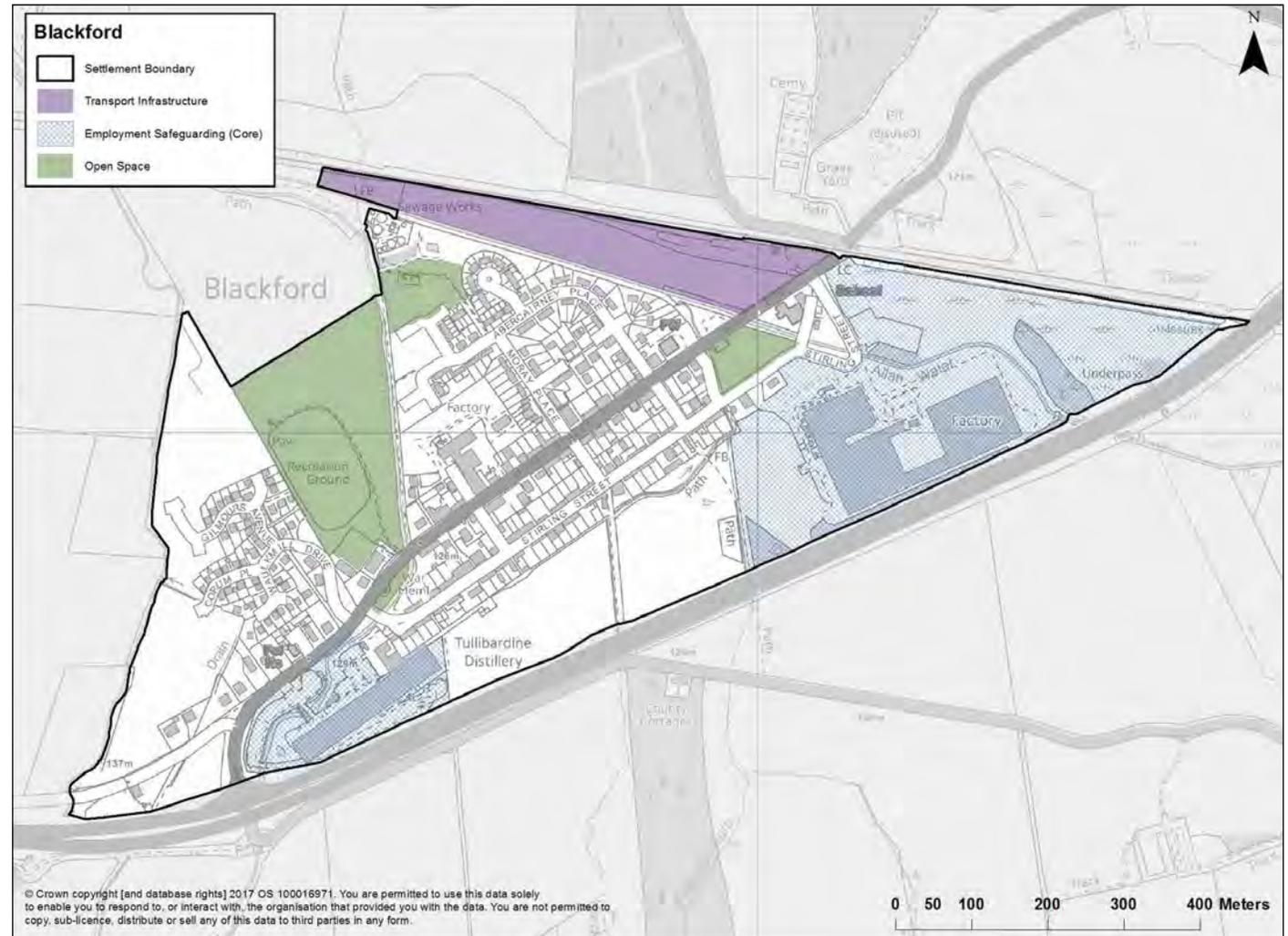
Blackford

Settlement Summary

Blackford is a village located adjacent to the A9 trunk road and it has a primary school and limited village services. It is four miles from Auchterarder. There has been recent housing development at two sites in the village at Abercairney Place and Mill of Ogilvie.

The village is primarily residential, though there are two significant local employers: Highland Spring water bottling and distribution centre, and Tullibardine Distillery, which also has a visitor centre and facilities for tourists.

There are no housing sites identified in Blackford within this plan period. Land south of the railway remains protected for transport infrastructure, pending investigation of the potential for development of rail freight facilities. Planning permission has been granted to bring this disused rail yard back into use, and for a large crane and container storage area (15/01637/FLL). This project has been developed to provide rail freight facilities for Highland Spring, in anticipation of a significant increase to the level of production at the factory. If implemented, this will remove a significant number of road trips to and from the factory, and any spare capacity at the rail freight facility may be made available to others in order to ensure the departing train's capacity is maximised.



Blairgowrie/Rattray

Settlement Summary

Blairgowrie/Rattray is the largest town in the Council area. It is a local and visitor service centre and plays a significant role in the Strathmore and The Glens economy. Tourism is important for employment and helping maintain the viability of services within the town.

Blairgowrie/Rattray is identified as a Tier 2 Principal Settlement in TAYplan and as such it is expected that the town will grow significantly over the life of the Plan. A key part of this is major expansion to the east which includes an extension of the Welton Road Industrial Estate and housing development (which will extend well beyond the Plan period). Incorporated within this expansion is a proposed link road from Welton Road to Coupar Angus Road.

To improve accessibility in the southern portion of the town the Plan proposes construction of the link road from Berrydale Road to Hazelwood Road.

To supplement the additional employment land at Welton Road, the Plan proposes further employment land to the west of Blairgowrie as part of a mixed-use development.

Rattray has seen significant new housing development in recent years with the completion of several sites. To allow the consolidation of these, only one additional housing site is identified in Rattray during the life of the Plan.

Across the settlement, significant areas of open space are protected from development to help maintain the character and amenity of the town. A new recreation centre is proposed for the town at Blairgowrie High School. The Council has identified the Eastern Expansion proposal as the most preferable site for possible additional cemetery capacity to serve the Blairgowrie and Rattray area, and has identified an area of search within the site. In collaboration with the landowner/developer, the Council will undertake further detailed investigation into the suitability of the area for a cemetery proposal within the wider expansion site.

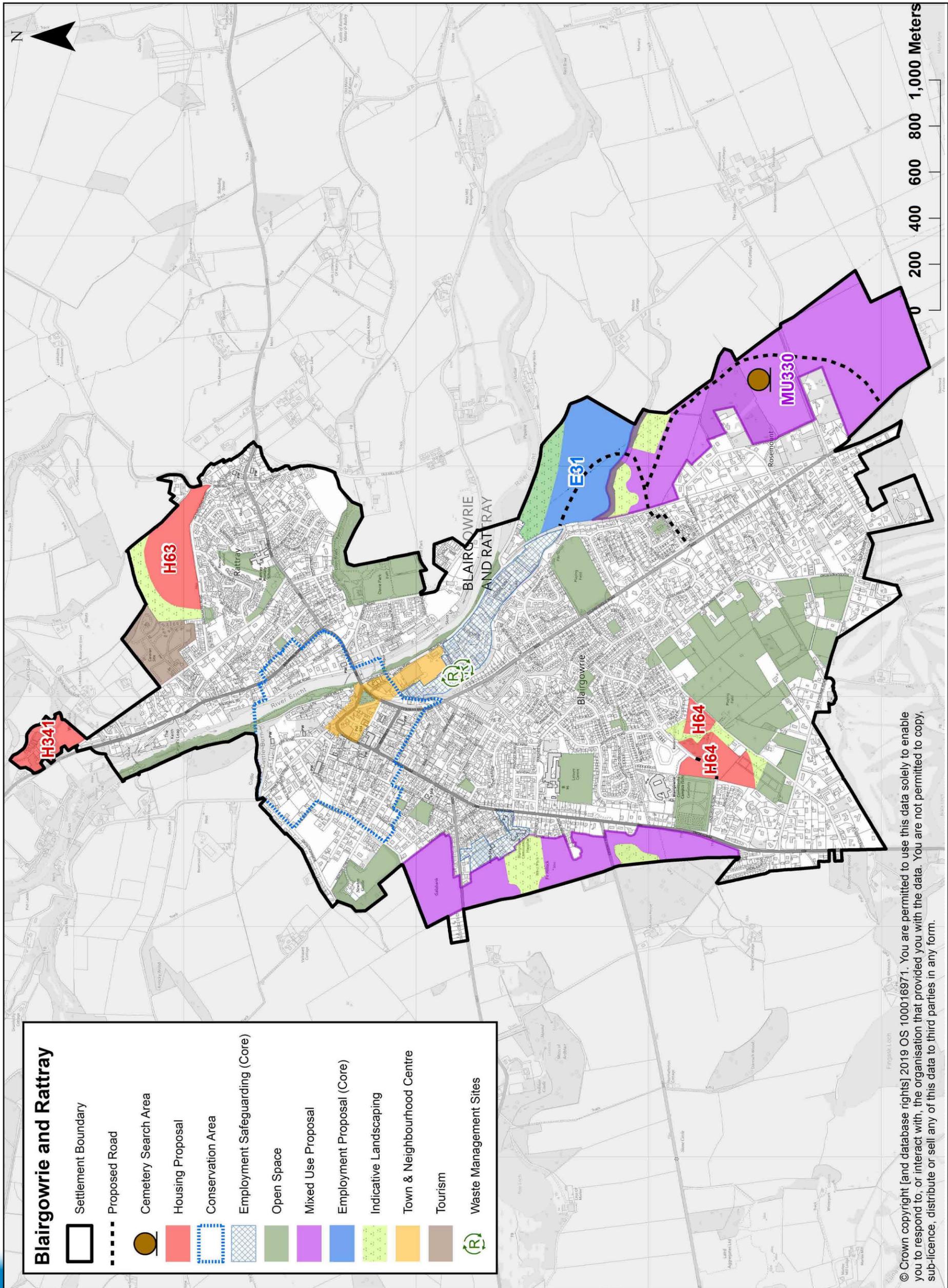
The Charrette exercise held in 2016 outlined ideas for the town's development that benefit the community, attract visitors and encourage the integration of new residents. The process identified opportunities for reusing vacant buildings, making the town centre more walkable and creating new attractions and activities. The Plan's policy framework supports these aspirations and, through partnership working, some of these are expected to turn into actions during the lifetime of this Plan and help to form a long-term vision for the settlement. As this settlement is identified as having a strategic district heating focus, an energy statement may be required to investigate the potential for the provision of and/or extension to a heat network to serve the development.



(continued)







(continued)



Blairgowrie/Rattray *(continued)*

Ref	Location	Size	Uses
E31	Welton Road	17.3ha (9ha Phase 1)	General employment use

Site-Specific Developer Requirements

- A Masterplan will be required for the comprehensive development of this site and the adjacent mixed-use site (MU330) setting out the phased release of both the housing and employment land.
- 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 Eastern Expansion site MU330.
- 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.
- Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development. The Energy Statement will be expected to consider possible linkages to site MU330.
- Retention of wooded area to the south to provide a landscape setting.
- Green infrastructure on the site to link to the existing network to the north, west and south.
- Biodiversity study with provision for the protection of habitats and enhancement of biodiversity.
- Construction Method Statement to be provided for all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay Special Area of Conservation.
- Where the development of the site is within 30m of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required, so as to ensure no adverse effects on the River Tay Special Area of Conservation.



(continued)



Blairgowrie/Rattray *(continued)*

Ref	Location	Size	Capacity Range
MU330	Blairgowrie Eastern Expansion	53.1ha	594-928 (300 in phase 1 to 2029)

Site-Specific Developer Requirements

- 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.
- No more than 75 houses to be occupied before a minimum of 2ha of serviced employment land is made available on site E31 and the road link has been constructed. Thereafter a linked phasing programme to be agreed with the Council.
- Flood Risk Assessment to assess risk of flooding from burns within and adjacent to the site.
- Wastewater Network Investigations may be required resulting in network improvements.
- Drainage Impact Assessment.
- Suitable vehicular access and road layout through the site, including linkage to the new link road off Coupar Angus Road, to be agreed with the Roads Authority area and informed by a Transport Assessment.
- Internal road layout to be submitted as one entity in conjunction with E31 to the satisfaction of the Roads Authority.
- A traffic management plan to minimise the impact of construction traffic on the area, including for the use of David Farquharson Road as a secondary access route, both during and after construction. This should be prepared and agreed in conjunction with the Roads Authority prior to construction commencing.
- Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development. The Energy Statement will be expected to consider possible linkages to site E31.
- Surveys to be undertaken prior to the implementation of schemes to ensure mitigation of any impact on sites of archaeological importance and the setting of archaeological features. Open space to be utilised to protect settings of Scheduled Monuments.
- Built form and layout respond appropriately to the landscape and strengthen character of Blairgowrie as a distinctive place.
- Provision of landscaping to provide a framework for development and integrate it with the countryside setting of the area, particularly on southern approach to the site. This should include the creation of a tree belt along the western side to create natural screening from the A923.

(continued)



Blairgowrie/Rattray *(continued)*

Ref	Location	Size	Capacity Range
MU330	Blairgowrie Eastern Expansion	53.1ha	594-928 (300 in phase 1 to 2029)

Site-Specific Developer Requirements

- Undertake a detailed survey to establish the ecological value of the existing ancient woodland (AWI LEPO) within the site. Retain and protect the woodland in line with the Scottish Government's Policy on Control of Woodland Removal and with the recommendations of the survey. Provide native tree planting along the western edge of the site to link with this wood and retain an adequate buffer between the woodland and new development. Other woodland areas on site should also be retained for screening and biodiversity purposes.
- Biodiversity study with provision for the protection of habitats and enhancement of biodiversity including the provision of buffering between housing and business land.
- Retention of core paths adjacent to the site boundaries and consider additional linkages to the core path network in surrounding area.
- Green infrastructure on the site to link to the wider network to the west.
- Retention of part of the site for cemetery provision.
- Contribution to the expansion of the strategic playing fields and facilities at Rosemount.



(continued)



Blairgowrie/Rattray *(continued)*

Ref	Location	Size	Uses and Capacity Range
MU5	Western Blairgowrie	24.55ha	179-280 Employment use (4ha), Education (4ha)

Site-Specific Developer Requirements

- Development of a masterplan setting out the phasing and comprehensive development of the site in consultation with the community and Council.
- Reservation of area for educational and/or play provision in centre of site (4ha).
- Provision of 4ha of business land to be developed in phased manner with housing development.
- Layout of the development to minimise impact on adjoining residential properties.
- Transport Assessment.
- Flood Risk Assessment.
- Wastewater Network Investigations may be required resulting in network improvements.
- Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development.
- Development to be kept below the 90m 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.
- Expand woodland on west side of site.
- Green infrastructure on the site to link to existing network, particularly to the south west.
- Protect local footpaths and the Ardblair Trail.
- Evaluation of archaeological potential and mitigation will be required including protection of Fir Hillock Scheduled Monument.
- Enhancement of biodiversity.



(continued)



Blairgowrie/Rattray *(continued)*

Ref	Location	Size	Capacity Range
H63	Glenalmond Road, Rattray	11.59ha	139-217

Site-Specific Developer Requirements

- Development on lower slopes of field only.
- Flood Risk Assessment.
- Wastewater Network Investigations may be required resulting in network improvements.
- Path linkage to the core path along the north eastern boundary.
- Green infrastructure on the site to link to the existing network to the north.
- 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.

-  Development Site
-  Proposed Open Space or Landscaping
-  Vehicle/Pedestrian Access
-  Pedestrian Access/Active Travel Routes
-  Main Developable Areas



(continued)



Blairgowrie/Rattray *(continued)*

Ref	Location	Size	Capacity Range
H341	Westfields of Rattray	4.3ha	68-104

Site-Specific Developer Requirements

- *Phasing programme for development should be agreed to ensure paddock development does not occur in isolation. Emphasis should be to develop brownfield site at an early stage.*
- *A Transport Statement dealing with the impact of the development on the nearby junction of Hatton Road and Balmoral Road and footpath links to the rest of Rattray.*
- *A Flood Risk Assessment will be required.*
- *Retention of the core paths link and consider additional linkages to the core path network in the surrounding area.*
- *Provision of landscaping to provide a framework for development and integrate it with surrounding setting. Retention of important trees and additional planting.*
- *Implement measures to increase biodiversity.*



(continued)



Blairgowrie/Rattray *(continued)*

Ref	Location	Size	Capacity Range
H64	Blairgowrie South	7.82ha	94-148

Site-Specific Developer Requirements

- Flood Risk Assessment and investigate potential for removing culvert.
- Provision for a link road from Hazelwood Road to Berrydale Road, the phased delivery of which would be informed by a detailed Transport Appraisal.
- Wastewater Network Investigations may be required resulting in network improvements.
- Retention of, and linkage to, the core path along the eastern boundary and consider additional linkages to the core path network in surrounding area.
- Enhancement of biodiversity.



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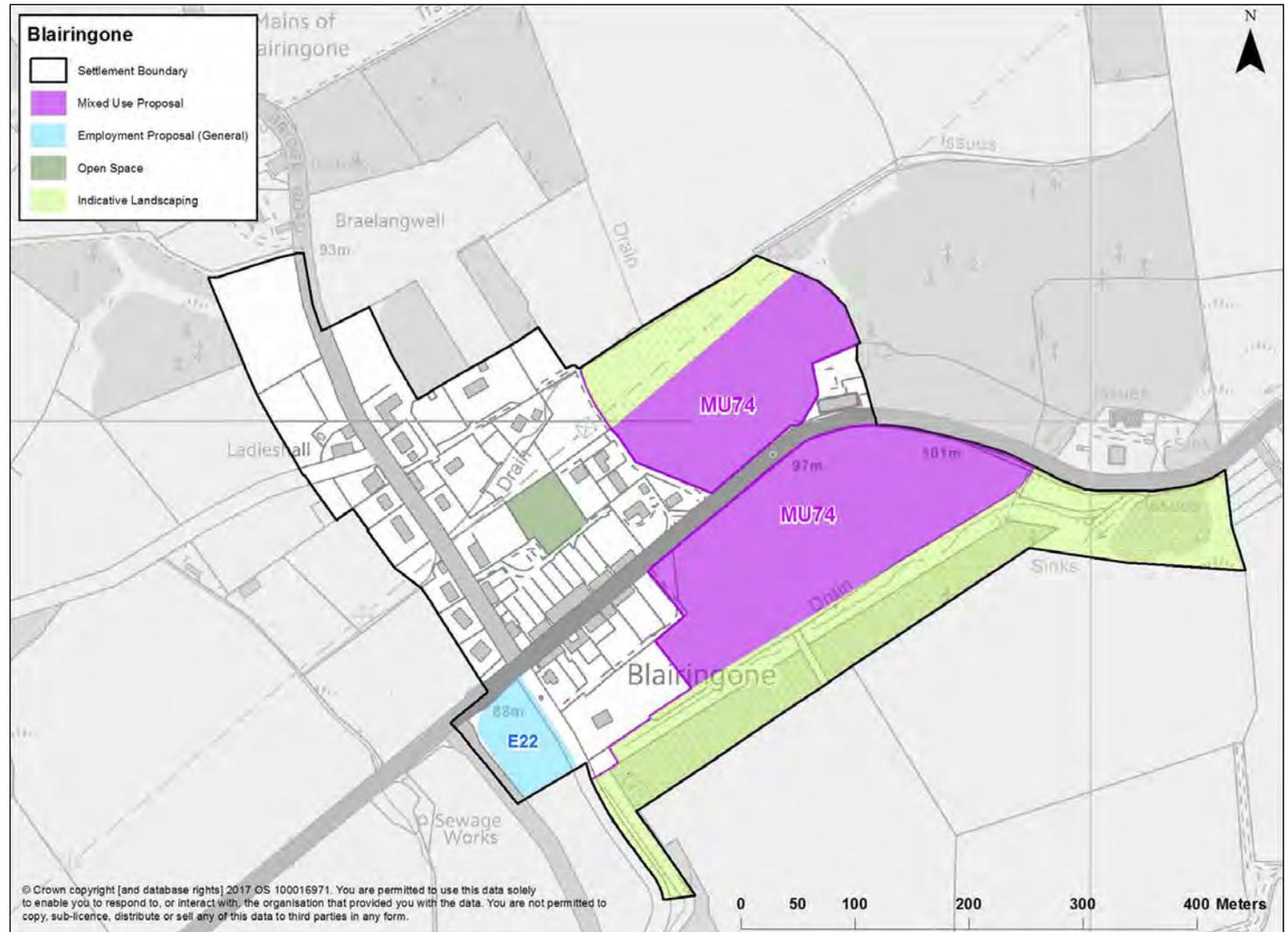


Blairingone

Settlement Summary

The former mining village of Blairingone has been identified as being able to accommodate some limited future growth in order to help support local services. In order to encourage developer interest and create a flexible framework the total area for development is 5.5ha. There is unlikely to be housing demand in this area for such a large site during the life of the Plan nor would it be desirable to see significant large-scale development over a short span of time. Accordingly the Plan provides for incremental growth of the village over a longer timescale expecting no more than 30 homes to be constructed by 2029. Also 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.

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. Any proposals for development within the village requiring traffic mitigation should complement the mitigation identified in the Route Action Plan for the A977.



(continued)



Blairingone *(continued)*

Ref	Location	Size	Uses
E22	Vicars Bridge Road	0.5ha	General employment use

Site-Specific Developer Requirements

- *Landscape Framework.*
- *Flood Risk Assessment.*
- *Feasibility study to assess the restoration of the existing culvert.*
- *Preference will be given to roadside development echoing the character of the original village.*

Ref	Location	Size	Uses
MU74	Blairingone	5.5ha	Restriction to 30 homes up to 2029, suitable for housing, small-scale retail, and community uses

Site-Specific Developer Requirements

A Masterplan setting out the phasing and for the comprehensive development of the whole of this site is required at the time of any planning application.

- *Landscape Visual Impact Assessment to inform Masterplan and phase early landscaping.*
- *Flood Risk Assessment.*
- *Updated ground condition investigations required.*
- *Survey woodland, retain important trees, provide appropriate planting, and set development sufficiently back from woodland.*
- *Require feasibility of enhancing/restoring existing channel in southern area, no culverting of existing watercourse and set development sufficiently back from the watercourse.*
- *Onsite affordable housing provision.*
- *Traffic calming measures on the A977 and road and access improvements to the satisfaction of the Council as Roads Authority.*
- *Investigation of any contaminated land on the site together with a programme of appropriate remediation works.*

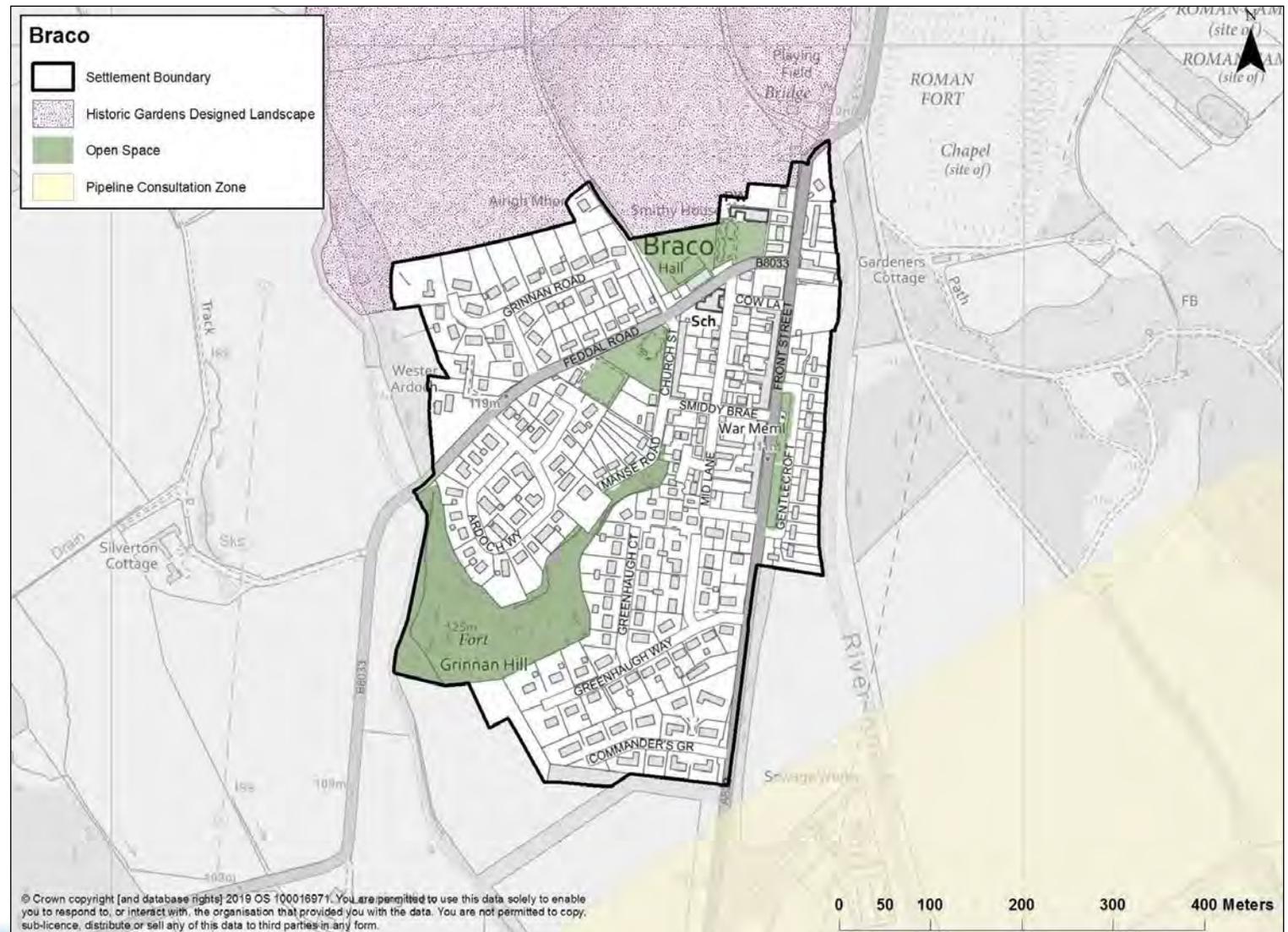


Braco

Settlement Summary

Braco is located around six miles south-west of Auchterarder and has some services including a school and village shop. It is mainly residential with surrounding agricultural uses. There is a significant amount of archaeological interest with the northern part of the village adjacent to Braco Castle.

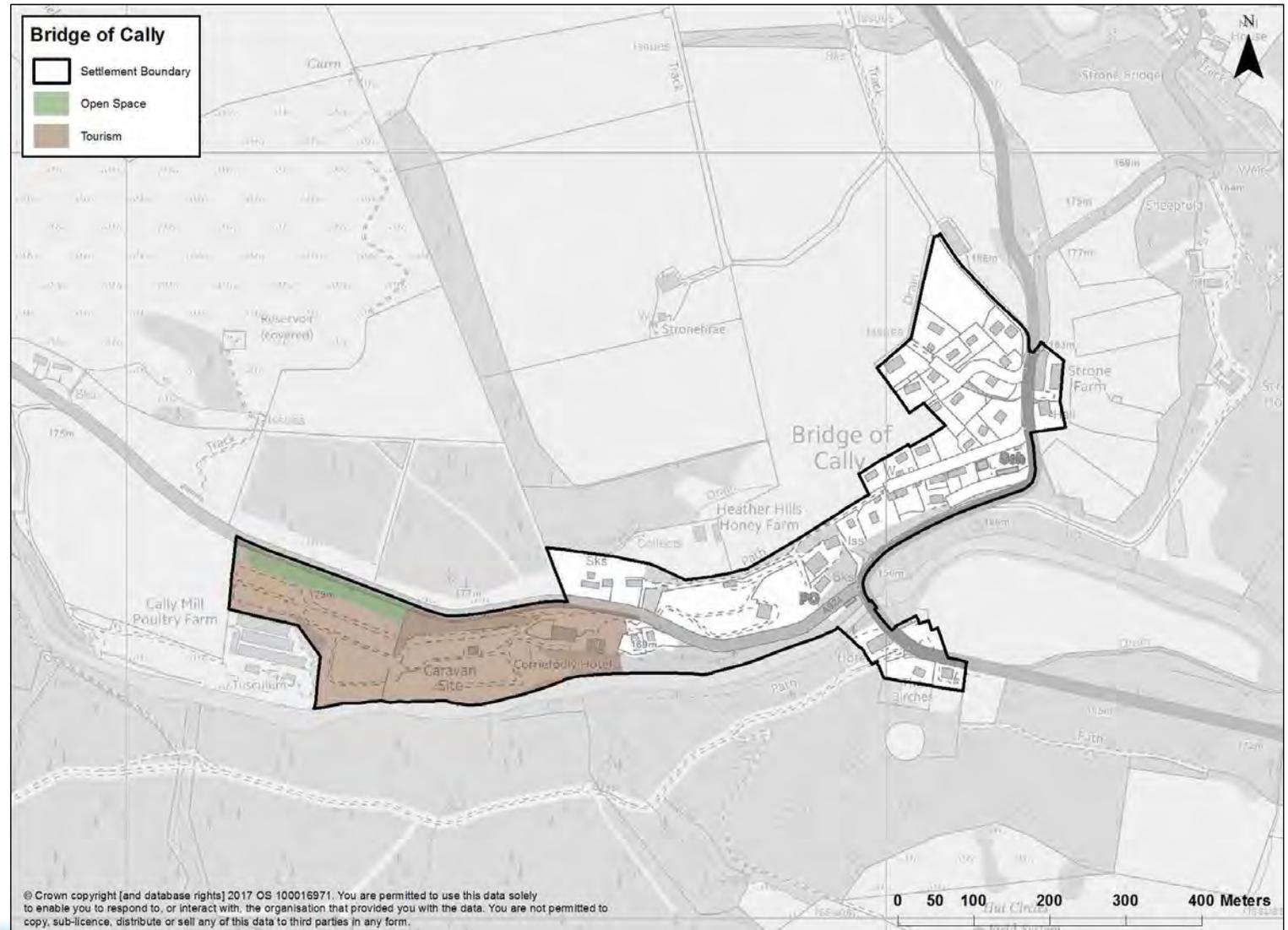
There is limited scope to expand the settlement due to flood risk from nearby watercourses, and the pipeline consultation zone to the west of the village. There may be scope for limited infill opportunities inside the settlement boundary. Part of the settlement boundary is close to a HSE Pipeline Consultation Zone. Development on sites that adjoin the settlement boundary may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



Bridge of Cally

Summary

The settlement boundary of Bridge of Cally includes holiday accommodation at the western end of the village which makes an important contribution towards tourism in the area. The settlement boundary has been drawn to allow for some small-scale infill development to help sustain the existing community.



Bridge of Earn and Oudenarde

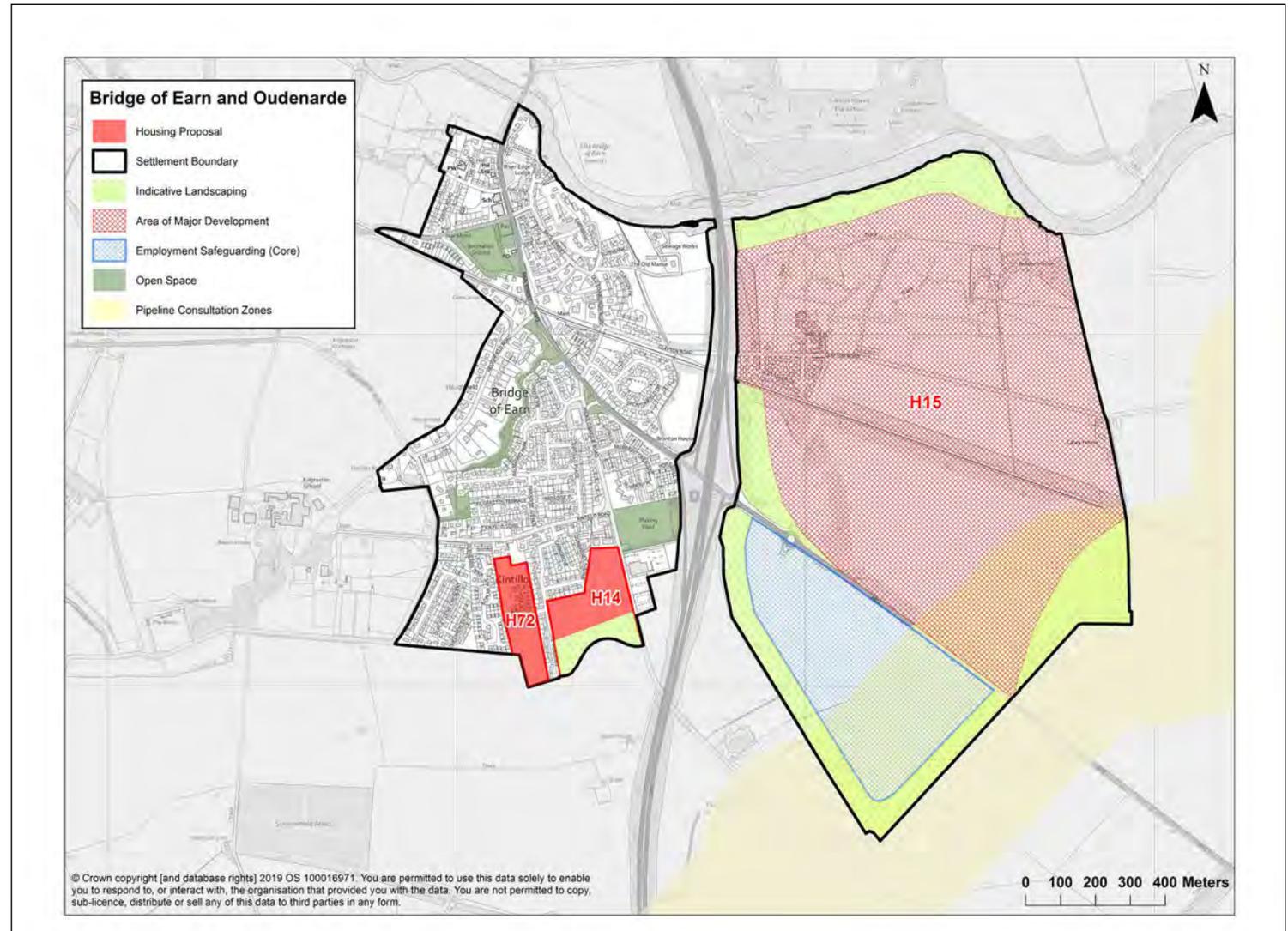
Settlement Summary

Bridge of Earn and Oudenarde are part of the Tier 1 Perth Core Area. The area has been identified for significant expansion.

Bridge of Earn has already seen a considerable amount of development in recent years. It has a school, a hall, doctor's surgery and village centre with a good range of facilities and services and there are very good connections to Perth and the wider area.

Two sites within Bridge of Earn are identified for housing development to consolidate and rationalise the southern boundary of the village.

Oudenarde will be developed through the implementation of a Masterplan, since planning permission in principle has already been granted. The aim is to create a new sustainable community with a mix of uses including employment at Brickhall Farm, and housing supported by education and community facilities north of the A912. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



(continued)



Bridge of Earn and Oudenarde *(continued)*

Ref	Location	Size	Uses
H14	Old Edinburgh Road/Dunbarney Avenue	5.2ha	Housing 67-104 units

Site-Specific Developer Requirements

- A landscape framework is required. Development to be contained north of the ridge line and a suitable boundary treatment to create village edge, enhance biodiversity and create new habitats.
- Connections and enhancement to be made to the existing core path network are required. In particular, vehicles and pedestrian links are required to Old Edinburgh Road and The Meadows.
- Phased site development to reflect the construction of the new school at Oudenarde.
- Drainage Impact Assessment will be required, including an assessment of any consequent impacts on adjacent properties at Dunbarney Avenue.



(continued)



Bridge of Earn and Oudenarde *(continued)*

Ref	Location	Size	Uses
H15	Oudenarde	123ha	Housing 1,600 units and Employment 35ha

Site-Specific Developer Requirements

- Implementation of approved Masterplan.
- Subject to strategic transport appraisal (involving Transport Scotland), a new railway station may be required as part of the development.
- Investigation of provision of a heat network using renewable or low carbon energy sources.

-  Development Site
-  Proposed Open Space or Landscaping
-  Existing Woodland
-  SUDS
-  Vehicle/Pedestrian Access
-  Pedestrian Access/Active Travel Routes
-  Main Developable Areas



(continued)



Bridge of Earn and Oudenarde *(continued)*

Ref	Location	Size	Uses
H72	Kintillo Road	2.9ha	Housing 60-93 units

Site-Specific Developer Requirements

- A Landscape Framework is required.
- Phased site development to reflect the construction of the new school at Oudenarde.
- Drainage Impact Assessment will be required.

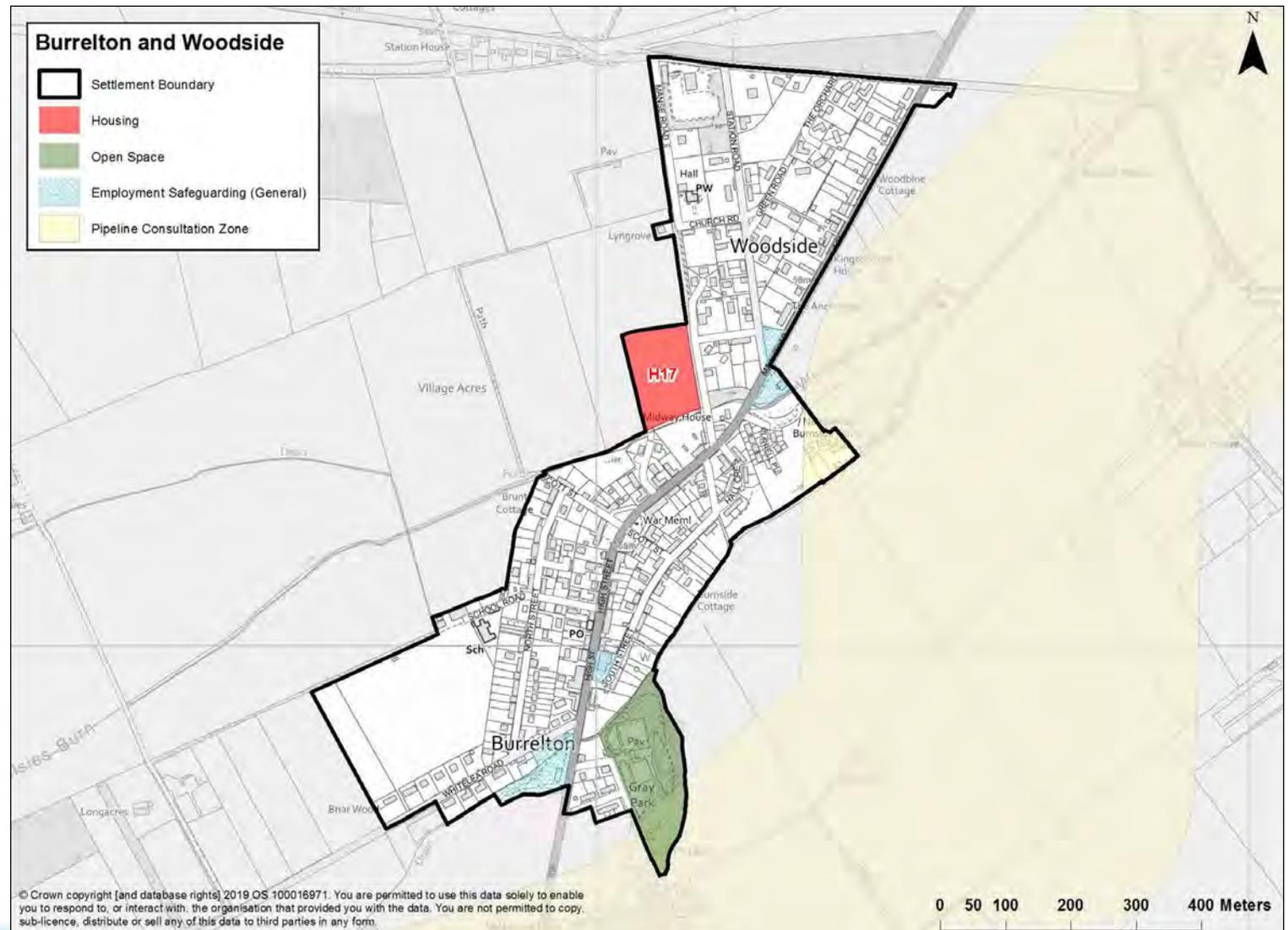


Burrelton and Woodside

Settlement Summary

Burrelton and Woodside are outwith the Perth Core Area identified in TAYplan. There is a limited range of local facilities. A small site for housing has therefore been identified to support the local facilities but not overwhelm the school.

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on detailed planning consents for housing sites of 10 or more until such a time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites. The embargo is expected to be lifted in 2021. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



(continued)



Burrelton and Woodside *(continued)*

Ref	Location	Size	Uses
H17	Church Road	1.3ha	Residential: 16-26 units

Site-Specific Developer Requirements

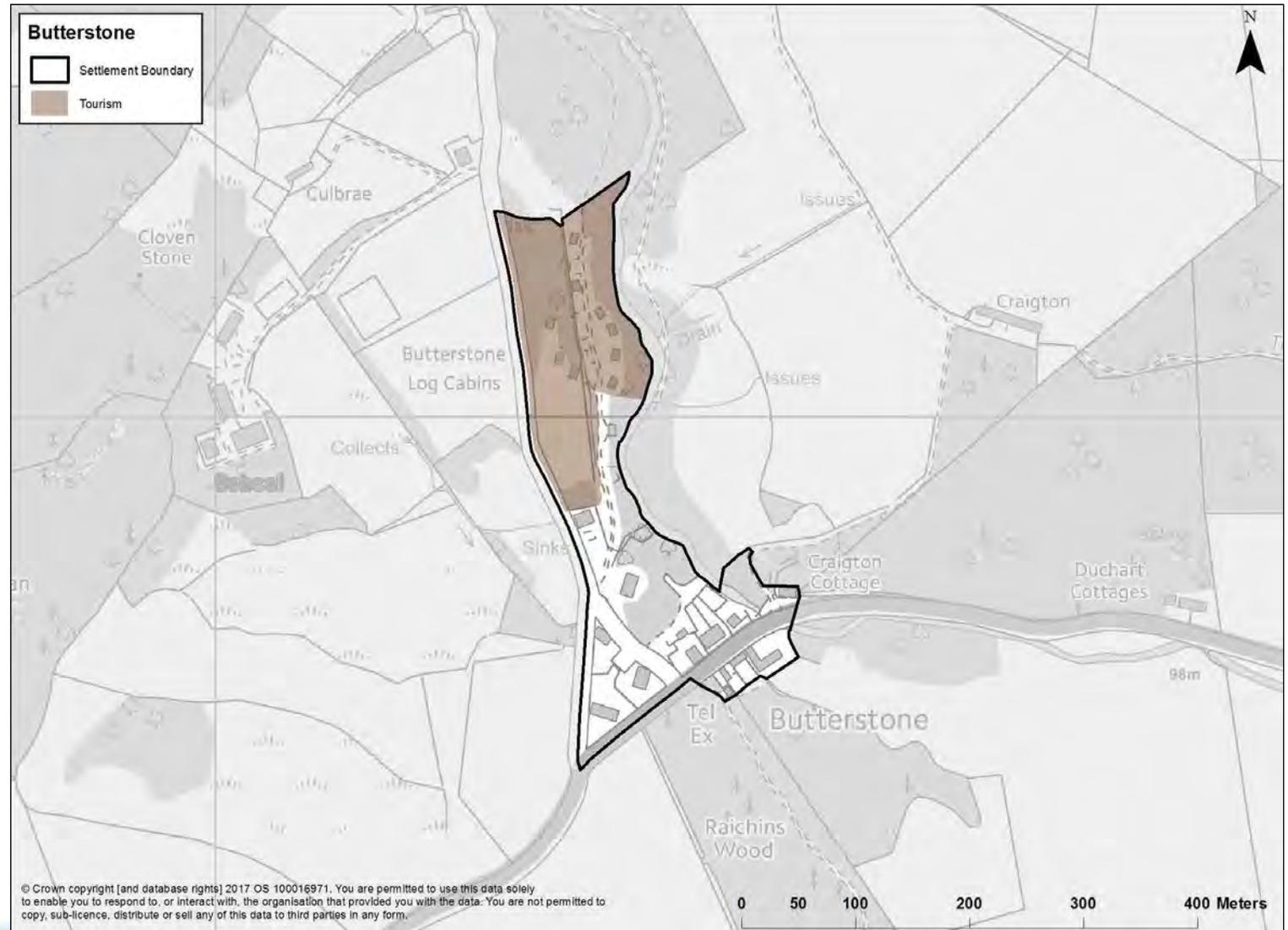
- *Vehicular access to Cameron Walk.*
- *Suitable boundary treatment to create village edge.*
- *Links to core path network on the west of the village.*
- *Enhancement of biodiversity.*
- *Flood Risk Assessment.*
- *Foul and surface water drainage assessment.*



Butterstone

Settlement Summary

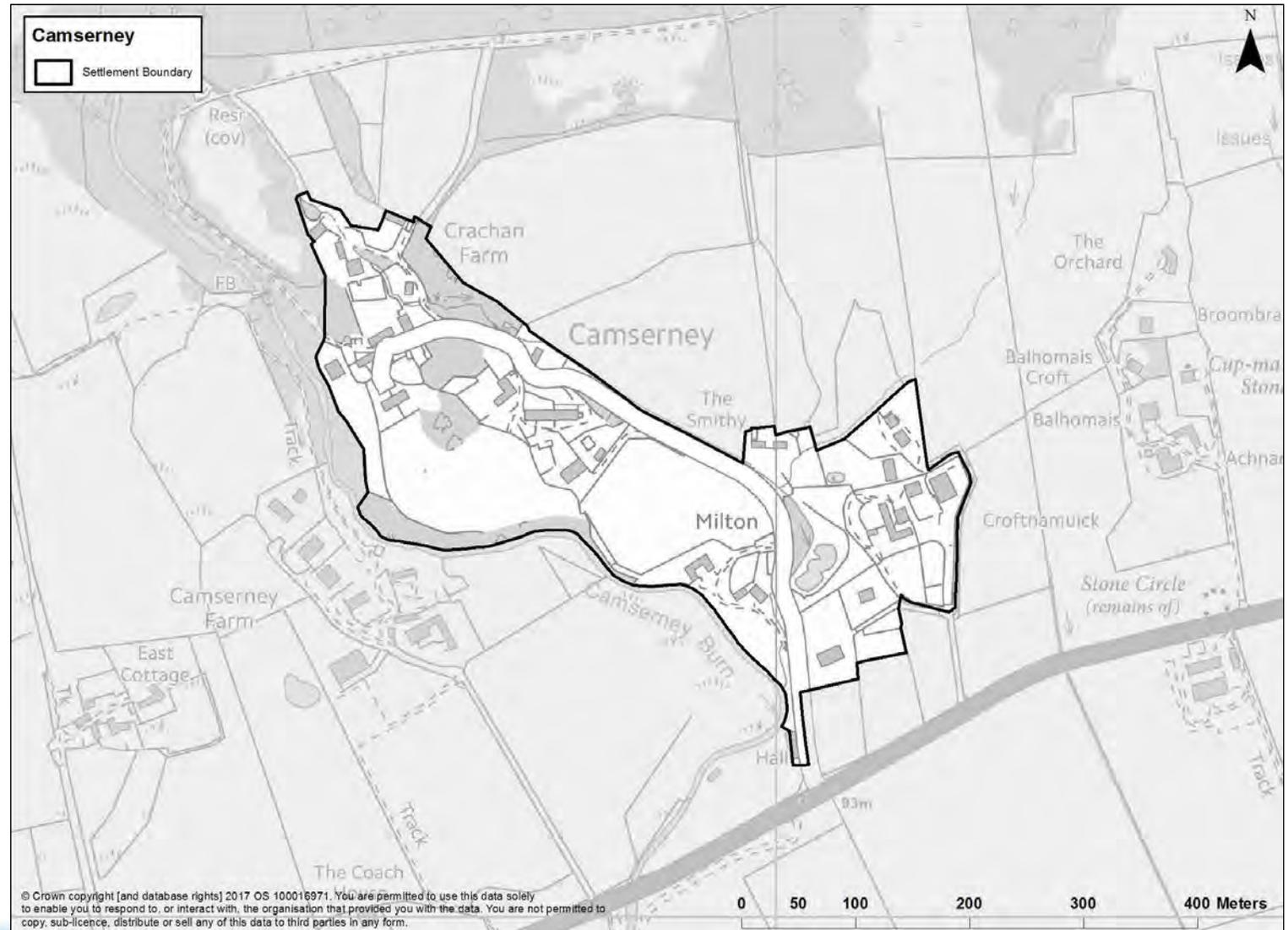
The settlement boundary of Butterstone includes holiday accommodation to the north of the village which makes an important contribution towards tourism in the area. The New School Butterstone lies outwith the settlement boundary to the West. Butterstone sits within the Lunan Lochs Catchment Area and the settlement boundary is therefore drawn tightly to limit future growth and avoid adverse impact on this area. **Policy 44** sets out the relevant criteria for development in the catchment area.



Camserney

Settlement Summary

Camserney has a fairly dispersed building pattern and the settlement boundary has been drawn to offer scope for some small scale infill development. Camserney lies within the River Tay Catchment Area; **Policy 47** sets out the relevant criteria for development in this area.



Caputh

Settlement Summary

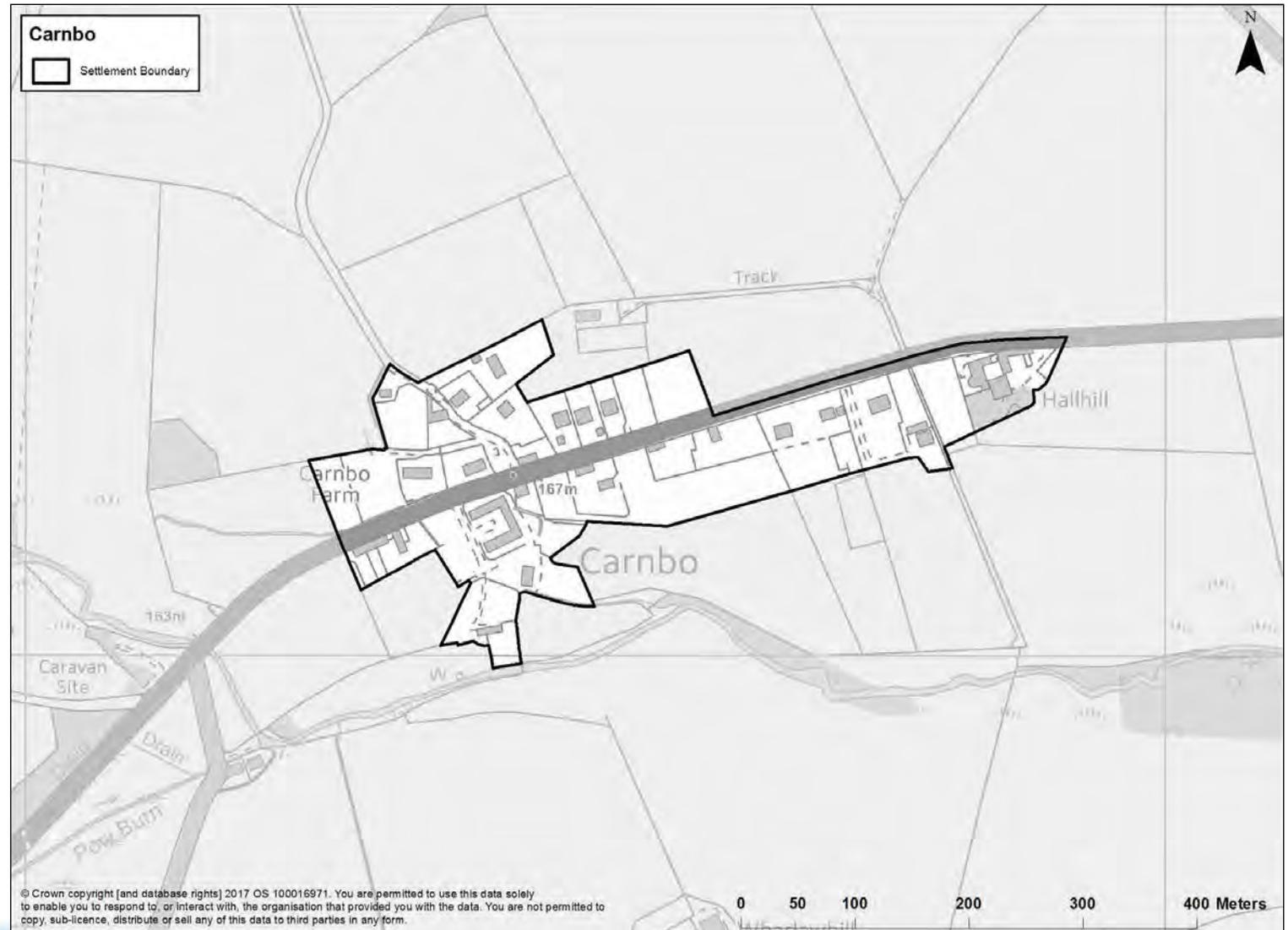
The settlement boundary at Caputh has been drawn to allow for some small-scale infill development to help sustain the existing community. Open spaces within the village are protected from development. To the south of the village, there is a risk of flooding.



Carnbo

Settlement Summary

Carnbo extends in a linear pattern along the road frontage and comprises of a mixture of modern and traditional properties. The settlement boundary has been drawn to offer the potential to accommodate some further development and reflect existing planning permission. This settlement lies within the Loch Leven Catchment Area and so any development should comply with **Policy 46: Loch Leven Catchment Area**.



Carsie

Settlement Summary

The settlement boundary at Carsie has been drawn to allow for some small-scale infill development to help sustain the existing community. Open spaces in the north of the village are protected from development.



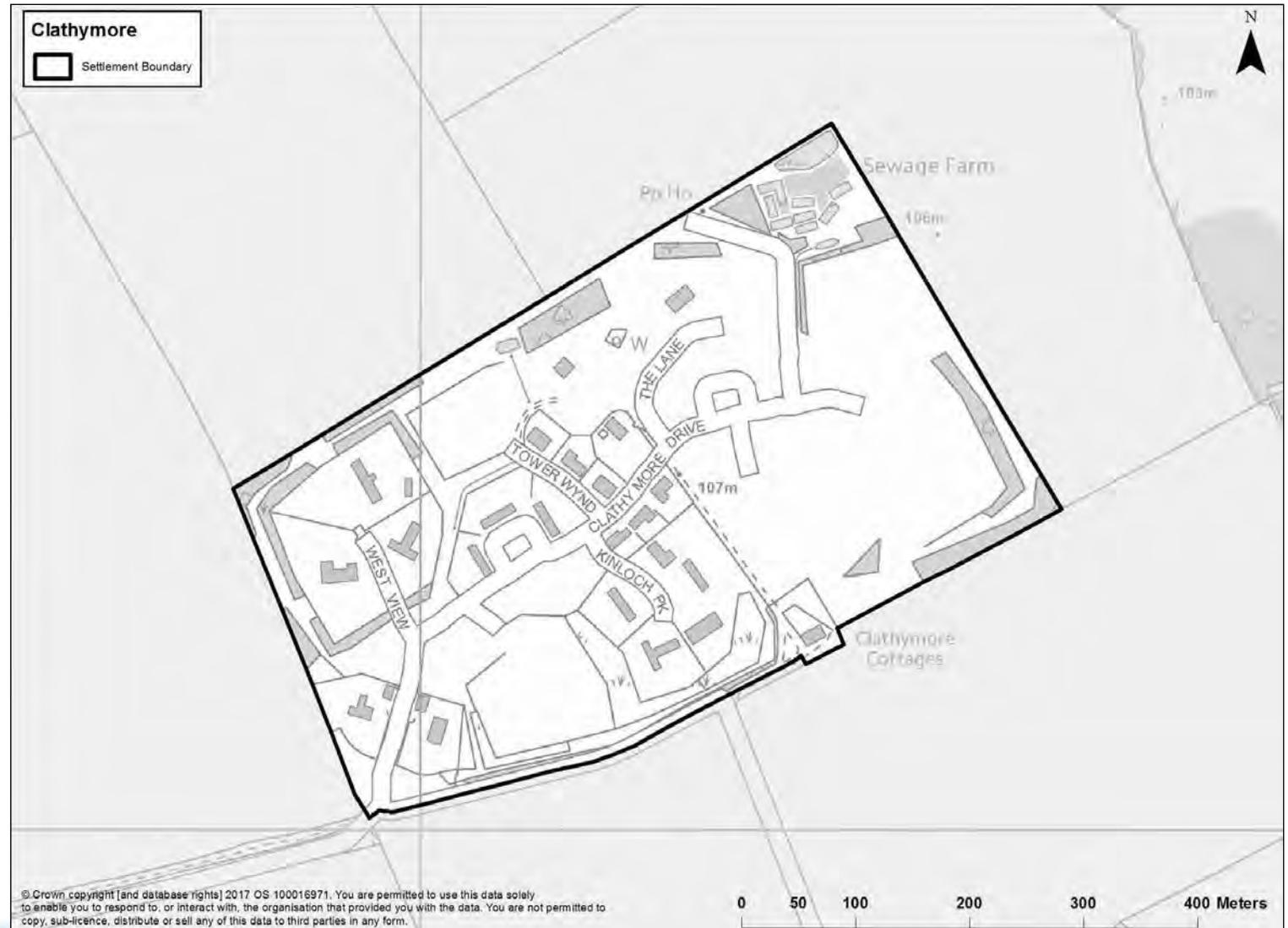
Clathymore

Settlement Summary

Clathymore is around eight miles west of Perth and its original use was as a satellite airfield for Polish squadrons during the Second World War. It has recently been developed with large detached houses in a rural location.

The settlement boundary has been drawn to reflect the existing planning permissions at the site. All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

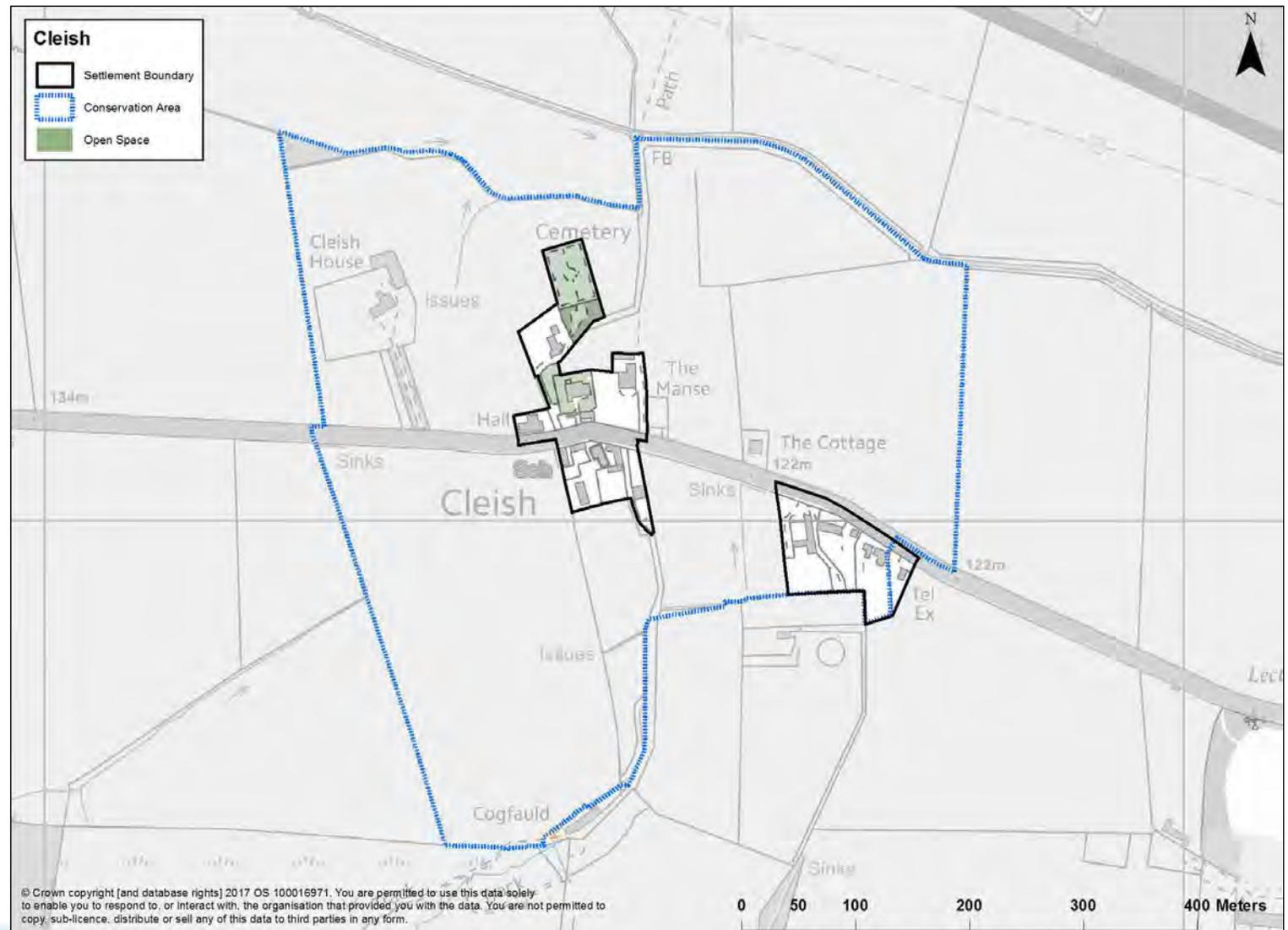
Mitigation measures should be supplied to ensure no increase in nutrient loading and no adverse effects on Methven Moss Special Area of Conservation.



Cleish

Settlement Summary

Cleish is designated as a Conservation Area and is unique in Kinross-shire by merit of the spatial arrangement of the dwellings and its open spaces. A tight settlement boundary has been drawn and open spaces identified to limit any significant future growth to protect the historic environment. This settlement lies within the Loch Leven Catchment Area and so any development should comply with **Policy 46: Loch Leven Catchment Area**.



Comrie

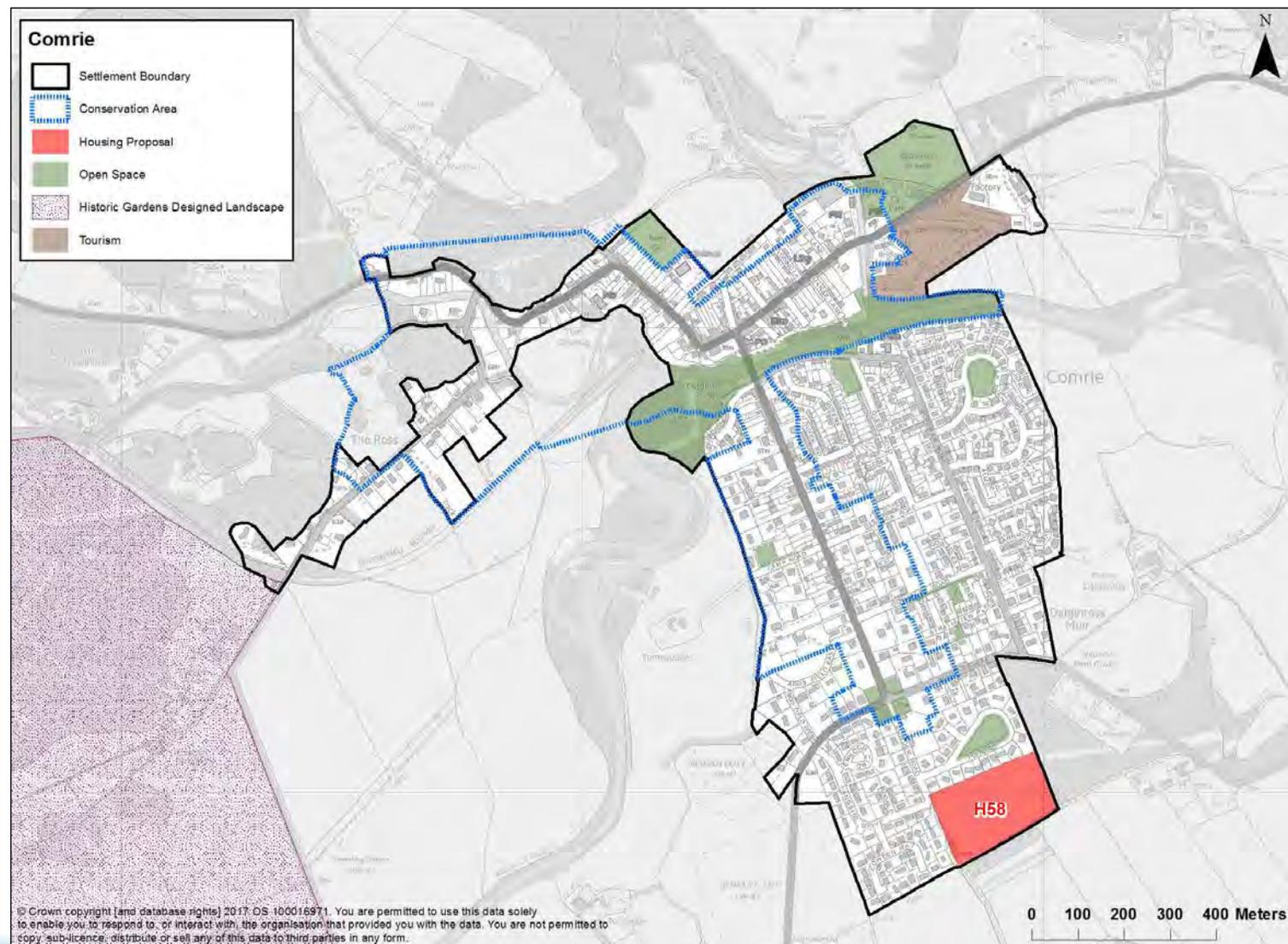
Settlement Summary

Comrie is located in the western Strathearn area at the confluence of the River Earn, River Lednock and Water of Ruchill. It has a range of local services and is an important tourist destination.

The central area of Comrie is designated as a Conservation Area, which reflects its historic character. The village lies within a very high-quality landscape framework which provides only limited opportunities for expansion. Significant areas of the village have been affected by flooding from nearby watercourses and work has commenced on options for flood defences.

A small housing allocation remains identified to the south of the village.

The caravan park provides valuable tourist accommodation and should be retained.



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Ref	Location	Size	Uses
H58	Cowden Road	3.8ha	Housing 33-52

Site-Specific Developer Requirements

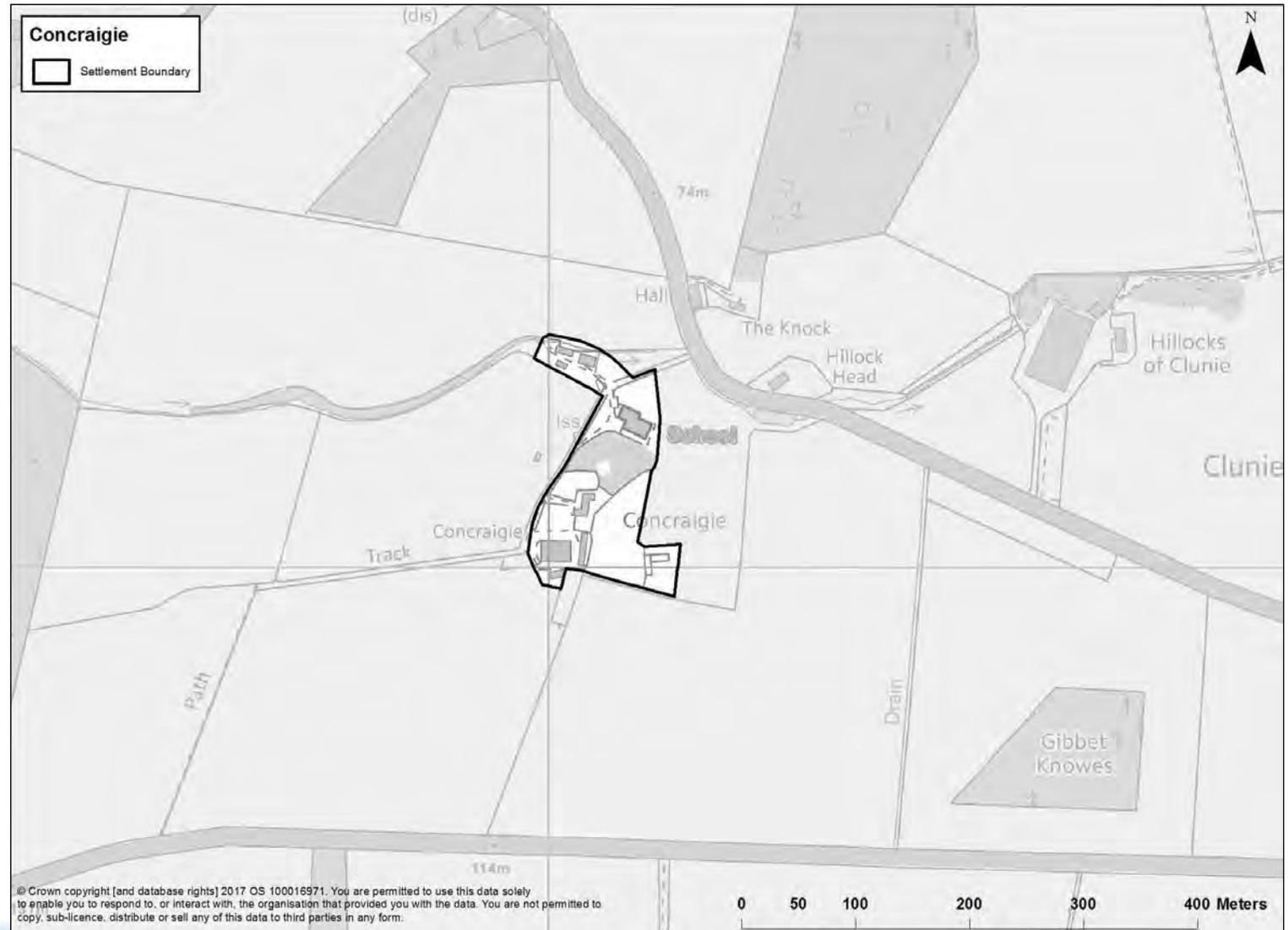
- *Flood Risk Assessment.*
- *The development will require to be accessed from the public road.*
- *Link to paths at west, south and east boundaries of site.*
- *Protection and enhancement of woodland to east, which includes ancient woodland, and south boundary.*
- *Enhancement of biodiversity and protection of habitats.*
- *Evaluation of archaeological potential and mitigation will be required.*



Concraigie

Settlement Summary

Concraigie is a very small settlement which lies within both the Lunan Lochs and River Tay Catchment Areas. Policies 45 and 47 set out the relevant criteria for development in these areas. The settlement boundary has been drawn to allow for limited infill development.



Coshieville

Settlement Summary

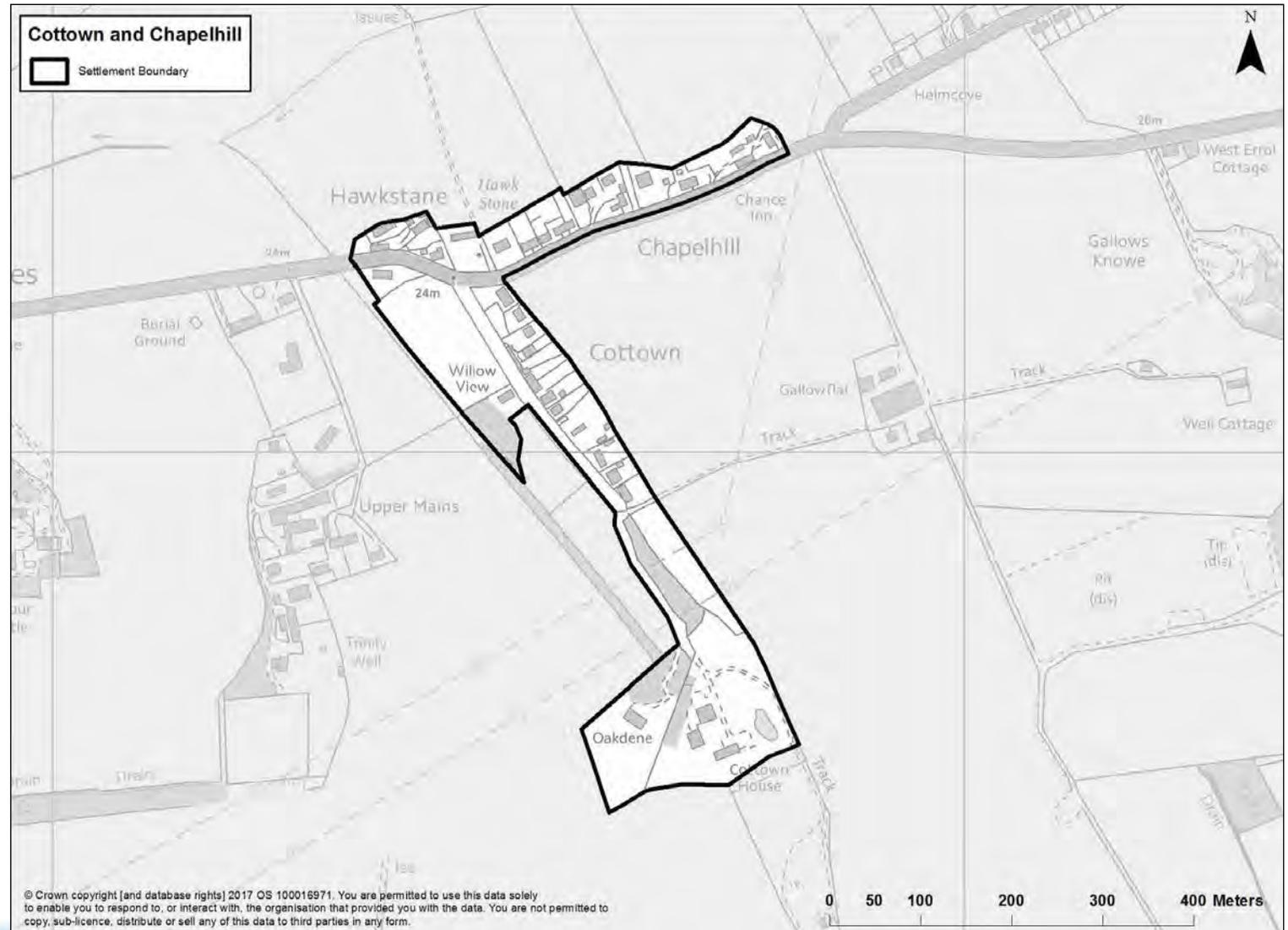
Coshieville is a very small settlement which has evolved through roadside development. No further growth of the settlement is envisaged.



Cottown and Chapelhill

Settlement Summary

Cottown and Chapelhill is a small collection of houses located on the road leading to Cottown House. The restored former schoolhouse dates from the 18th century. The settlement boundary has been drawn to create an opportunity for small-scale development on the north-west edge. There are no allocations identified.

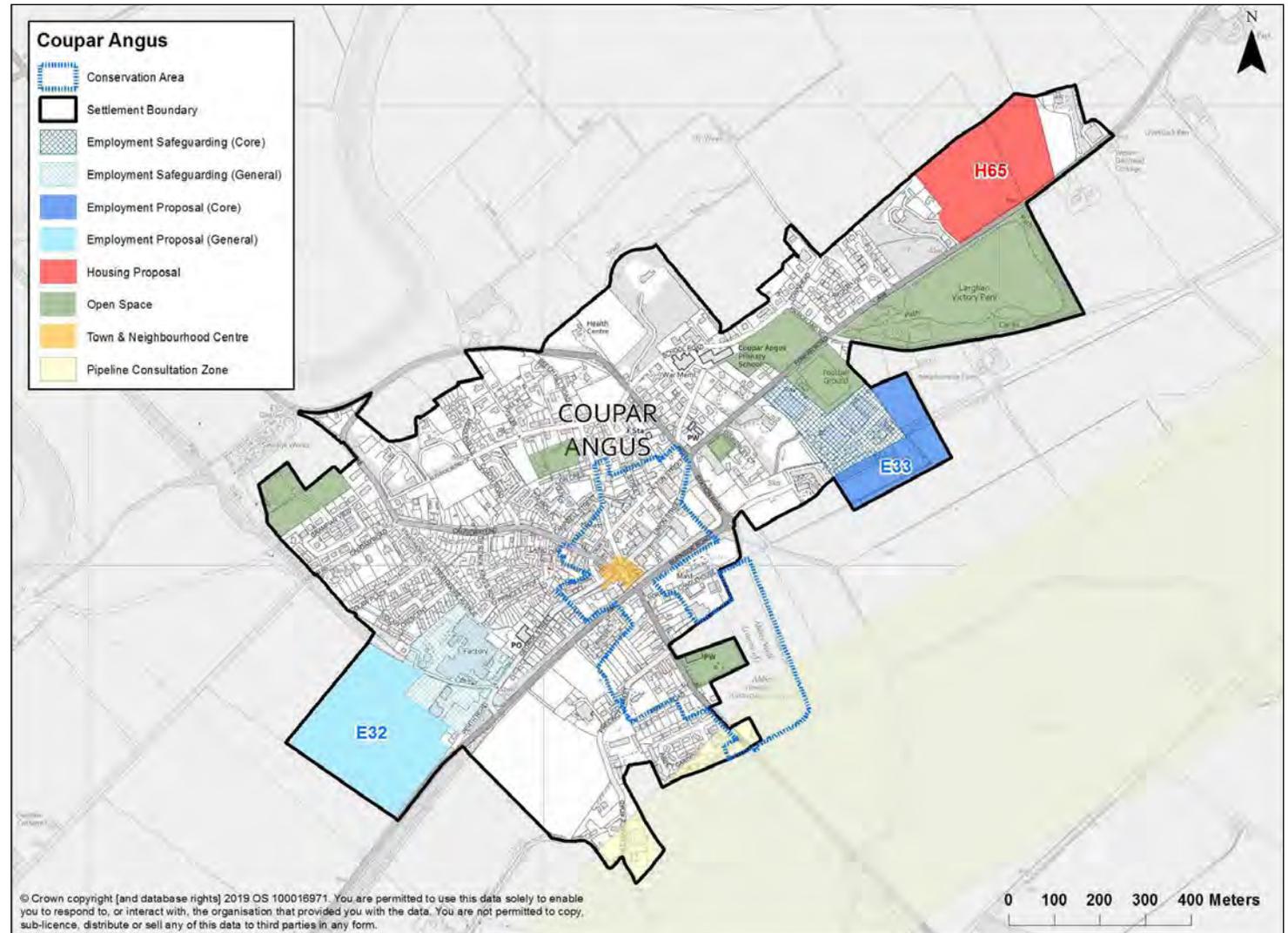


Coupar Angus

Settlement Summary

Coupar Angus is one of the larger towns in the Strathmore and the Glens area and it plays an important role in the local economy. Coupar Angus is identified as a Tier 3 Principal Settlement in TAYplan and as such it is expected to accommodate some growth. There are two major employers in the town and land is allocated to allow for the future expansion of these important businesses. A site is also allocated for new housing development to the east of the town at Larghan. Beyond this the potential for growth is limited; Coupar Angus is constrained by flood risk from the River Isla and small burns, especially to the north and south, and archaeological constraints.

Significant areas of open space are protected from development. The Council will not permit any development which could prejudice the construction of a bypass at a future date, between Burnside Road and Dundee Road. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



(continued)



Coupar Angus *(continued)*

Ref	Location	Size	Uses
E32	Coupar Angus West	7.3ha	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.
- Flood Risk Assessment.

Ref	Location	Size	Uses
E33	East of Scotland Farmers Ltd	3ha	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.
- Flood Risk Assessment.

(continued)



Coupar Angus *(continued)*

Ref	Location	Size	Capacity Range
H65	Larghan	5.5ha	80-125

Site-Specific Developer Requirements

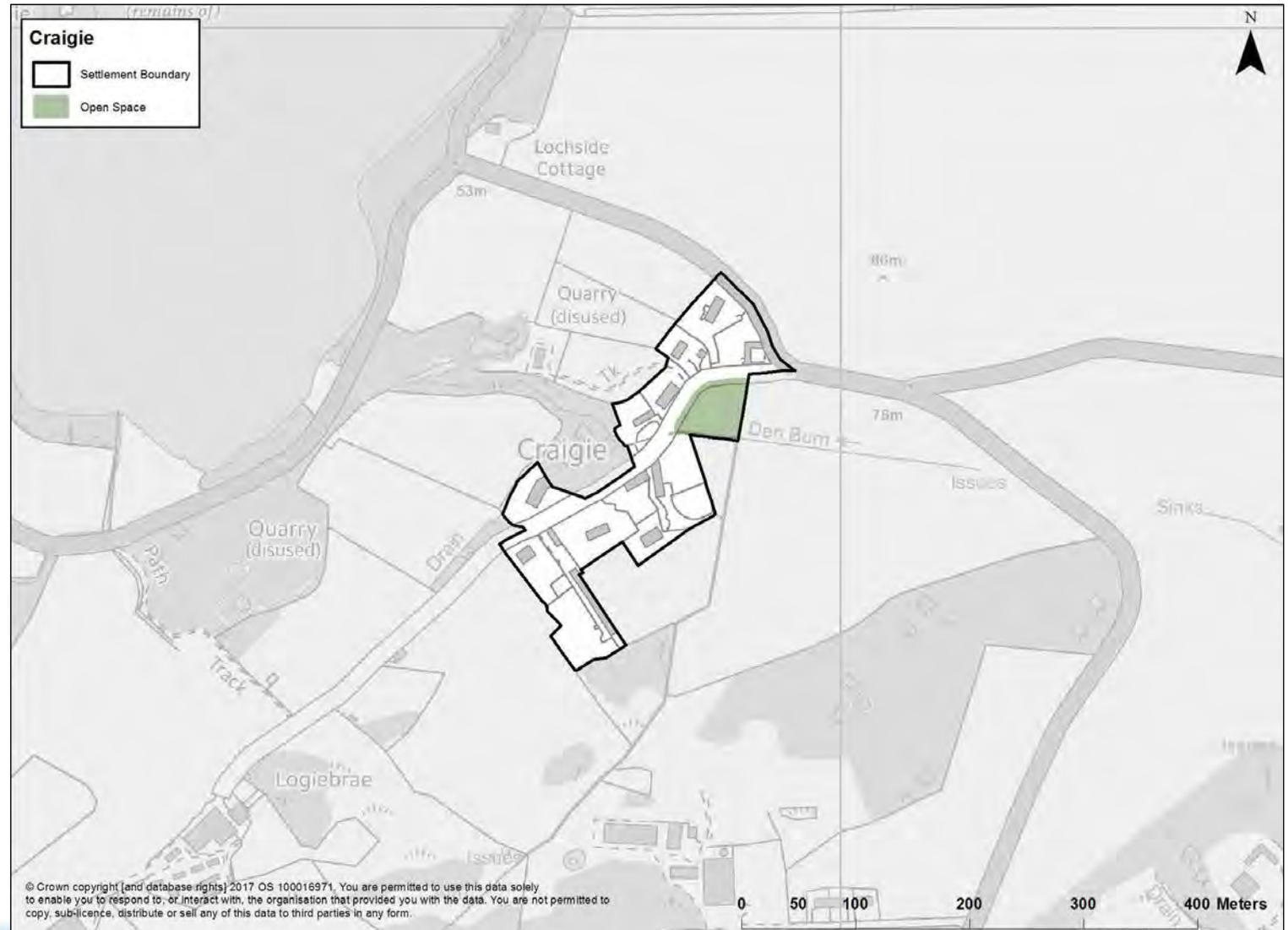
- *Appropriate crossing to the existing park and new park entrance maybe required.*
- *Existing landscape framework to east and west to be retained; green infrastructure on the site to link to this existing network.*
- *Evaluation of archaeological potential and mitigation will be required; setting of Scheduled Monument to be safeguarded.*
- *Traffic calming at entrance to conservation area.*
- *Enhancement of biodiversity.*



Craigie

Settlement Summary

Craigie is a very small settlement which lies within both the Lunan Lochs and River Tay Catchment Areas. Policies 45 and 47 set out the relevant criteria for development in these areas. The settlement boundary has been drawn to allow for limited infill development. The small area of open space is protected from development.



Crieff

Settlement Summary

Crieff has been a historically important market town since medieval times, located between lowland and highland Scotland. It has a good range of local services and shops and is a focus for tourism in the area. The award-winning MacRosty Park provides an attractive setting to the town. There is a Conservation Area designation that extends beyond the centre. Like nearby Auchterarder, Crieff serves a large rural area where tourism is the main economic driver providing local employment. The Plan therefore seeks to protect and retain existing employment and tourism uses.

The town provides a good range of services including a supermarket, the Strathearn Community Campus, and there are several tourism resorts and attractions in the area that play a significant role in the local economy. Crieff is located in a very high-quality landscape framework with an extensive network of core paths around the town providing good access to countryside and open spaces.

Crieff is a key settlement, identified in TAYplan as a Tier 2 Principal Settlement which means that it is expected to accommodate a significant proportion of

housing demand in the Strathearn area. The population of the town is expected to steadily grow over the next ten to fifteen years and this growth will help support local services but will also increase pressures on local services.

An infrastructure study was prepared to ensure that the infrastructure capacity is adequate to support the level of growth envisaged. This study highlights the current infrastructure provisions within Crieff, and what will be provided alongside the allocations and developments underway, it also recognises the following should be addressed:

- *improvements to the town centre, including improving traffic flow along the High Street;*
- *junction upgrade at Broich Road and other transport improvements in the area to address impact of existing and proposed development; and*
- *capacity at the Strathearn Community Campus is going to have to keep pace with the housing development proposed in the town.*

The Plan contains a proposal for a large mixed-use development south of Broich Road to the south of the town. Based on



further analysis of this site and Masterplan it is proposed the site can accommodate more houses than identified in the 2014 LDP.

The area north of Broich Road will see retail development during this Plan period, with two adjacent sites both with retail permissions. Developer interest suggests that only one of the two sites will be built out during this Plan period, and it is therefore proposed that another use or uses such as housing or employment be preferred for the remaining site, consistent with the policy framework of the Plan.

Site MU344 contains two sites at Broich Road with retail consent, for a total of 6,205m² across four retail units. Whilst both sites have planning consents at this point in time it is more than likely, considering anticipated retail capacity, that only one proposal will come forward during the life of the Plan. It is therefore necessary to consider how to treat the remaining site. Whilst it may be preferable to identify it for employment use this runs the risk of sitting vacant unless alternative uses are considered.

(continued)



Potentially this could lead to a derelict site remaining undeveloped for an extended period. The existence of a potentially derelict site next to key flagship uses including the new retail units, the community campus and the major town expansion area will detract from recent and proposed investment in the town. It is therefore considered beneficial to identify the two retail sites as a mixed-use area indicating that following the development of one of the retail proposals should the consent for the other site not be progressed the preferred use for the second site would be for residential use.

The Plan again carries the proposal for 100-120 houses maximum at a site at Wester Tomaknock. Part of this site already has planning permission for 102 houses and developer interest suggests that the whole of this site will be built out during this Plan period.

At the eastern end of Broich Road, there is a housing site at Hebridean Gardens that was first allocated under the previous Strathearn Area Local Plan. Development has commenced but the planning permission has not been fully implemented with a number of houses still to be built therefore the remainder of this site may be built out during this Plan period.

All of these proposals have the potential to adversely affect air quality in Crieff town centre. Mitigation and/or avoidance measures will be required for each proposal. An Air Quality Management Area was designated during the last LDP, for which an Air Quality Management Plan is being developed.

During a Charrette exercise the local community highlighted opportunities to improve the town centre public realm and strengthen links to the countryside and community facilities. These opportunities can be considered against the policy framework of the Plan. As this settlement is identified as having a strategic district heating focus, an energy statement may be required to investigate

the potential for the provision of and/or extension to a heat network to serve the development.

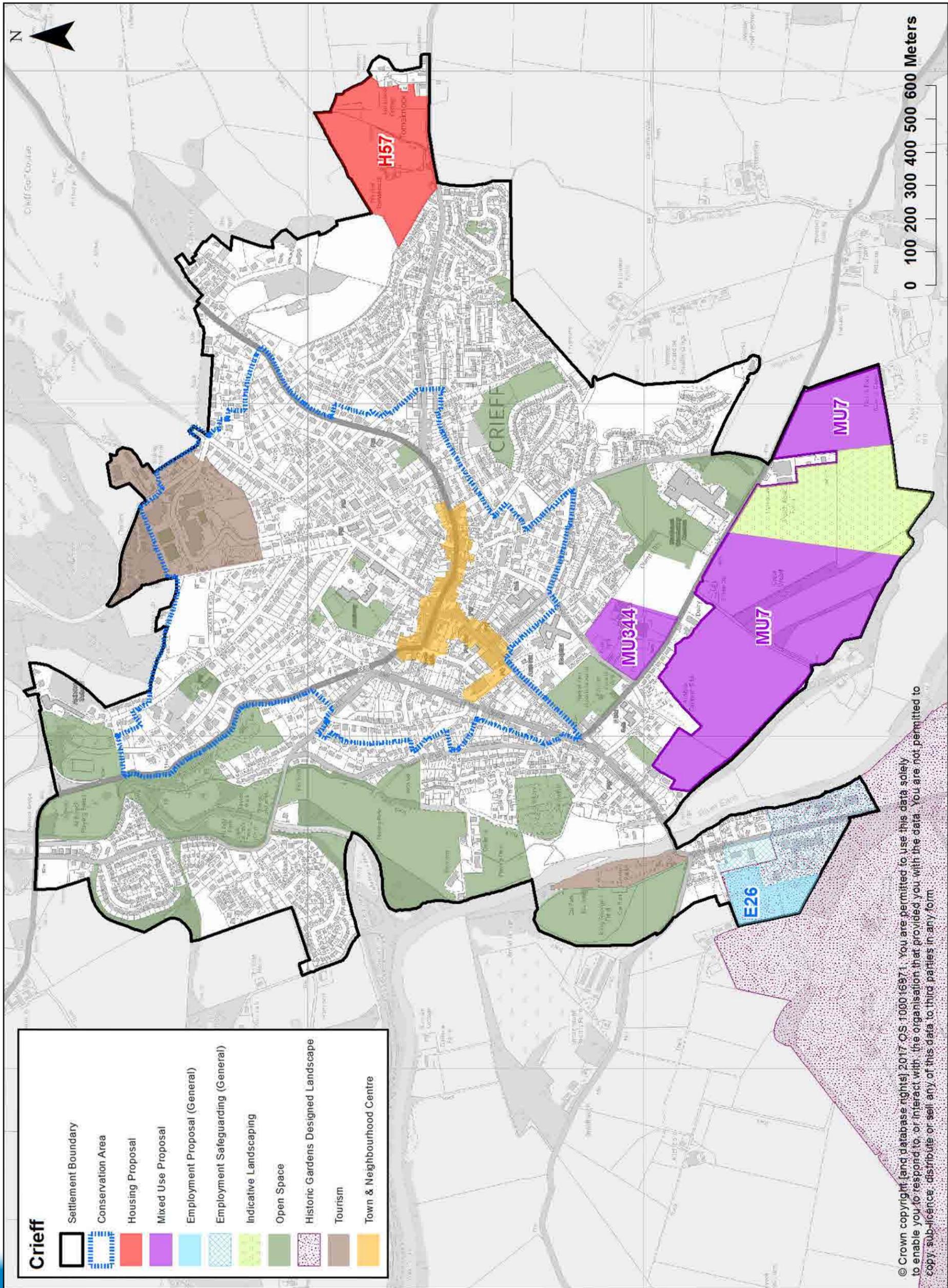
Ref	Location	Size	Uses
E26	Bridgend	3 ha	General employment uses

Site-Specific Developer Requirements

- Road and access improvements to the satisfaction of the Council as Roads Authority.
- Landscape 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.
- Flood risk assessment.

(continued)





(continued)



Ref	Location	Size	Capacity Range
H57	Wester Tomaknock	10.2ha	114-121

Because of its size and sensitive landscape setting, a Masterplan is required for the development of this site. Appropriate landscaping requirements, including a woodland strip, will reduce its developable area to 6.4ha.

Planning permission has been granted for 102 houses on 8.75 ha of the allocated site, the western part of this site that is nearest the existing settlement (16/02217/FLM). The remainder of the allocated site, a 1.48ha strip on the eastern edge of the site, has capacity for 12-19 houses.

Site-Specific Developer Requirements

- 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.



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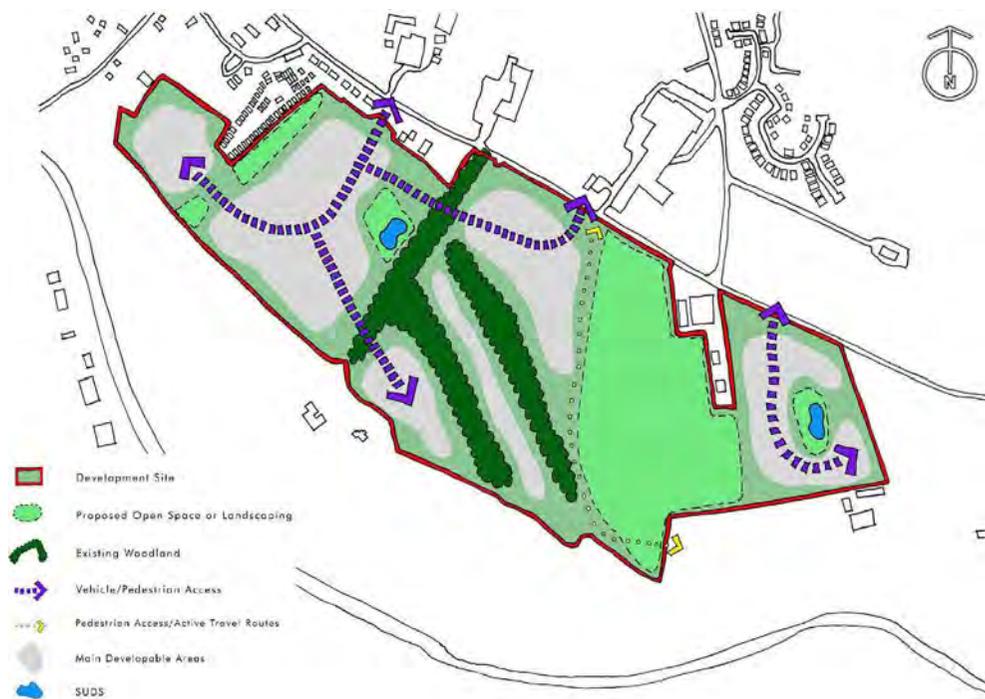
Ref	Location	Size	Uses
MU7	Broich Road	47ha	Implementation of existing planning consent; and/or Housing: 409-639 Employment: minimum 5ha serviced employment land

The capacity of this site to deliver within the Plan period is a matter for the Masterplan. Not all the land will be needed for housing 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 including a scheduled Neolithic Cursus (two ditches running north to south across the site), and the site of the Stayt of Crieff. Both these important features require a large area to be reserved where development should be avoided.

Site-Specific Developer Requirements

- Implementation of Masterplan 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.
- Flood Risk Assessment.



(continued)



Ref	Location	Size	Uses
MU7	Broich Road	47ha	Implementation of existing planning consent; and/or Housing: 409-639 Employment: minimum 5ha serviced employment land

- *At the eastern part of the site there is a Scheduled 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.*
- *Energy statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development.*

Ref	Location	Size	Uses
MU344	Broich Road North	4ha	Retail: implementation of planning permission; and/or Housing: high capacity range 26-40 per ha

Site MU344 contains two sites at Broich Road with retail consent, for a total of 6,205 m² across four retail units. Following the completion of one of the proposed sites should the consent for the other site not be progressed the preferred use for the second site would be for housing.

Site-Specific Developer Requirements

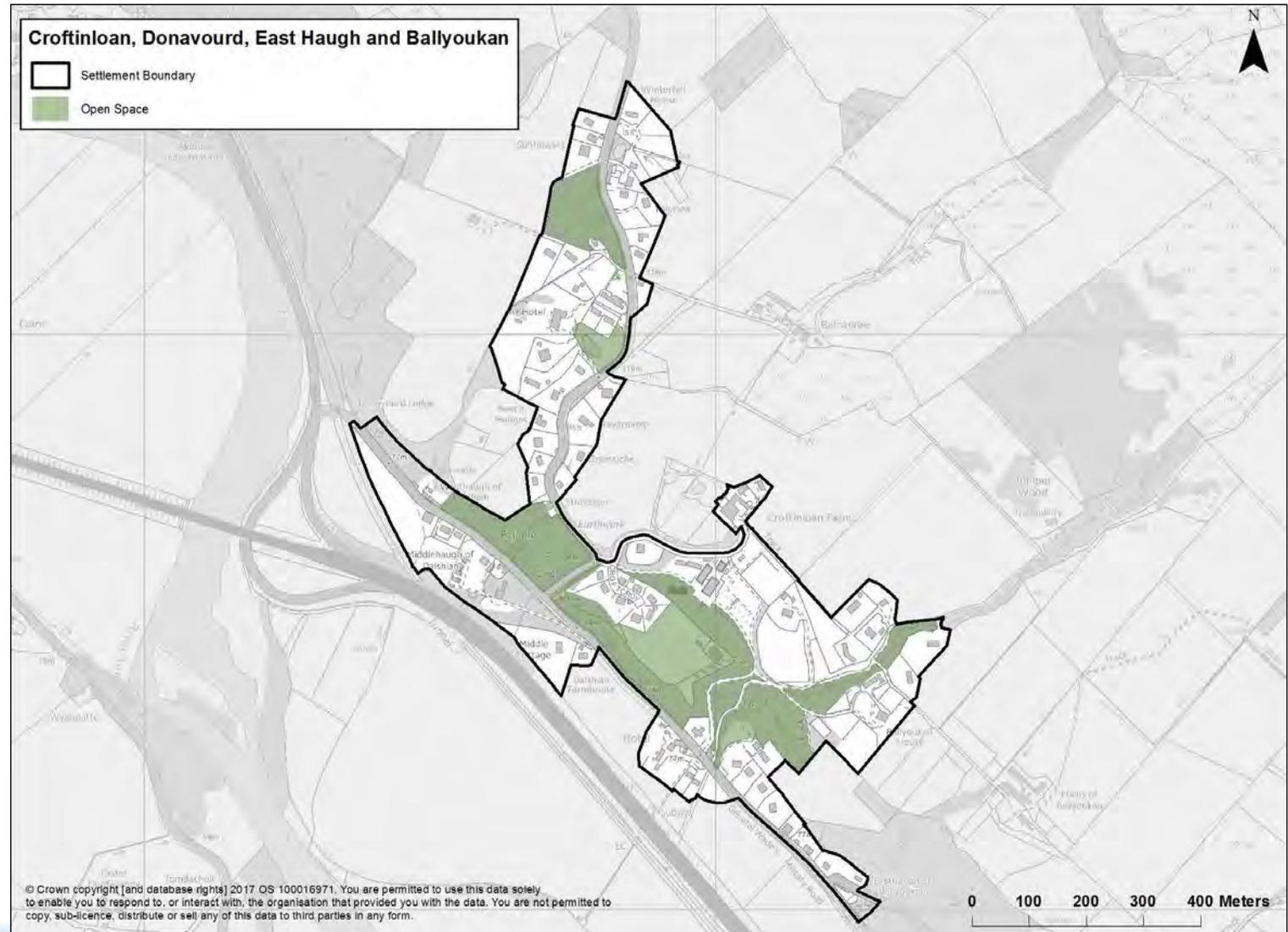
- *Mix of uses with phasing plan to show implementation of retail planning permission(s) and/or housing; together with reuse of listed buildings.*
- *Mix of housing types and sizes including low-cost housing.*
- *Proposed development to respect setting of listed farm house and steading buildings, which are to be retained, repaired, restored reused and integrated into the design and layout of the site.*
- *Road and access improvements to the satisfaction of the Council as Roads Authority.*
- *Archaeological investigation may be required.*
- *Energy statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development*



Croftinloan, Donavourd, East Haugh and Ballyoukan

Settlement Summary

Croftinloan, Donavourd, East Haugh and Ballyoukan are closely related and to reflect this they have been grouped together under a single settlement boundary. The open spaces within the boundary contribute towards maintaining the character and setting of the group and these are protected from development. Past growth has largely been as a result of ad-hoc infill development; further development will be limited to small-scale infill opportunities within the existing settlement boundary. The settlement group lies within the River Tay Catchment Area; **Policy 45** sets out the relevant criteria for development in this area.



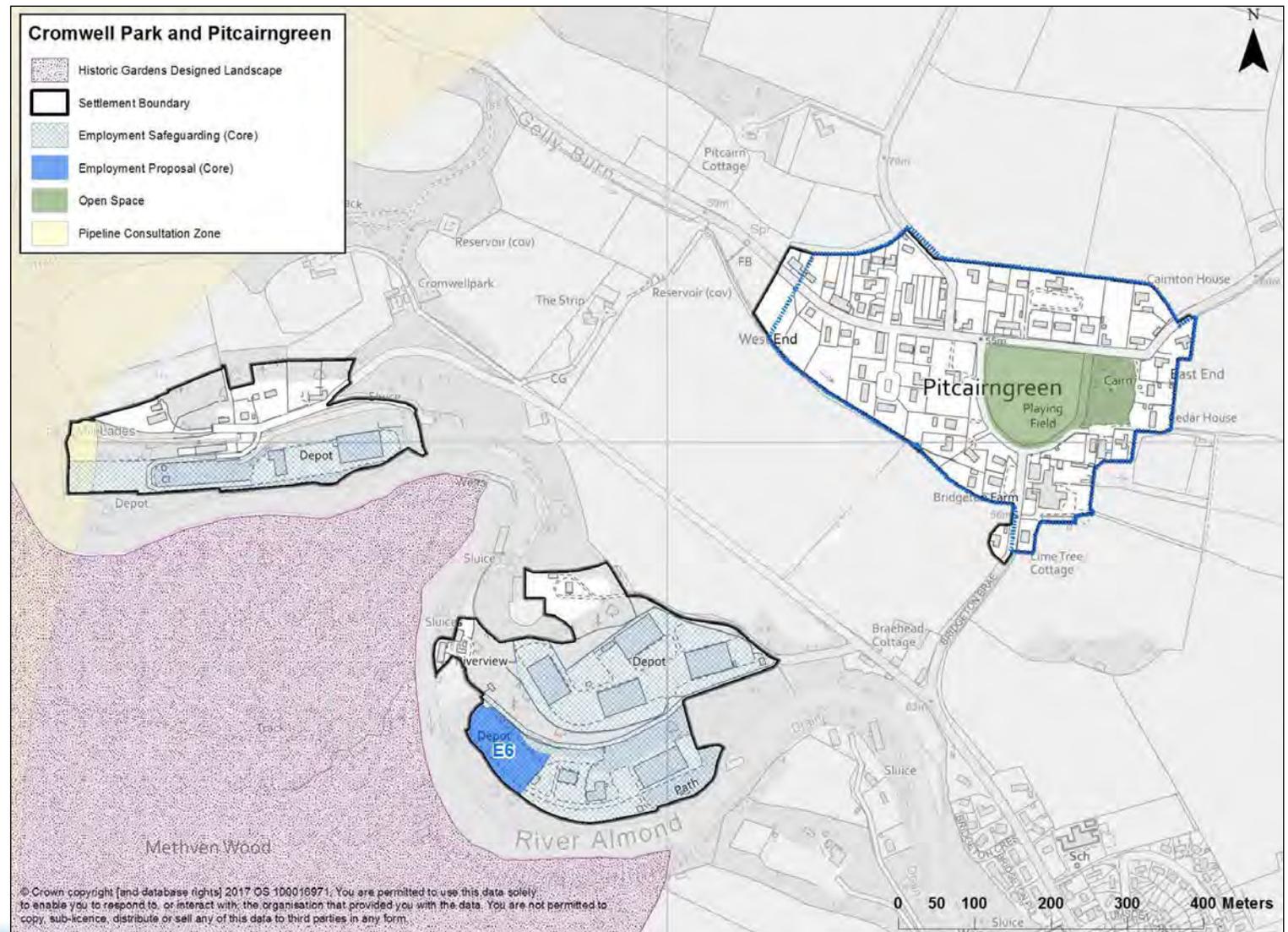
Cromwell Park and Pitcairngreen

Settlement Summary

Cromwell Park and Pitcairngreen lie west of Almondbank on the periphery of the Perth area.

Pitcairngreen is a planned estate village centred around an attractive village green. The settlement boundary has been drawn to offer the potential to accommodate only limited further development.

Cromwell Park has been identified as being able to accommodate some limited future growth in order to encourage the redevelopment of brownfield land. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



(continued)



Cromwell Park and Pitcairngreen *(continued)*

Ref	Location	Size	Uses
E6	Cromwell Park	0.6ha	General employment uses

Site-Specific Developer Requirements

- *Flood Risk Assessment.*
- *Roads and access improvement and internal road layout to the satisfaction of the Council as Roads Authority are required.*



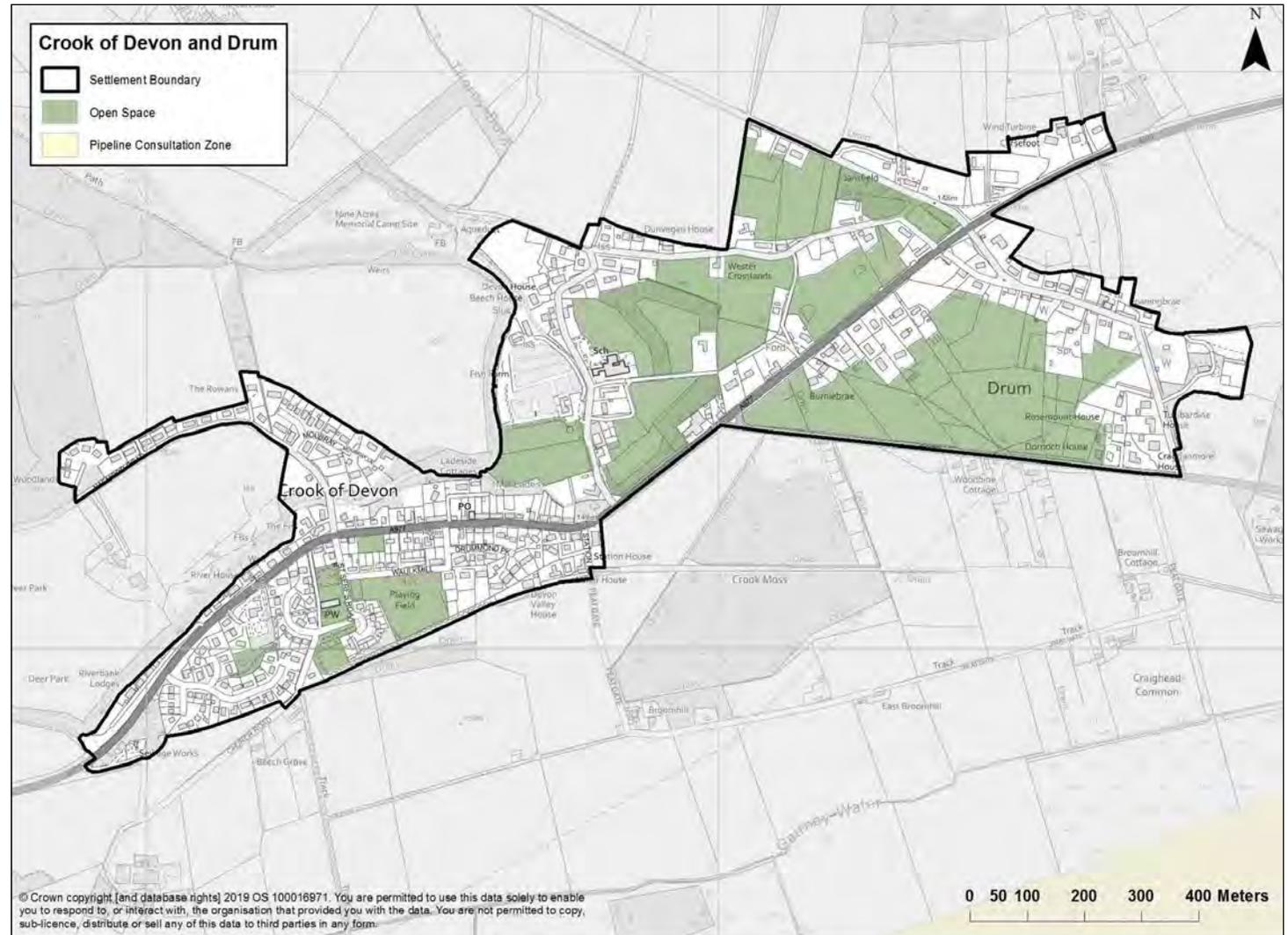
Crook of Devon and Drum

Settlement Summary

Crook of Devon contains a range of services and infrastructure including a shop, pub, primary school, recreation facilities and the Village Institute. The villages of Crook of Devon and Drum are considered capable of supporting further development. Drainage will be required to connect to a publicly-maintained waste water treatment works. Currently the treatment works at Drum and Crook of Devon are at or near capacity. It will be for Scottish Water to consider the most effective means of providing wastewater drainage.

The former fish farm is a brownfield site and its redevelopment 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. Any proposals for development within the village requiring traffic mitigation should complement the mitigation identified in the Route Action Plan for the A977 and B9097.



Cultybraggan

Settlement Summary

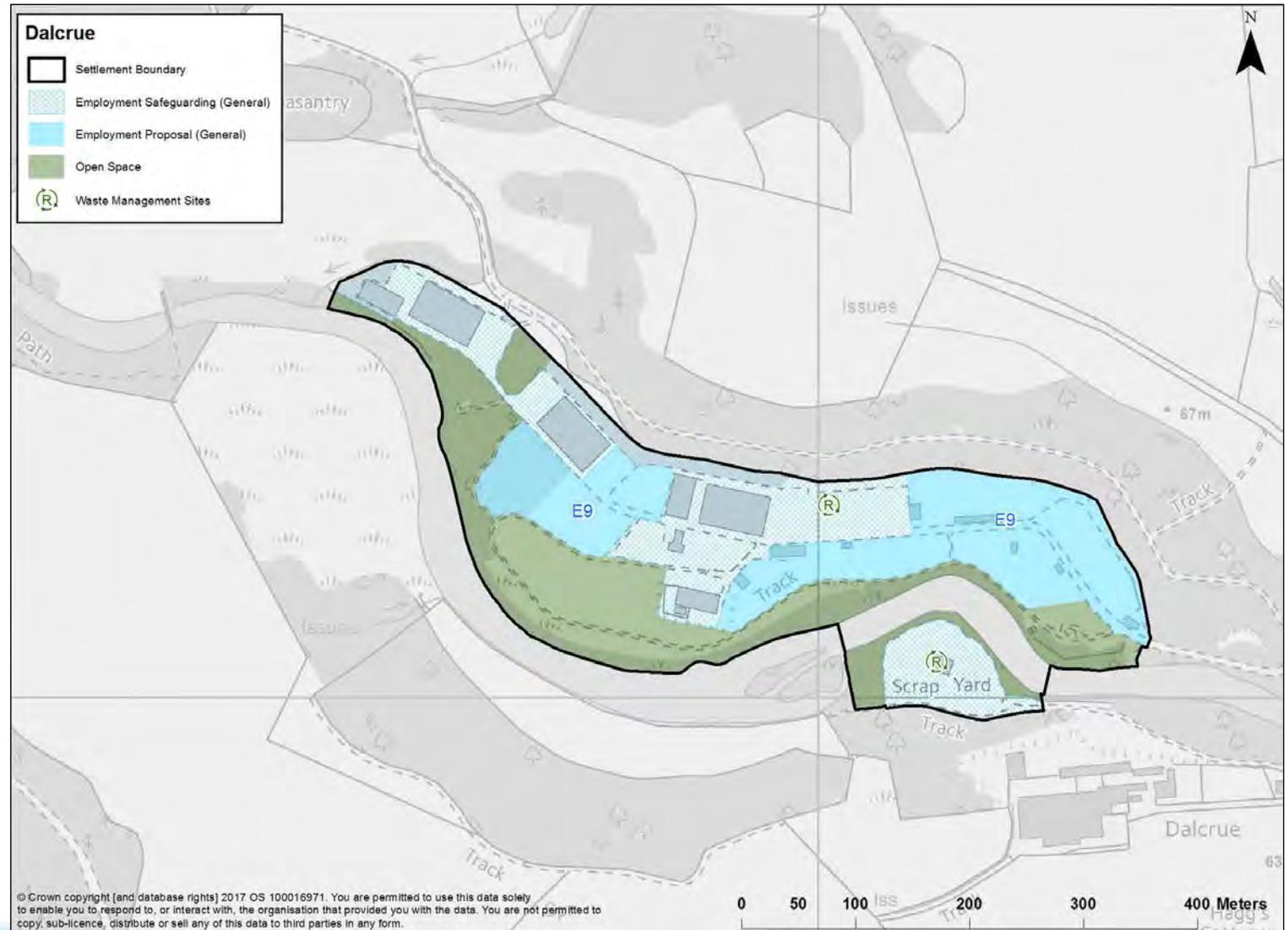
Cultybraggan Camp lies to the south-west of Comrie and is a former army camp facility. Ownership of this site was transferred to a Community Trust in 2007 and the focus is for the development of community and employment uses. Planning permission has already been granted for various uses and there is significant potential for sustainable economic growth in this rural area.



Dalcrue

Settlement Summary

Dalcrue has a number of small, specialist employment uses and a site has been identified to support limited growth for compatible uses. It does not have any local services and therefore is not a focus for housing. There are areas of important open space identified for protection. Developer contributions will be required towards transport infrastructure.



(continued)



Dalcrue *(continued)*

Ref	Location	Size	Uses
E9	Dalcrue	3.6ha	General employment uses

Site-Specific Developer Requirements

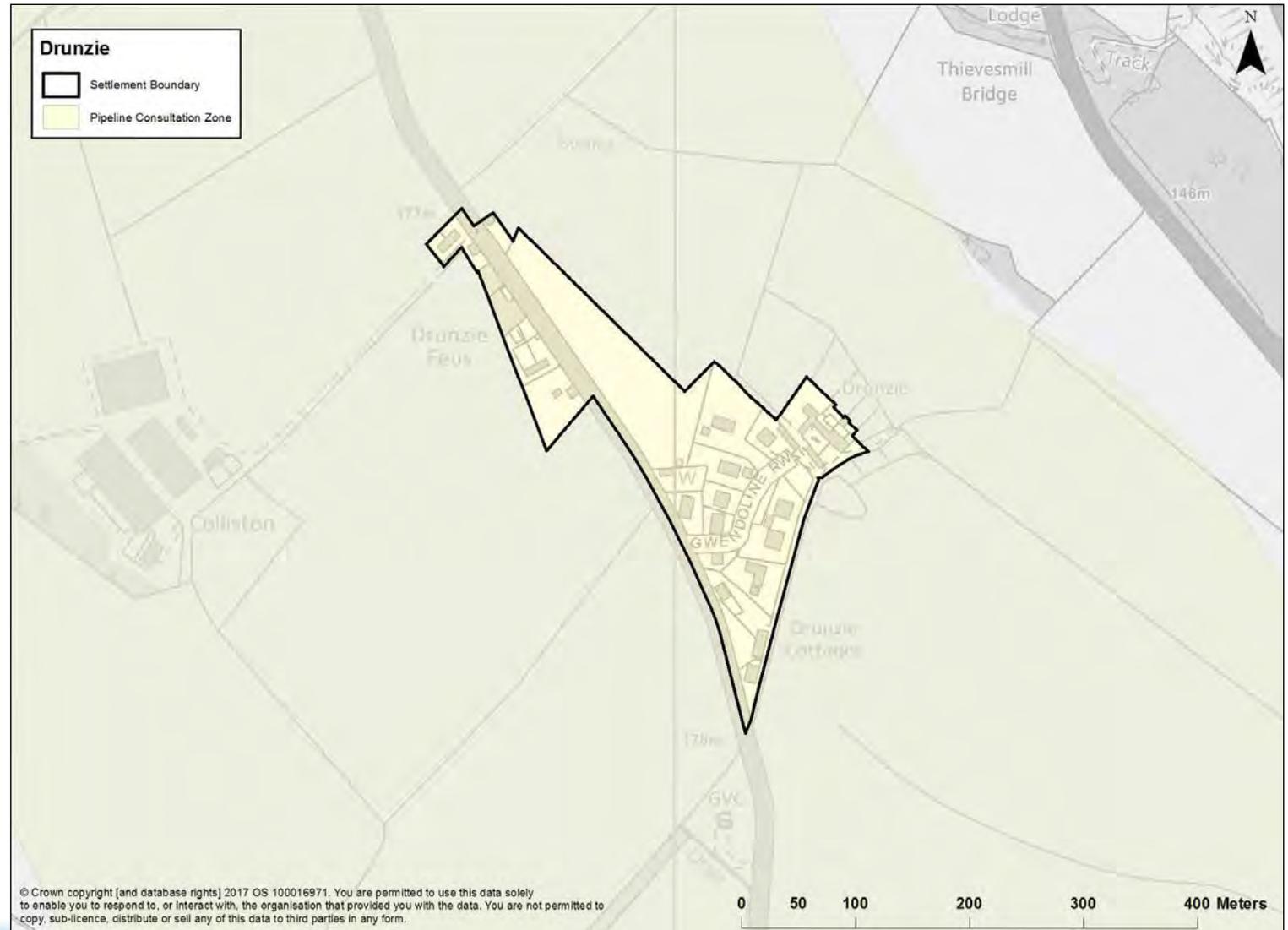
- *Flood Risk Assessment.*
- *Roads and access improvement and internal road layout to the satisfaction of the Council as Roads Authority are required.*
- *Development must take account of ancient woodland in close proximity.*



Drunzie

Summary

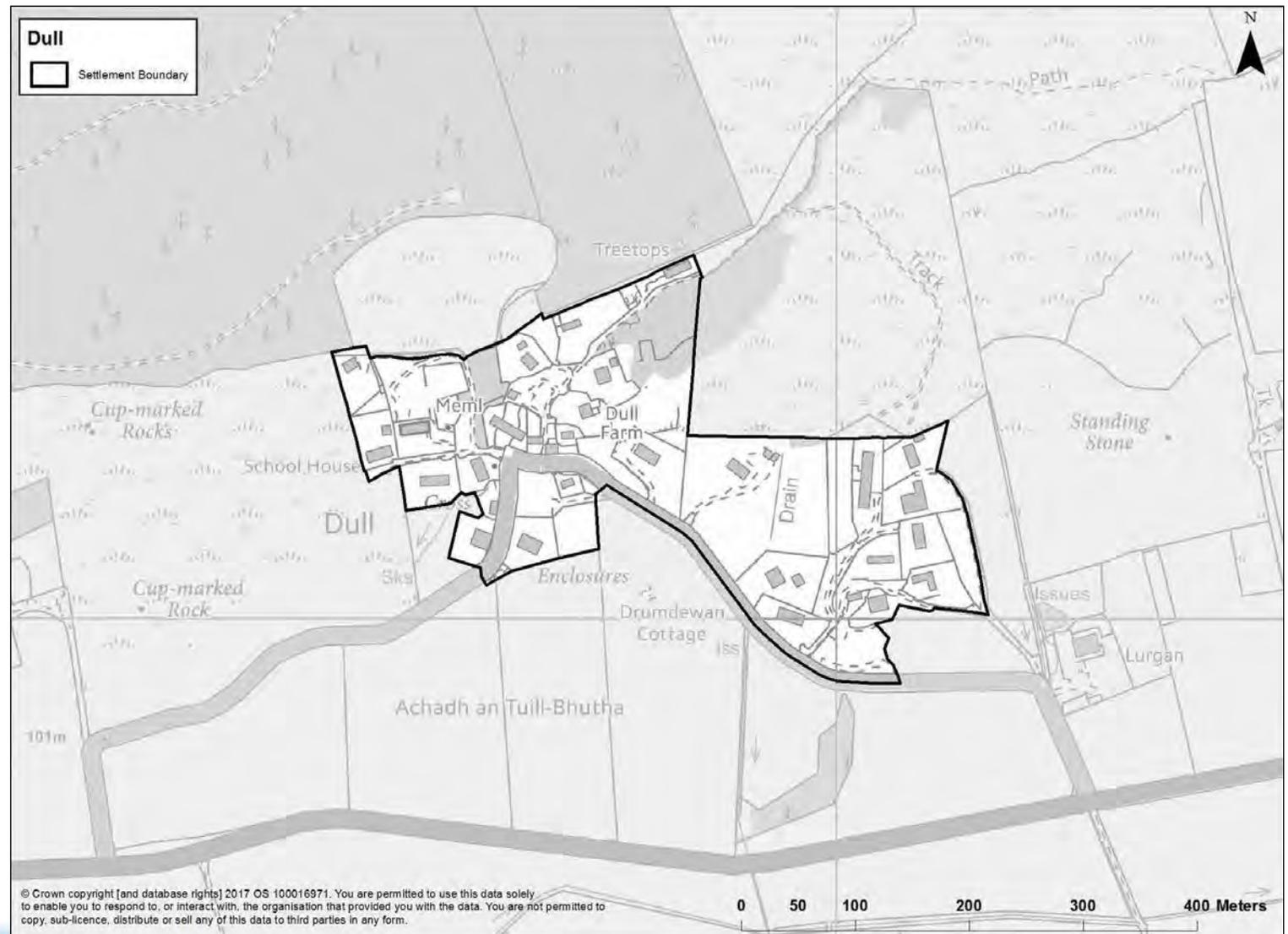
Drunzie is a small settlement which has no services. The settlement boundary has therefore been drawn to offer the potential to accommodate some limited further development and reflect existing planning permission. The settlement lies wholly within a HSE Pipeline Consultation Zone, so any development should comply with **Policy 54: Health and Safety Consultation Zones**.



Dull

Summary

The small settlement of Dull has a fairly dispersed building pattern and has seen various new-build developments and conversions in recent years. The boundary has been drawn to offer scope for some further small-scale infill development.



Dunkeld and Birnam

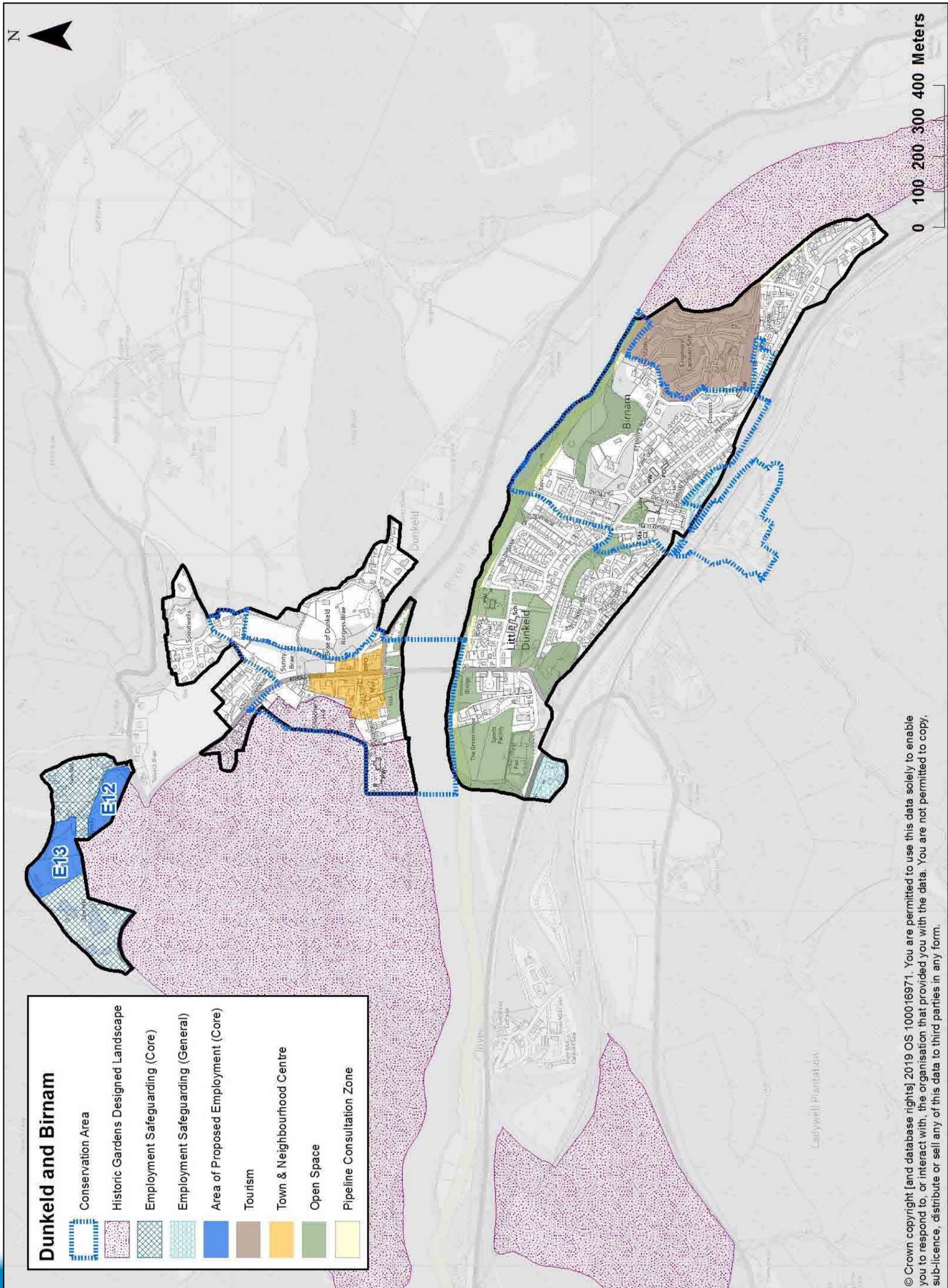
Settlement Summary

The towns of Dunkeld and Birnam are located on opposite banks of the River Tay joined by the historic Dunkeld Bridge. Tourism is important for employment and maintaining the viability of services. The Plan therefore seeks to protect and retain existing employment and tourism uses.

Dunkeld and Birnam are identified together in TAYplan as a Tier 3 Principal Settlement. However, the potential for additional development is highly constrained by potential flooding, the surrounding topography, and by various international and national natural and built heritage designations surrounding the towns. Development allocations are therefore limited to additional employment sites at Tullymilly which will help to consolidate and encourage future opportunities for sustainable economic growth there. There may also be scope for some small-scale infill residential development.

The future dualling of the A9 has the potential to bring positive economic benefits to the area although the land use implications of the project are not yet clear. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**. *(continued)*





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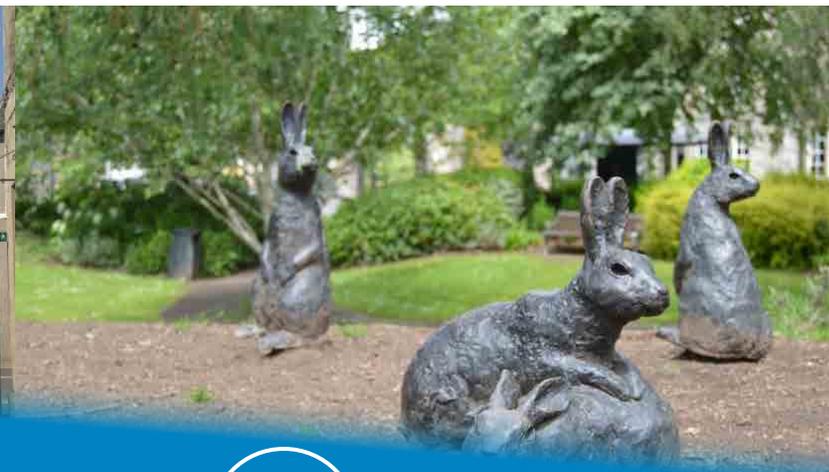


Dunkeld and Birnam *(continued)*

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

Site-Specific Developer Requirements

- Flood Risk Assessment.
- Feasibility study to assess the restoration of the existing culvert.
- Transport Assessment.
- Built form and layout should respond appropriately to its sensitive location. A Design Statement will be required to ensure that development is in keeping with the local landscape and to protect the integrity of the adjacent designated Dunkeld House Garden and Designed Landscape, and ancient woodland.
- Road and access improvements to the satisfaction of the Council as Roads Authority.
- Green infrastructure on the site to link to the existing network to the north and south.
- Enhanced landscaping framework.
- Enhancement of biodiversity and protection of habitats.

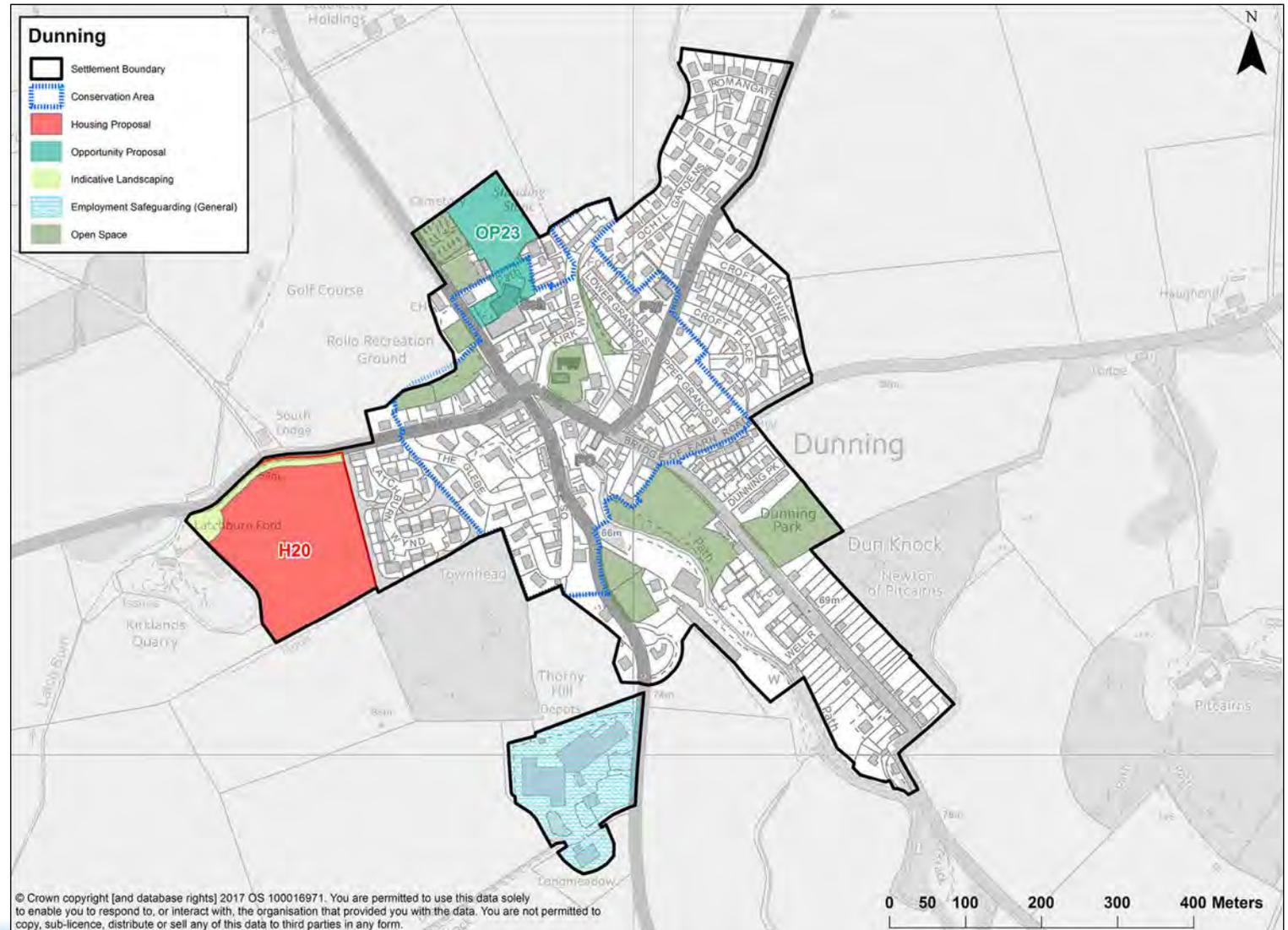


Dunning

Settlement Summary

Dunning was originally developed on a major crossroads linking Perth, Stirling and Kinross. It has significant archaeological features within the area and the Conservation Area designation reflects its historical significance. It has been identified as being able to accommodate some limited future growth in order to help support existing community services and facilities.

The site area proposed at Auchterarder Road (H20) has been extended following the outcome of an interim consultation event held at the Main Issues Report stage of the Plan.



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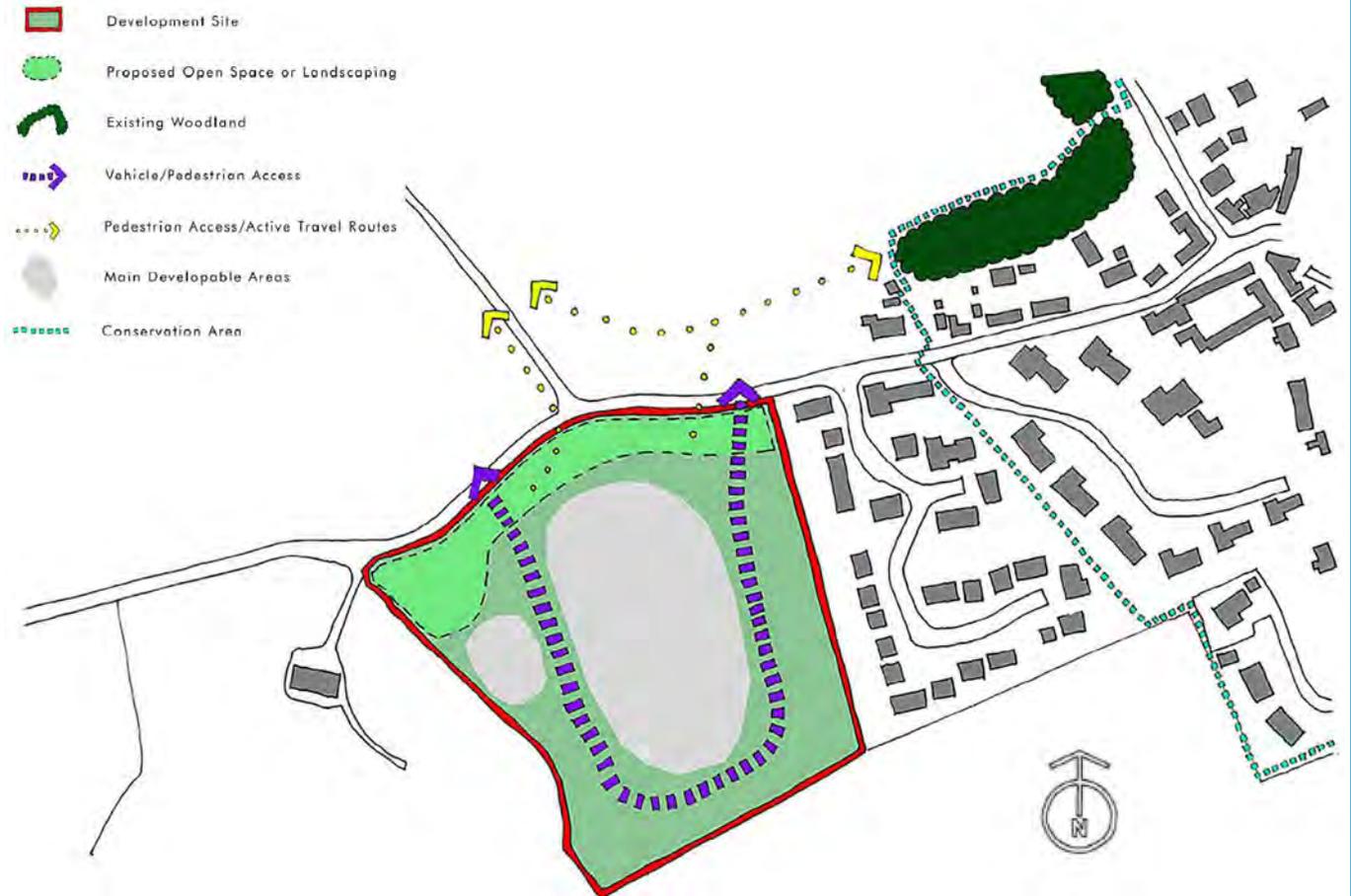


Dunning *(continued)*

Ref	Location	Size	Uses
H20	Auchterarder Road	3.64ha	Housing 43-68 units

Site-Specific Developer Requirements

- *Flood Risk Assessment.*
- *Drainage Impact Assessment including the effect of run-off for adjacent properties and road drainage.*
- *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.*
- *Tree and shrub planting to be provided along the western edge of the site to create a robust boundary.*



(continued)



Dunning *(continued)*

Ref	Location	Size	Uses
Op23	Station Road	1.2ha	Extension to school for recreational purposes

Site-Specific Developer Requirements

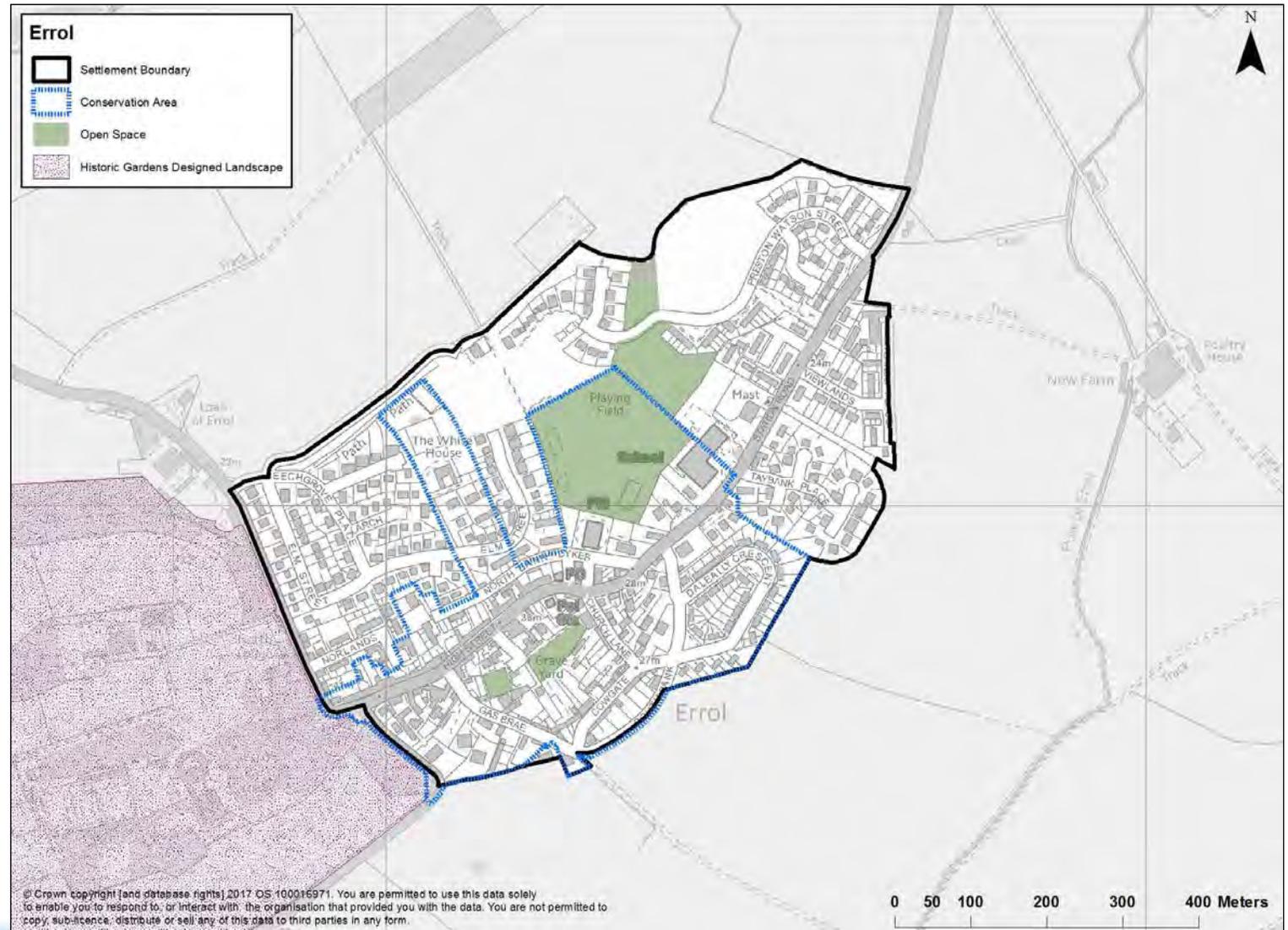
- *Protect setting of Scheduled Monument (standing stone) on east boundary of site.*
- *Landscape Framework and landscaped edge for the village boundary because the site lies within the Ochil Hills Local Landscape Area.*
- *Connections and enhancement to be made to the existing core path network are required including diversion of existing right of way/core path and provision of replacement path.*



Errol

Settlement Summary

Errol is located in the Carse of Gowrie, where there is a presumption against large-scale development. It has a distinctive look due to a predominance of red brick houses unusual for the area. These came from the local brick factory in Errol. The church is also very large for the settlement and announces the importance of Errol within the Carse. It remains a flourishing settlement with a good range of local amenities and services and it has a Conservation Area designation that recognises its local heritage. Errol has recently seen new development and has had a new school built. There are no housing sites identified for Errol within this Plan period.



Fearnan

Summary

The small village of Fearnan lies on the north shore of Loch Tay, adjacent to the Tay Forest Park. The centre of the village is characterised by a traditional rigg layout and these important open spaces are protected from development. The settlement boundary has been drawn to allow for some small-scale infill development to help sustain the existing community. Fearnan lies within the River Tay Catchment Area; **Policy 47** sets out the relevant criteria for development in this area.



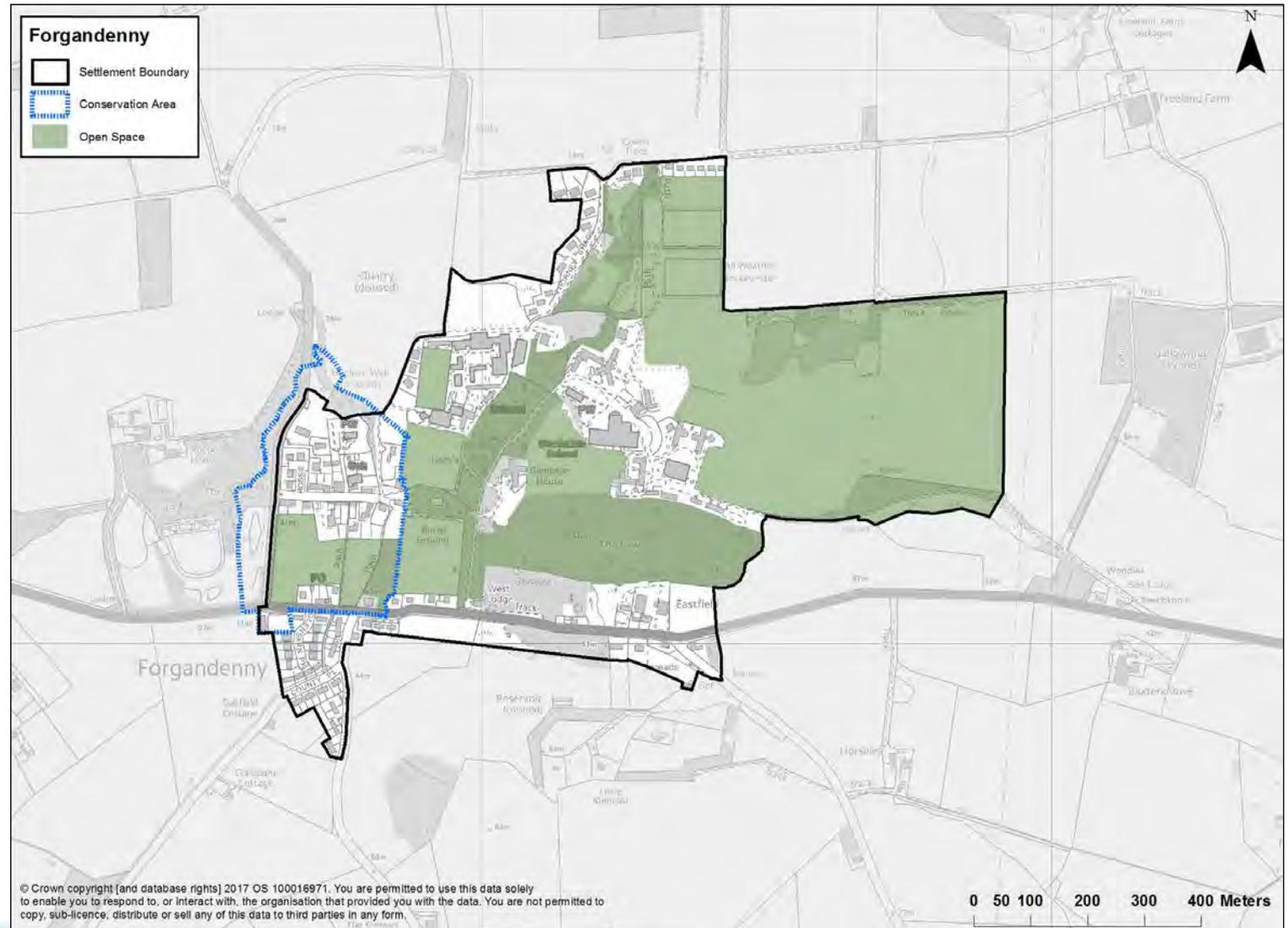
Forgandenny

Settlement Summary

Forgandenny is a small settlement close to Perth. It has a Conservation Area designation to reflect the historic character of the village. It has some services with a village shop, school, and the Strathallan private school.

The settlement has two distinct groups of buildings north and south of an area of open space, while the Strathallan school occupies an extensive site to the east of the settlement centre.

The settlement boundary has been drawn to offer the potential to accommodate some further development.



Forteviot

Settlement Summary

Forteviot was previously the site of the Pictish capital of Scotland and has a unique and important history.

The settlement was rebuilt in the 1920s and reflects a 'garden suburb' vision from that era. It has community facilities including a school, church, hall, and a bowling green. The important tree-lined open space area at the centre of the settlement is identified and protected.

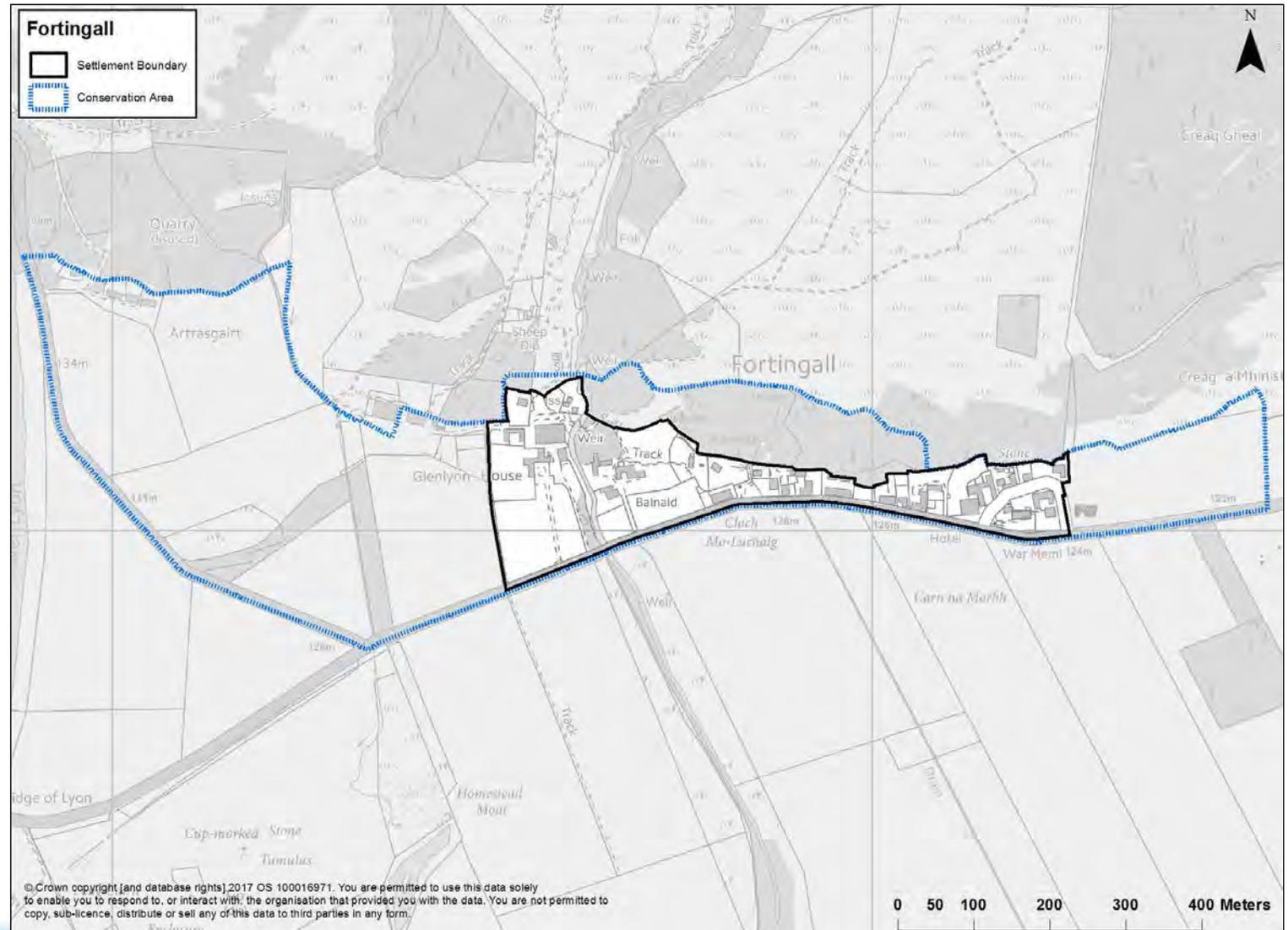
A tight settlement boundary has been drawn to limit any significant future growth in order to protect the character and setting of the village.



Fortingall

Settlement Summary

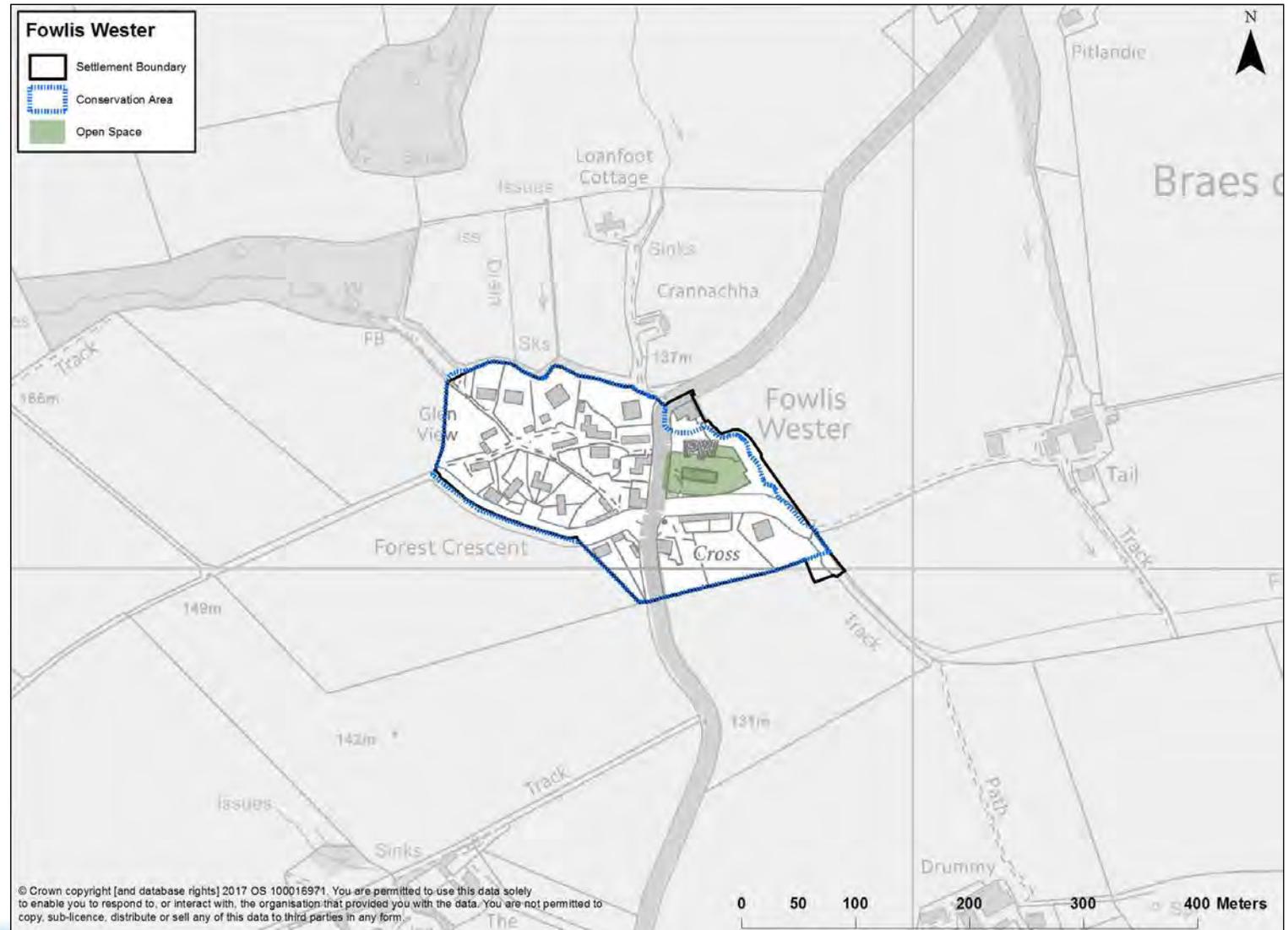
The village of Fortingall sits within a large conservation area which extends beyond the village to the north, east and west. Most of the village is also within a national scenic area. The settlement boundary is drawn to limit future growth in order to protect the historic character and setting of the village. Fortingall lies within the River Tay Catchment Area; **Policy 47** sets out the relevant criteria for development in this area.



Fowlis Wester

Settlement Summary

Fowlis Wester is a small village near Crieff. It has a Conservation Area designation reflecting its medieval origins. It has no services and is not identified for growth during this Plan period.

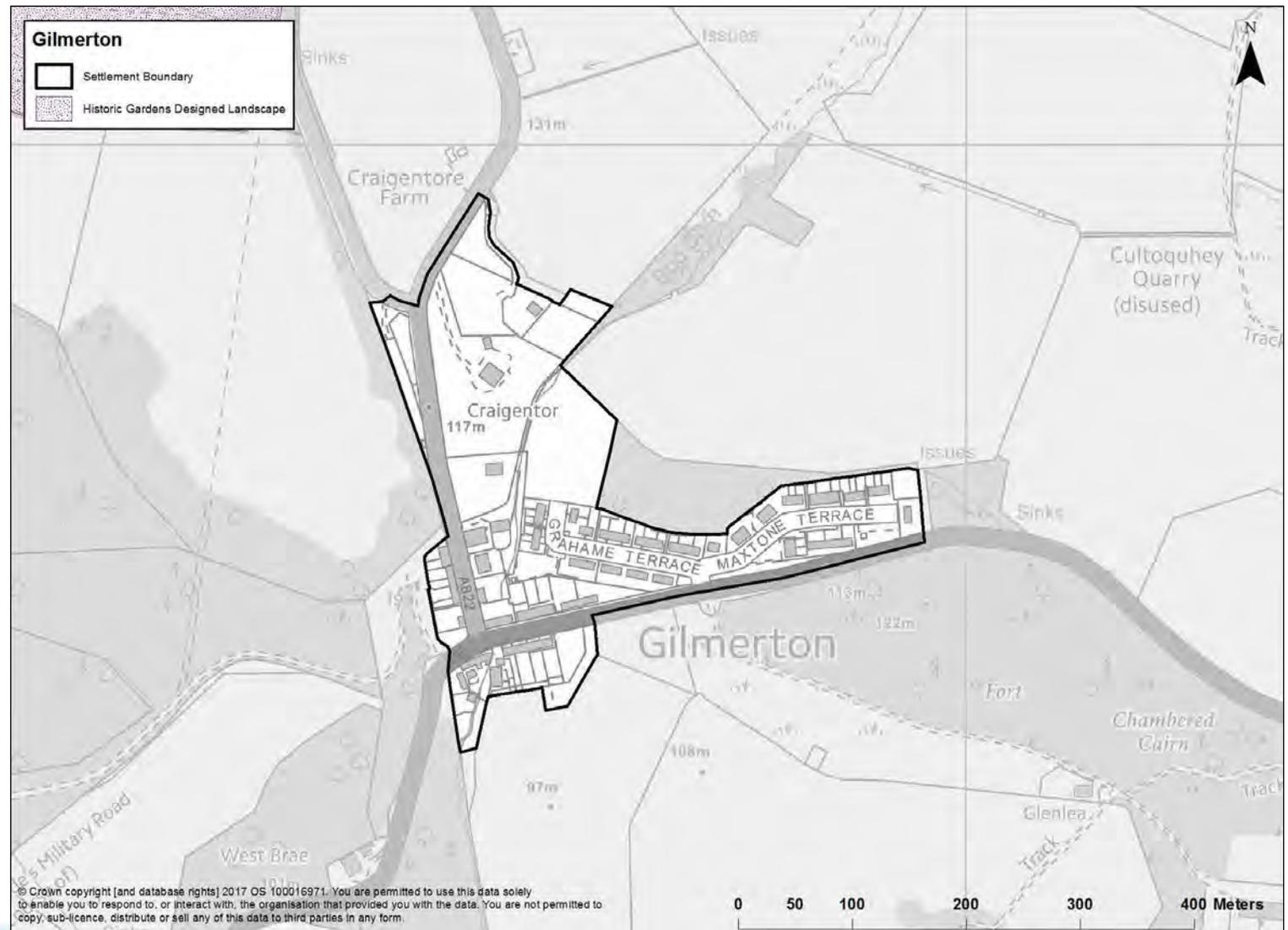


Gilmerton

Settlement Summary

Gilmerton is a small village east of Crieff with no services. The surrounding land use is agricultural.

The settlement is not identified for growth during this Plan period; however there is an area of land north of Grahame Terrace that is within the settlement boundary and may be developed, subject to consideration against the policy framework of the Plan.



Gleneagles

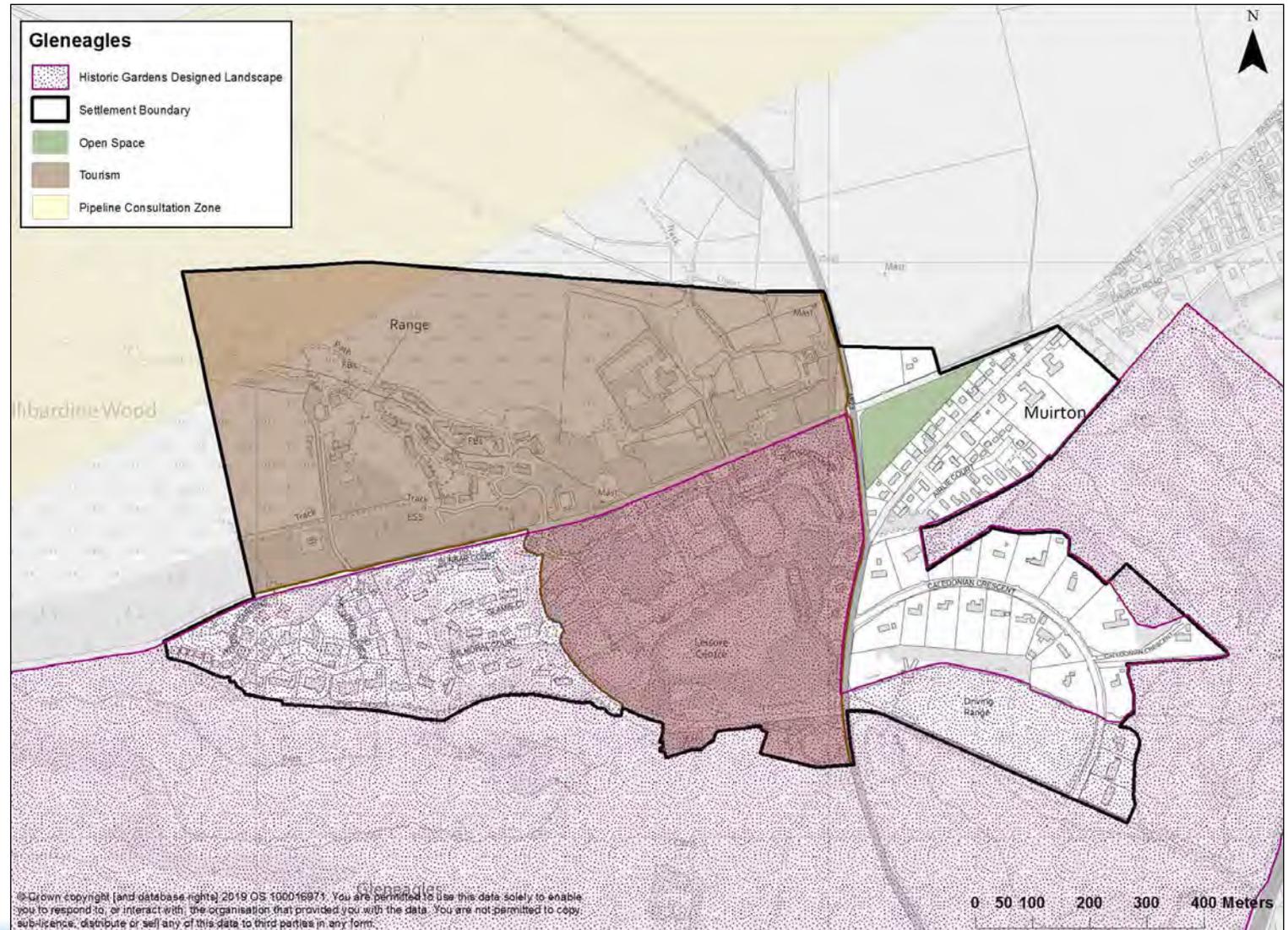
Settlement Summary

Gleneagles is set within a high-quality landscape framework and tourism plays an important role in the settlement. Gleneagles is closely linked to the town of Auchterarder, located immediately to the west. There is good access to the A9 trunk road as work has been completed on the grade separated junction at Loaninghead. Gleneagles railway station has also recently been upgraded, with improvements to the station facilities and more frequent train services.

The Gleneagles Hotel is a major provider of employment opportunities, and the hotel and resort provides significant visitor accommodation.

A major part of the village is in the garden and designed landscape that relates to the hotel.

No further development has been identified in the Plan period. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



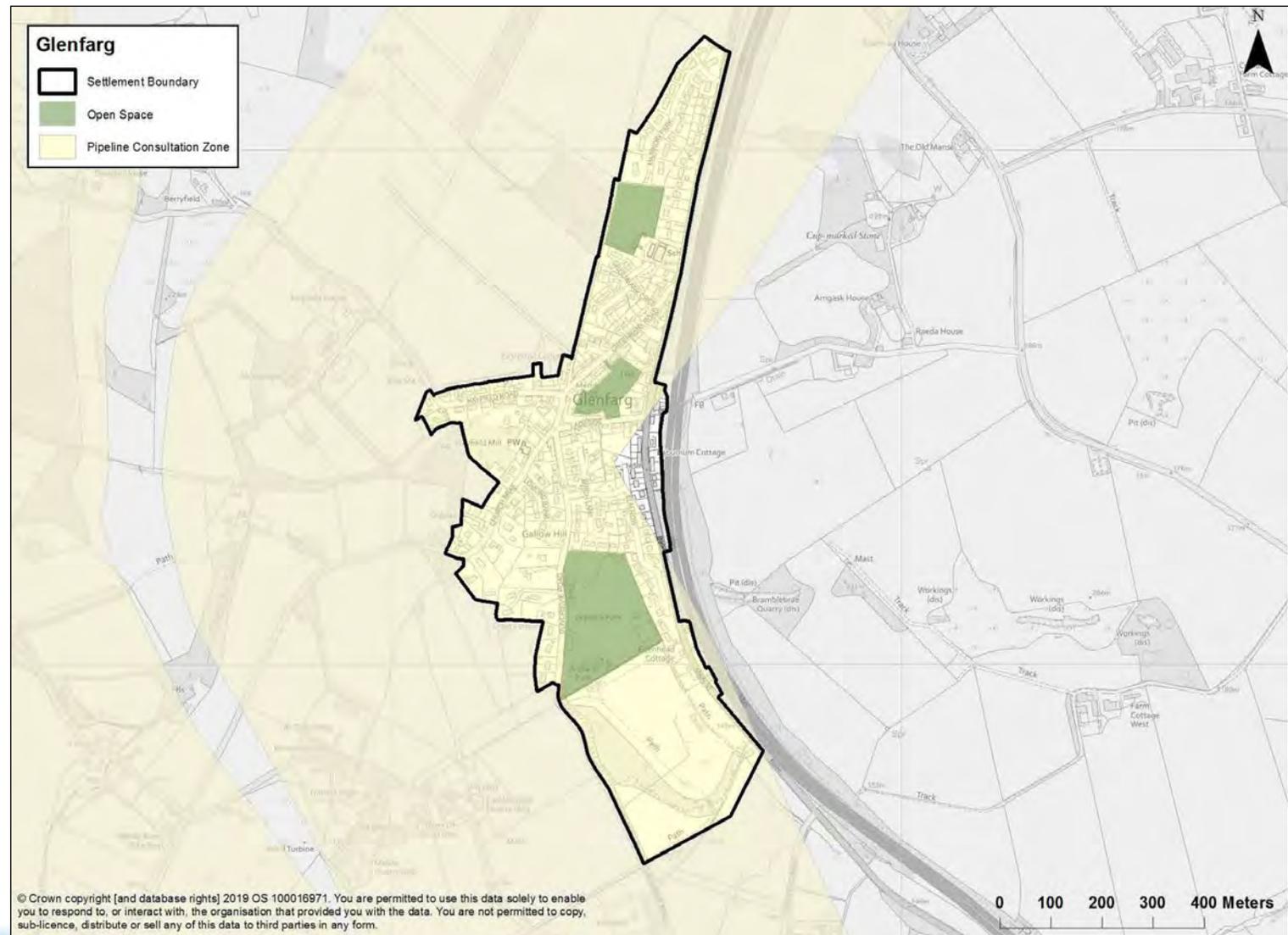
Glenfarg

Settlement Summary

Glenfarg is set in the Ochill Hills and close to the M90 that links Perth to Dundee and Edinburgh.

Its location is restrictive in terms of larger development sites to expand the settlement. The settlement boundary has therefore been drawn to offer the potential to accommodate some further development and to reflect existing planning permission for the site south of Wallace Park (13/01057/FLL & 13/01058/FLL). This aims to support the continuation of existing services.

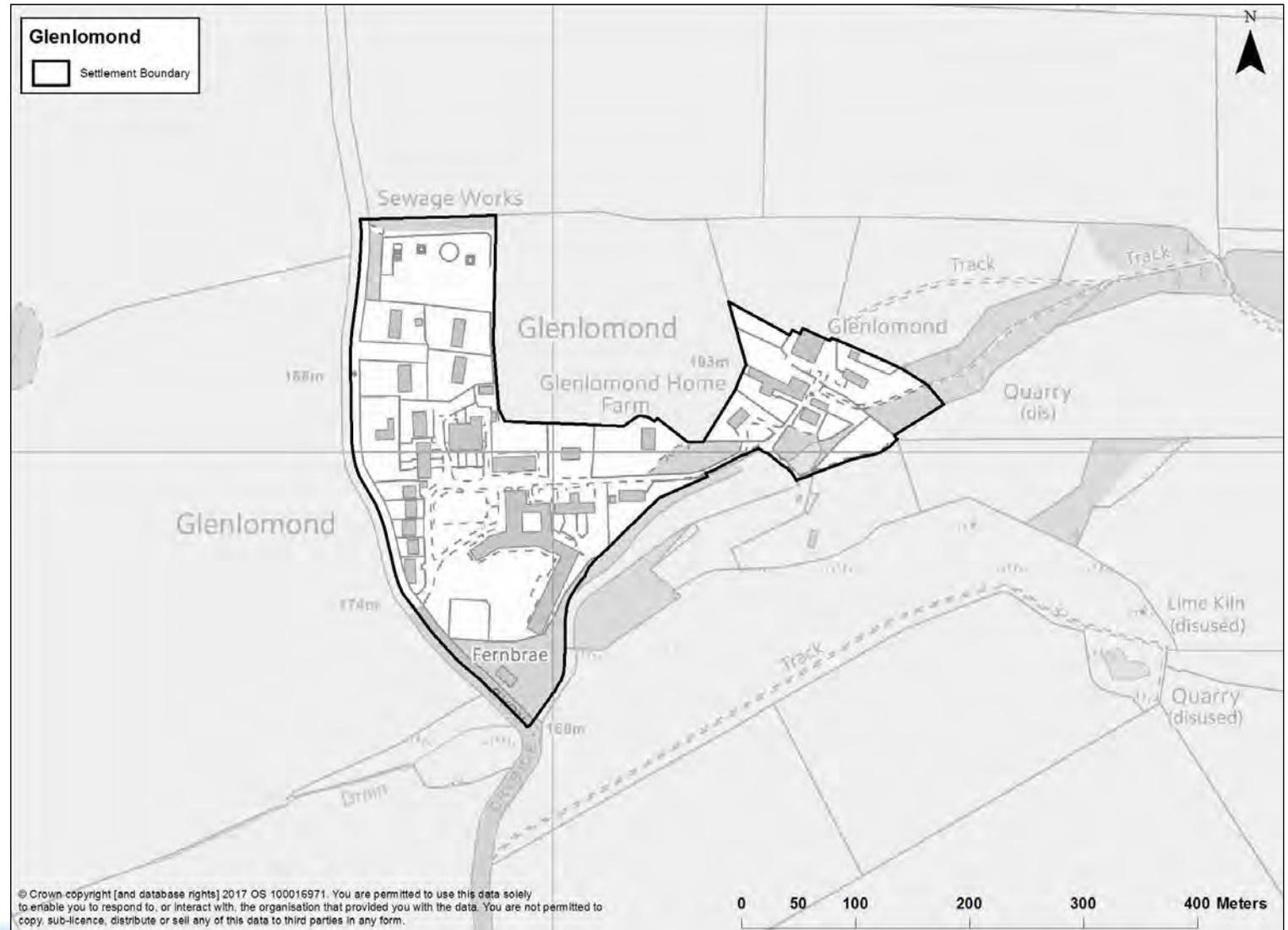
The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



Glenlomond

Settlement Summary

Glenlomond was the site of a hospital during the First World War and the village comprises much of the original Glenlomond Hospital and associated buildings. These were primarily converted into homes and a nursing home. The nursing home proved uneconomical to operate and was vacant before planning permission was granted for new homes on the site. When the 2016 planning permission for 13 homes has been developed there will be very limited scope for more development due to the poor access road. A tight settlement boundary has been drawn to limit any significant future growth because the village has no services or facilities, has a poor access road, and would not be a sustainable location.



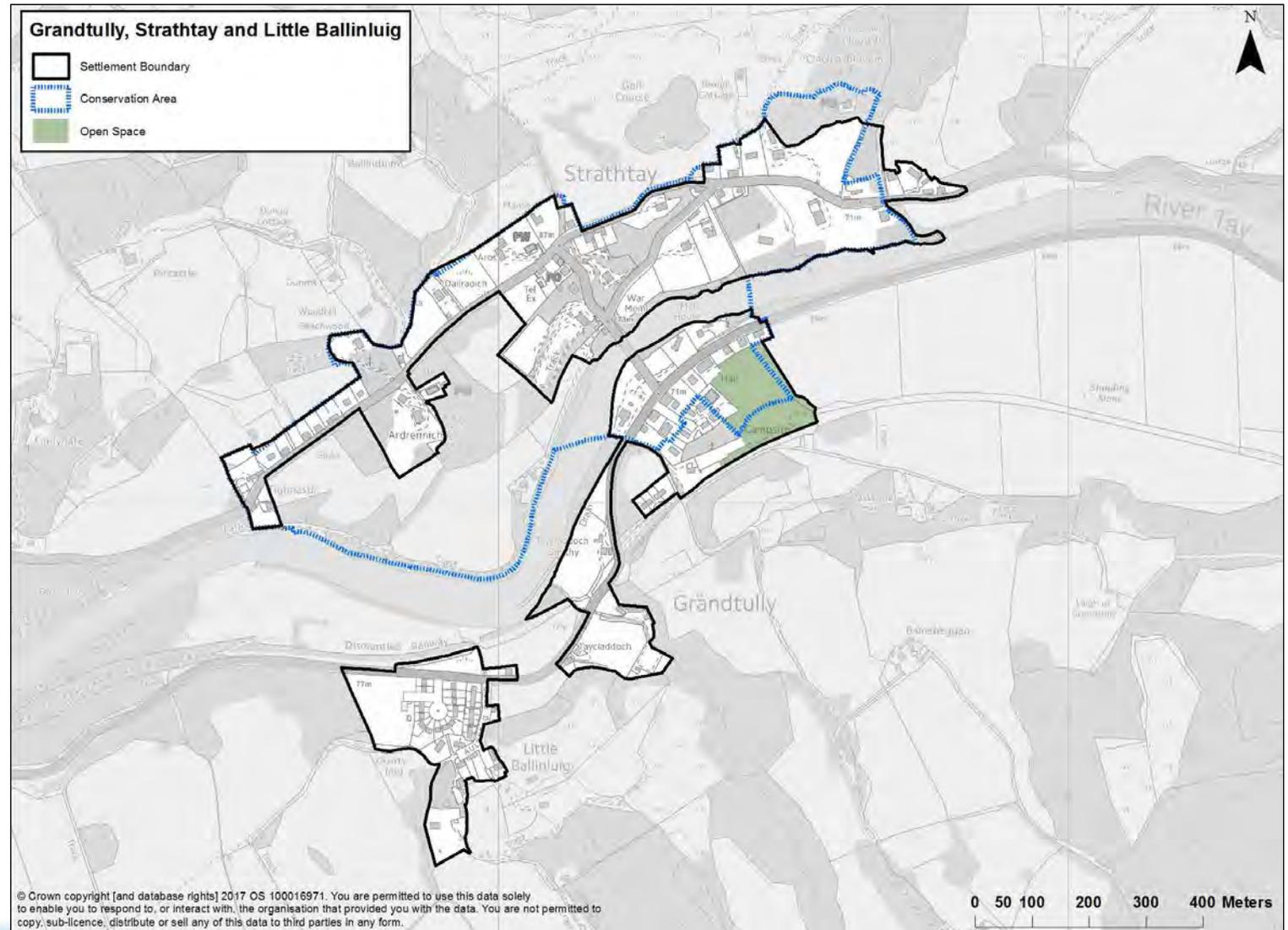
Grandtully, Strathtay and Little Ballinluig

Settlement Summary

Grandtully and Strathtay are joined by Grandtully Bridge over the River Tay. Strathtay and much of Grandtully are part of a larger single conservation area and, to protect the historic environment of these villages, additional development will be limited to small-scale infill opportunities within the existing settlement boundary.

At Little Ballinluig the settlement boundary has been drawn to reflect an existing planning permission for additional houses to the west.

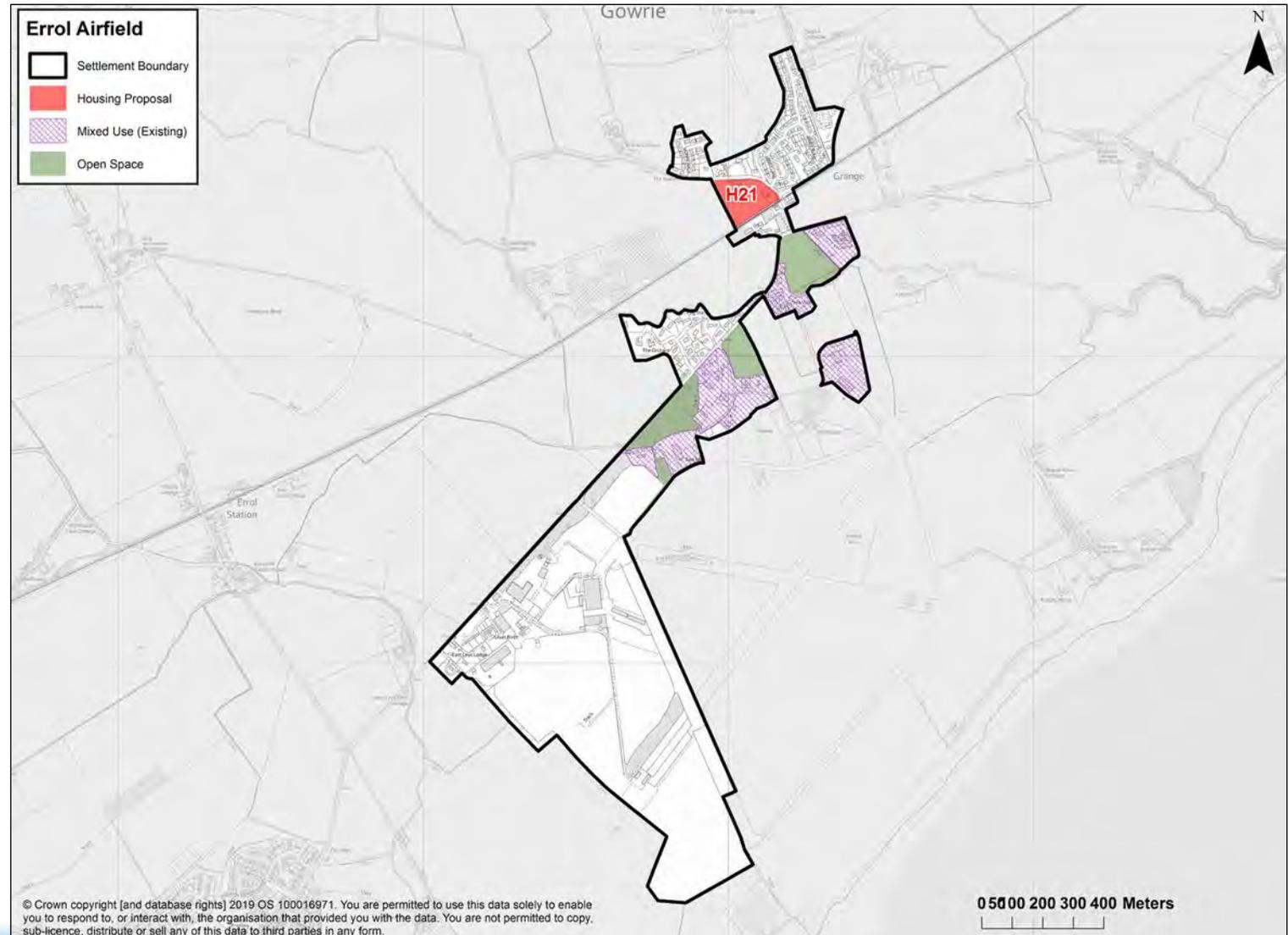
All three settlements sit within the River Tay Catchment Area; **Policy 47** sets out the relevant criteria for development in this area.



Grange and Errol Airfield

Settlement Summary

Grange and Errol Airfield have grown up around a Second World War airfield. The ancillary buildings now accommodate small businesses and workshops. These areas have been identified as safeguarded for a mix of uses compatible to existing businesses and residential units. This will allow for the refurbishment and reuse of current facilities within these areas. Planning permission has been granted for a large housing development on the site of the old airfield which has yet to be built. A small housing site has been identified to consolidate the existing settlement. The open space is worthy of protection, with the potential to re-establish the orchards that used to feature in this area.



(continued)



Grange and Errol Airfield *(continued)*

Ref	Location	Size	Uses
H21	West of Old Village Hall	2.0ha	Residential: 14-20 Units

Site Specific Requirements

- *Noise Impact Assessment of adjacent railway line.*
- *Design to create cohesion and links with adjacent development.*
- *Flood Risk Assessment and drainage assessment.*
- *Area of archaeological potential requiring assessment*

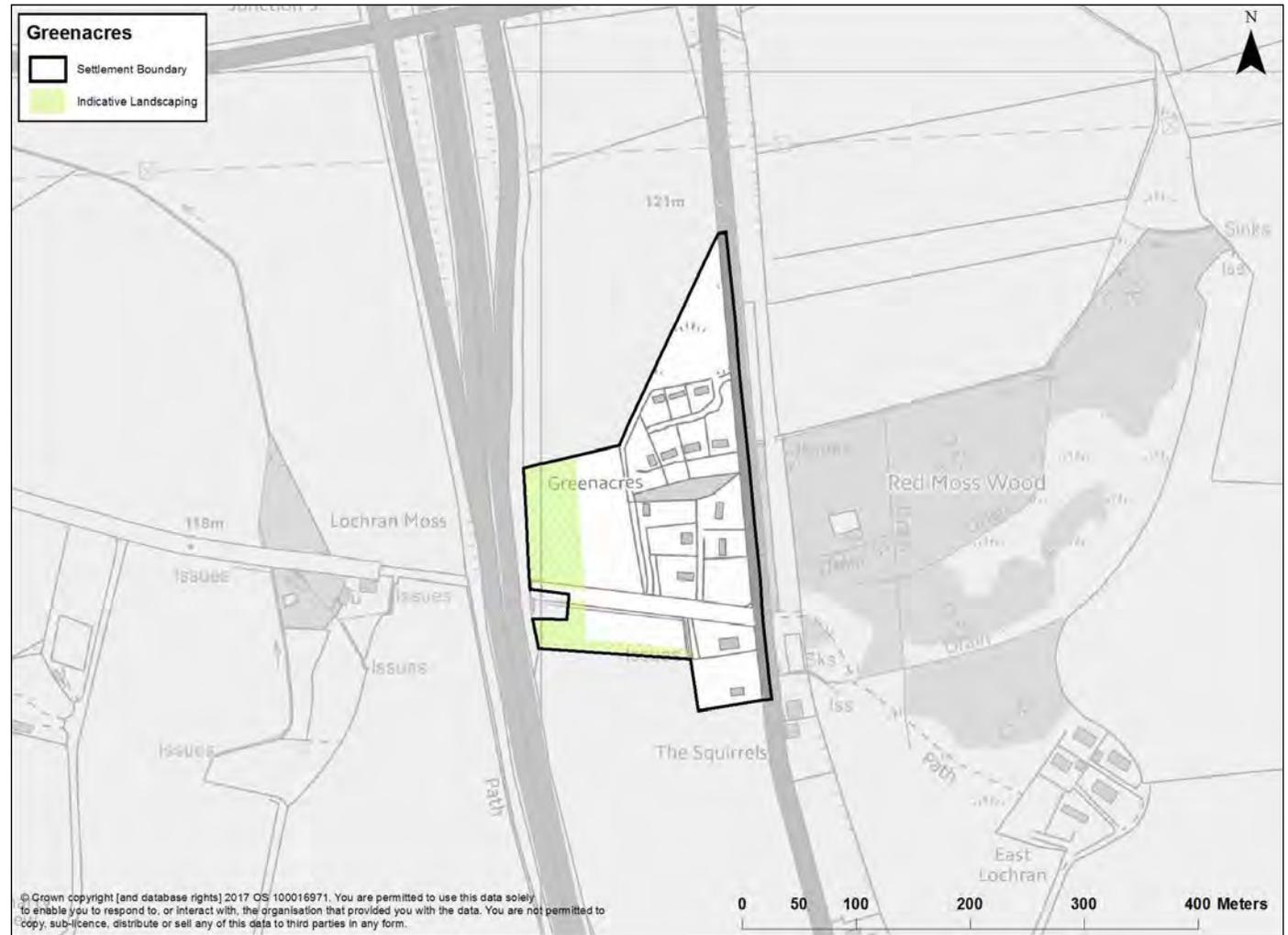


Greenacres

Summary

Greenacres provides private pitches for Gypsy/Travellers and has grown organically over recent years. 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, encompass 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.

This settlement lies within the Loch Leven Catchment Area and so any development should comply with **Policy 46: Loch Leven Catchment Area**. 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. Road and access improvements to the satisfaction of the Council as Roads Authority may be required.

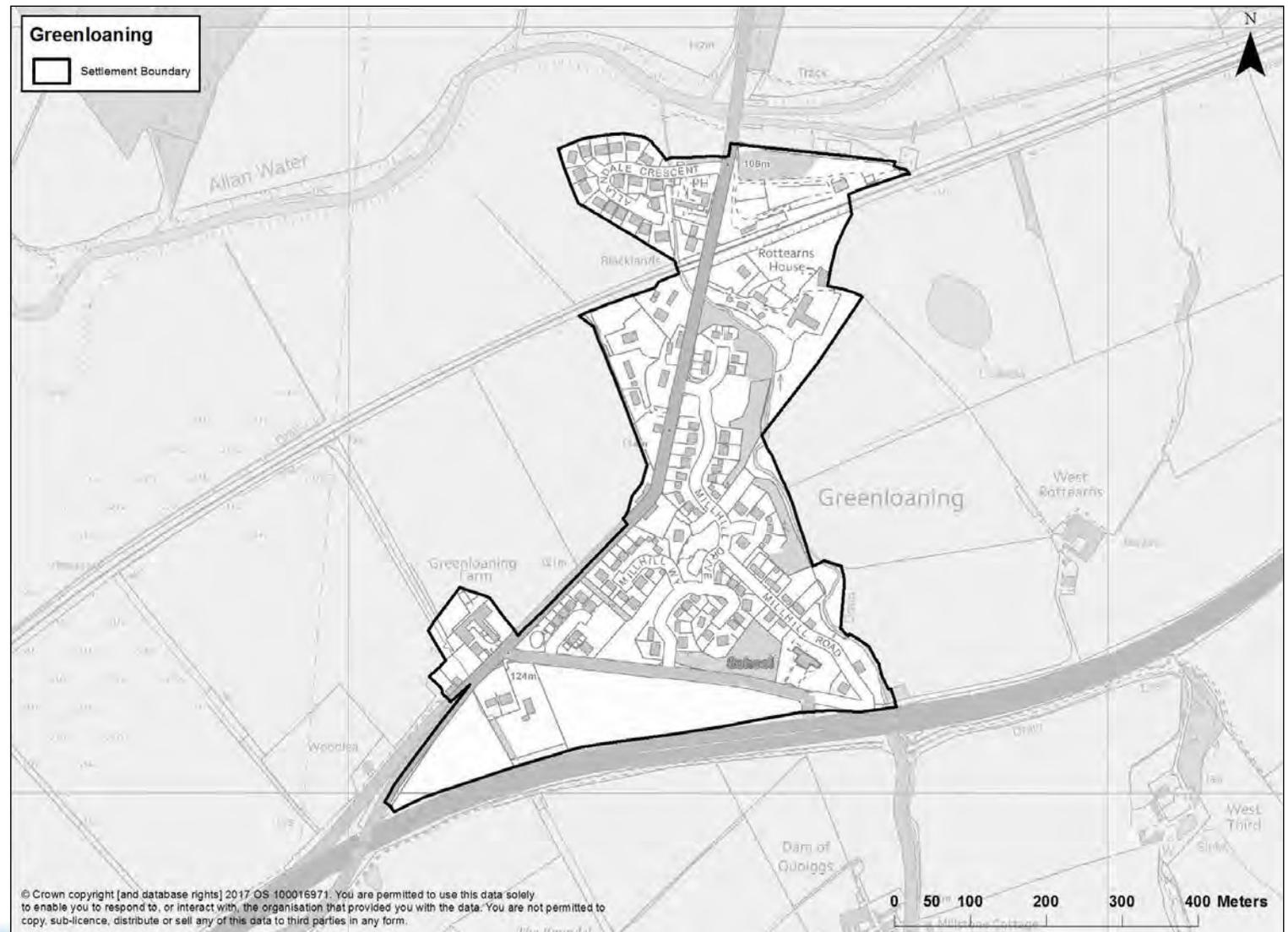


Greenloaning

Settlement Summary

Greenloaning is a village with a population of approximately 330 people and it is located adjacent to the A9 trunk road some seven miles south-west of Auchterarder. The village marks the beginning of the Perthshire Tourist Route, which continues to Muthill, Crieff and the north.

Greenloaning is not identified for growth during this Plan and the settlement boundary has been drawn to accommodate limited development, should this come forward, at Rottearns Mill and at land south of Milhill Drive. Neither site is specifically allocated as a housing proposal but planning permission has previously been granted for residential development at both sites (04/02581/FLL; and 10/01363/IPM respectively).



Guildtown

Summary

Guildtown has seen two sites being developed recently within the settlement. The settlement boundary to the west of the village has been drawn to allow some small-scale infill, creating a new road frontage. No further allocation have been made in this Plan period.

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on detailed planning consents for housing sites of 10 or more until such a time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites. The embargo is expected to be lifted in 2021.

The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



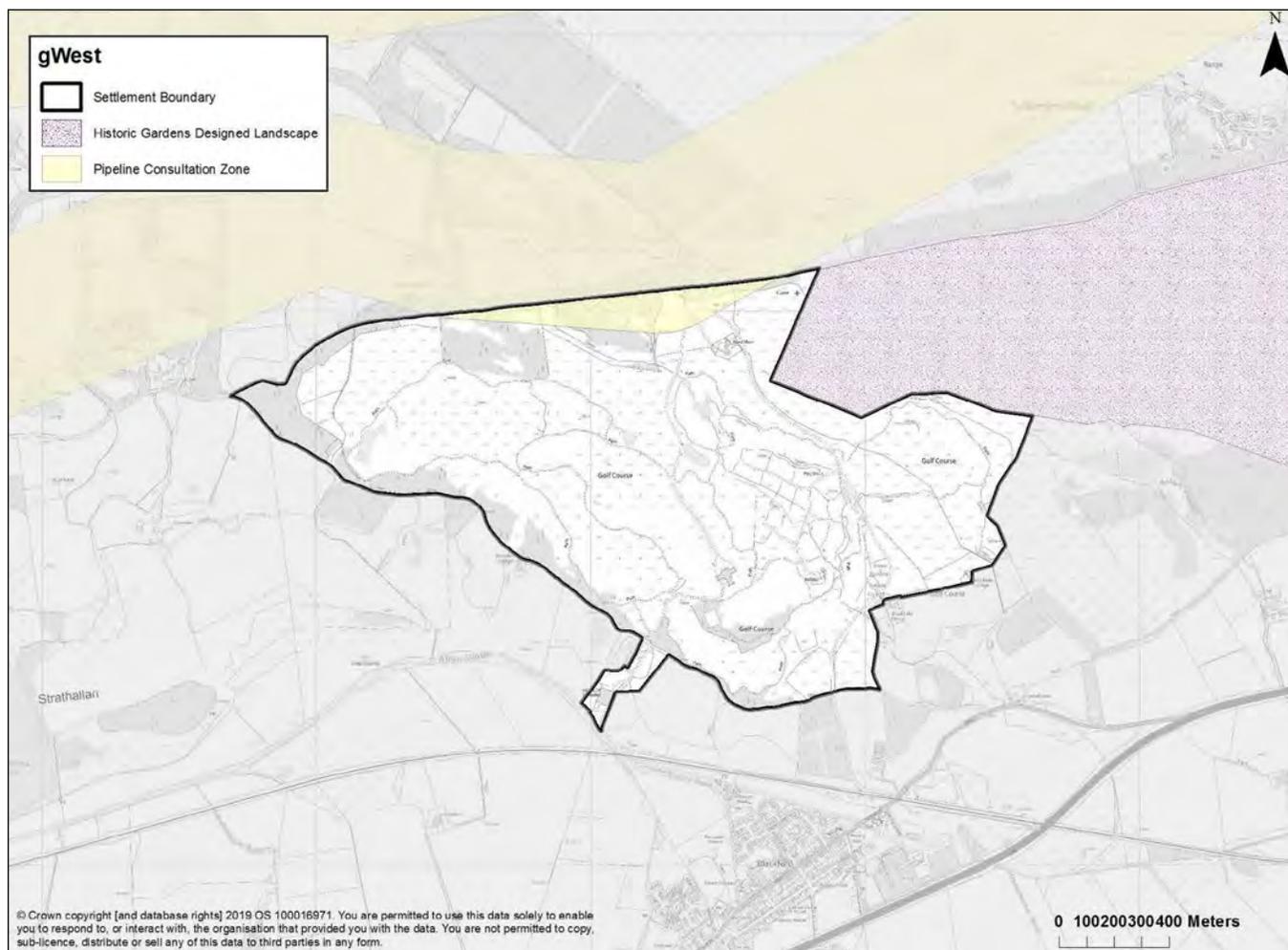
Settlement Summary

gWest is the name for a tourist and housing development site approximately two miles west of Auchterarder and Gleneagles, and north of Blackford. Outline planning permission for golf courses, a club house, hotel, housing, shared ownership and leisure-based housing has been granted (02/01500/OUT).

With development commenced on the golf course and the club house, and a phasing plan approved for the delivery of the remainder of the development, it is anticipated that full planning permission or approval of reserved matters will be sought in stages for the development.

Tourism plays an important role in the Strathearn area and gWest is expected to be an important economic driver and major provider of employment opportunities. The proposed development is anticipated to provide opportunities for golf-based tourism; and a number of housing plots are proposed within the identified boundary, to be brought forward for development as individual projects.

Proposals should not result in adverse effects, either individually or in combination, on the integrity of the South Tayside Goose Roosts SPA. Applications should be supported by sufficient information to allow the Council to conclude that there would be no such adverse effects. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.

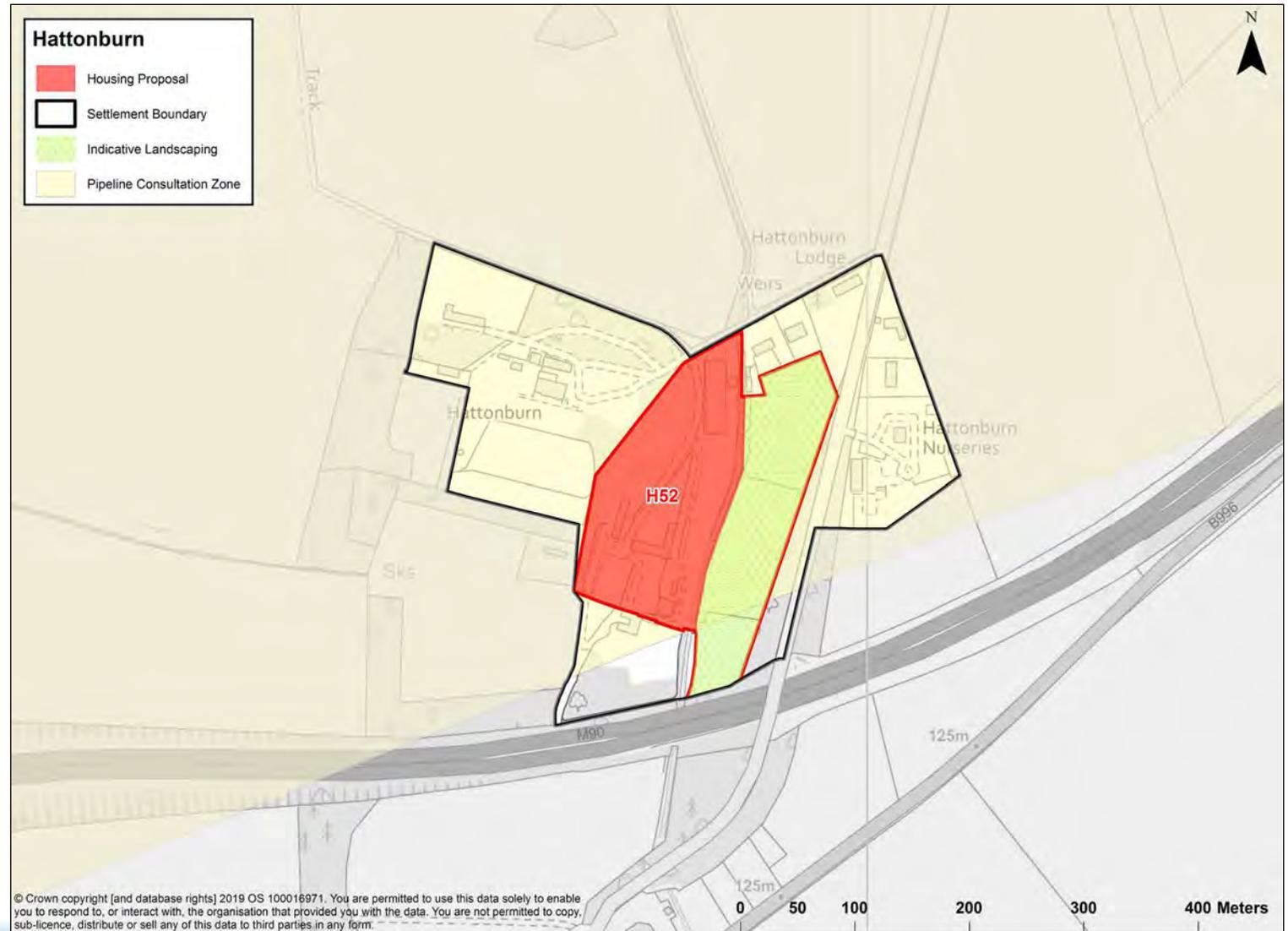


Hattonburn

Settlement Summary

Hattonburn is the site of a former distillery and comprises residential properties, Hattonburn House and several farm buildings associated with Hattonburn Farm. 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 full planning permission for residential development.

This settlement lies within the Loch Leven Catchment Area and within a HSE Pipeline Consultation Zone and so any development should comply with **Policies 46** and **54**.



(continued)



Hattonburn *(continued)*

Ref	Location	Size	Number
H52	Hattonburn	N/A	Conversion + 20 new, total range of 19-30 homes

Site-Specific Developer Requirements

- *Sympathetic conversion of traditional buildings.*
- *Protect setting of Hattonburn House.*
- *Limited new build (max 20) within footprint of demolished buildings.*
- *Flood Risk Assessment and Drainage Impact Assessment.*
- *Open watercourses retained and minimum 6m buffer strip.*
- *Consider second access road to Hattonburn Road.*
- *Retention of existing trees and woodland management plan.*
- *Improvements to core path network.*



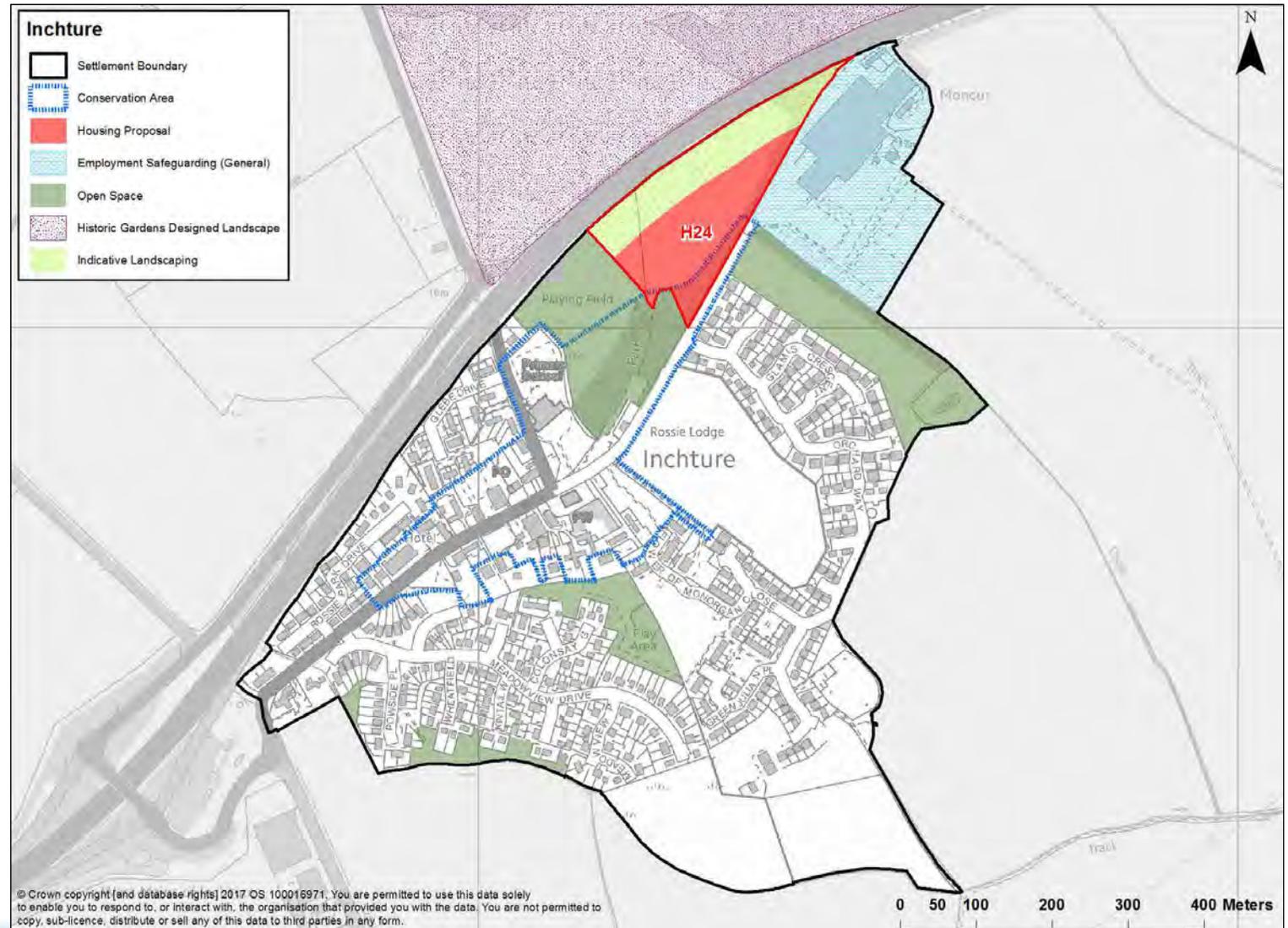
Inchture

Settlement Summary

Inchture is a principal settlement in the Carse of Gowrie. The village is sited on raised ground that overlooks the farmland surrounding it. It has a historic core and the centre of the settlement has a Conservation Area designation.

There is a site identified for housing to the north east of the village. This allocation has been significantly increased in terms of units in this Plan to reflect the settlement's density patterns and meet the housing requirements for this area. As a consequence, no further greenfield land is required to be allocated in the Carse area. The employment safeguarded area is currently a successful agricultural food processing plant.

There are a number of areas of protected open space that allow for good connections into the core path network. The school is somewhat constrained but can accommodate the housing site if it is carefully phased.



(continued)



Ref	Location	Size	Number
H24	Moncur Road	3.6ha	52-80 units

Site-Specific Developer Requirements

- Creation of an extensive landscape buffer to minimise visual impact of the A90 and create attractive views into the site.
- Provision of public space and paths in landscape buffer. The first 40 metres to be planted with Scots Pine, Birch, Ash, Lime, Oak and Aspen.
- Noise attenuation measures along A90 and adjacent to factory to be supported through landscape buffers.
- Existing stone wall to be retained or alternatively 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 and linkages made into the wider Green Network.



Invergowrie

Settlement Summary

Invergowrie is adjacent to Dundee and edges onto the Tay Estuary. There is a range of good amenities and services as well as two large employers: Scottish Water and the James Hutton Institute. It is served by a train station although there is a longer term aspiration in Regional Transport Strategy for this to be relocated to the Dundee West development. No housing sites have been identified in this plan. The settlement is identified as a Strategic Development Area in TAYplan. There is a large site allocated for Class 4 Employment Uses. This is to support the growth of the James Hutton Institute and allow for a range of potential businesses that support the Institute's research into agriculture and food production. The National Coastal Change Assessment indicates that there is a risk of erosion at the western edge of Invergowrie at Kingoodie. This could affect some existing properties, and would affect the potential for future development further west of the settlement boundary here. New development requiring new defences against coastal erosion would not be supported except where there is a clear justification for a departure from the general policy to avoid development in areas at risk.



(continued)



Invergowrie *(continued)*

Ref	Location	Size	Uses
E37	James Hutton Institute		Core employment uses - Class 4 Food

Site-Specific Developer Requirements

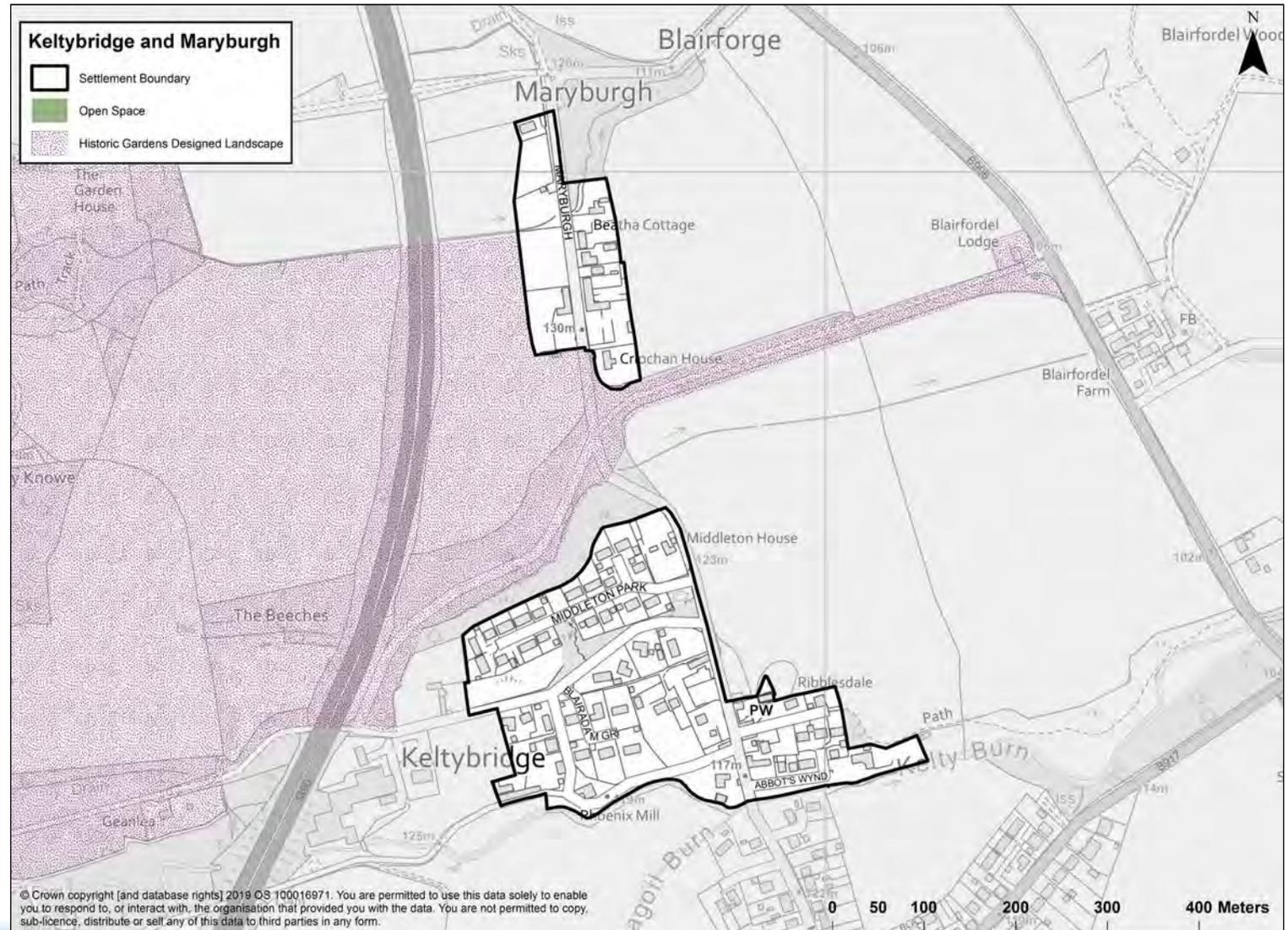
- *Development must be compatible with existing uses.*
- *Road and access improvements to the satisfaction of the Council as Roads Authority.*
- *Transport Assessment.*
- *Enhancement of biodiversity and protection of habitats.*
- *Development proposals should not result in adverse effects, either individually or in combination, on the integrity of a European designated site(s).*
- *Provide new native woodland landscape edge at the western boundary.*
- *Evaluation of archaeological potential and mitigation on site will be required and protection of the setting of nearby Schedule Monument should be ensured.*



Keltybridge and Maryburgh

Settlement Summary

The inventoried Historic Garden for the walled garden, and extensive parkland and woodland associated with the A-listed Blair Adam house separates the settlements. The settlements themselves have limited facilities but lie close to much larger Kelty. Due to the growth that has taken place in Keltybridge, a tight settlement boundary has been drawn to limit any significant future growth, whilst the settlement boundary of Maryburgh has been drawn to offer the potential to accommodate some limited further development mirroring the form of the existing settlement pattern.

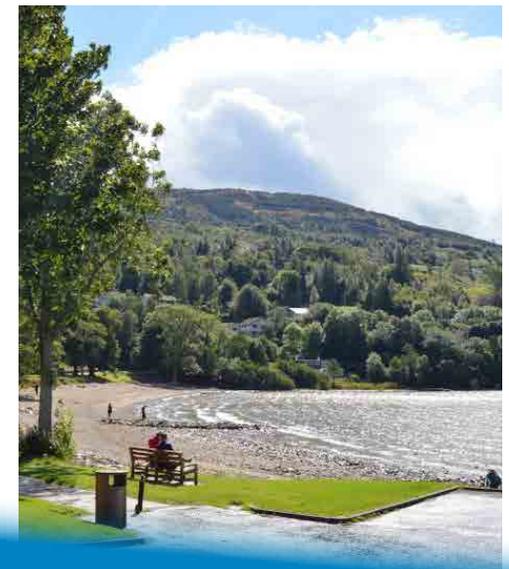
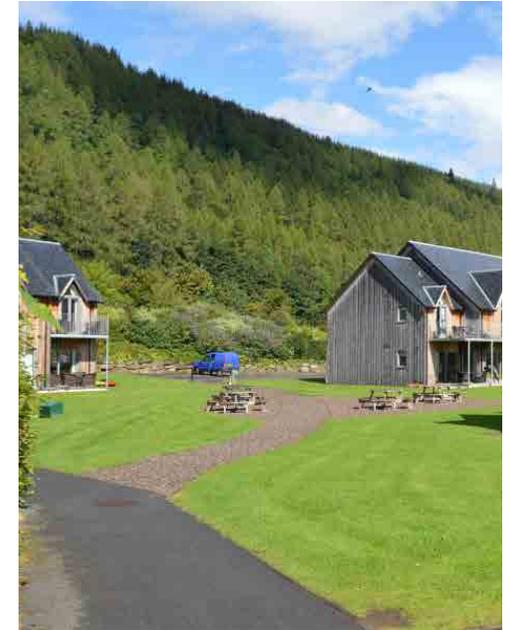


Kenmore *(continued)*

Ref	Location	Size	Capacity Range
H42	East of primary school	1.6ha	21-33: 25% affordable and remainder low cost and/or mid-market housing or staff accommodation

Site-Specific Developer Requirements

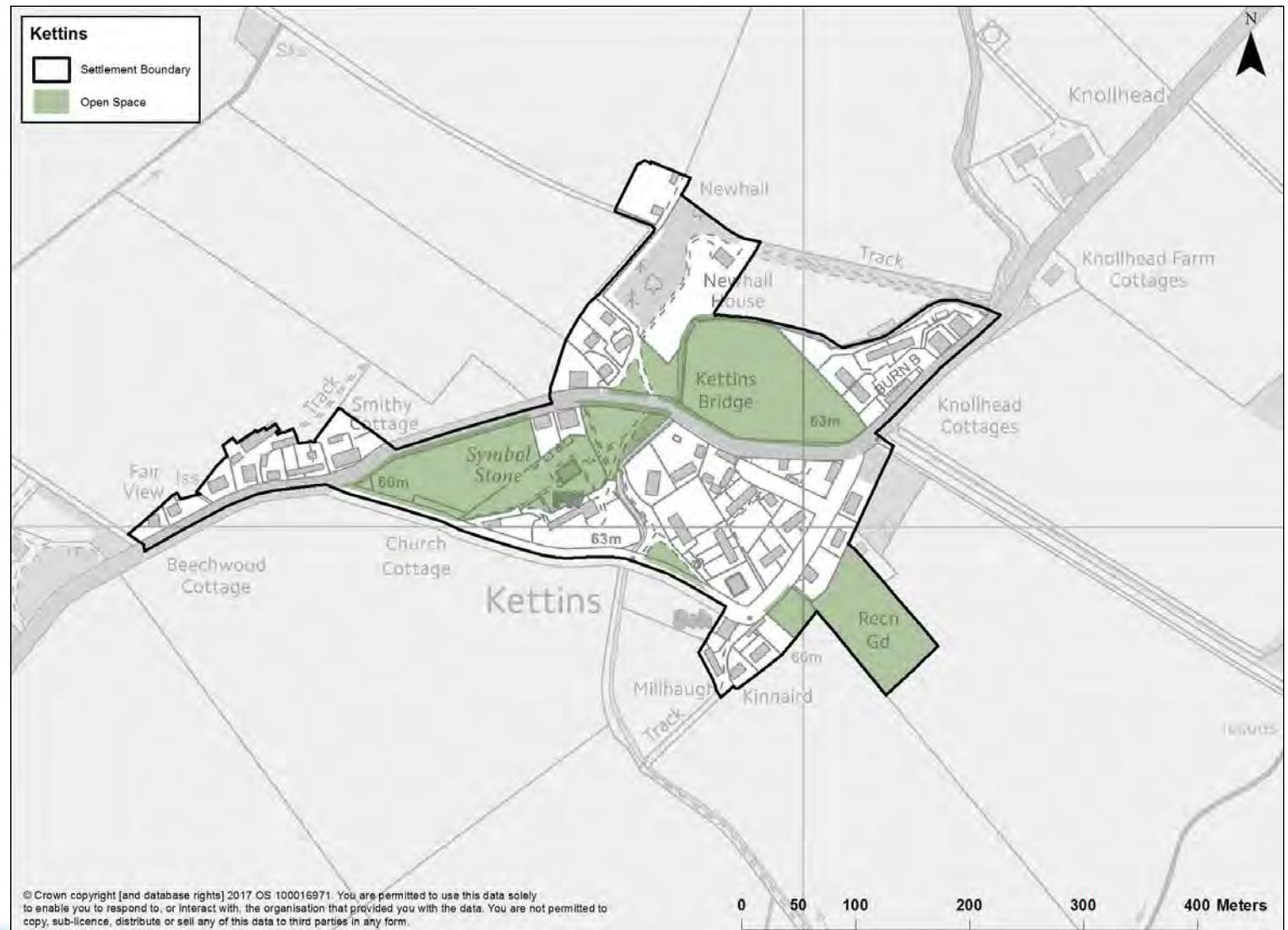
- *Flood Risk Assessment.*
- *Drainage Impact Assessment to establish local network capacity.*
- *Green infrastructure on the site to link to the wider network, particularly to the north and south.*
- *The site sits entirely within the Taymouth Castle Designed Landscape; built form and layout must respond appropriately to this sensitive landscape and strengthen the character of Kenmore as a distinctive place.*
- *Enhancement of biodiversity and protection of habitats.*
- *Design to incorporate existing trees,*



Kettins

Settlement Summary

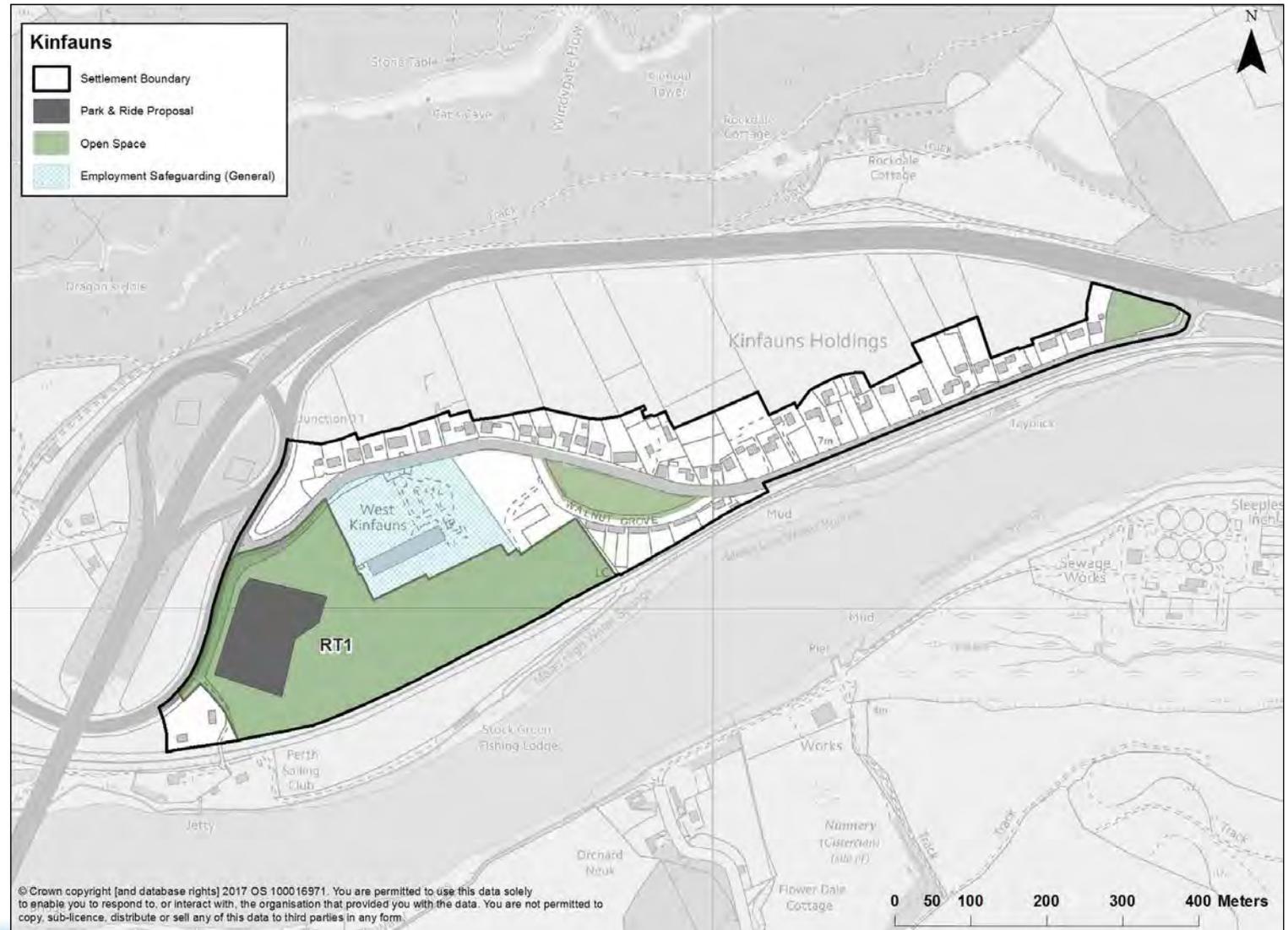
A significant feature of Kettins is its open spaces which link the residential areas and help give the village a distinctive character. These important spaces are protected from development and the settlement boundary has been drawn to limit future growth. The Kettins Burn runs through the village and poses a flood risk.



Kinfauns

Settlement Summary

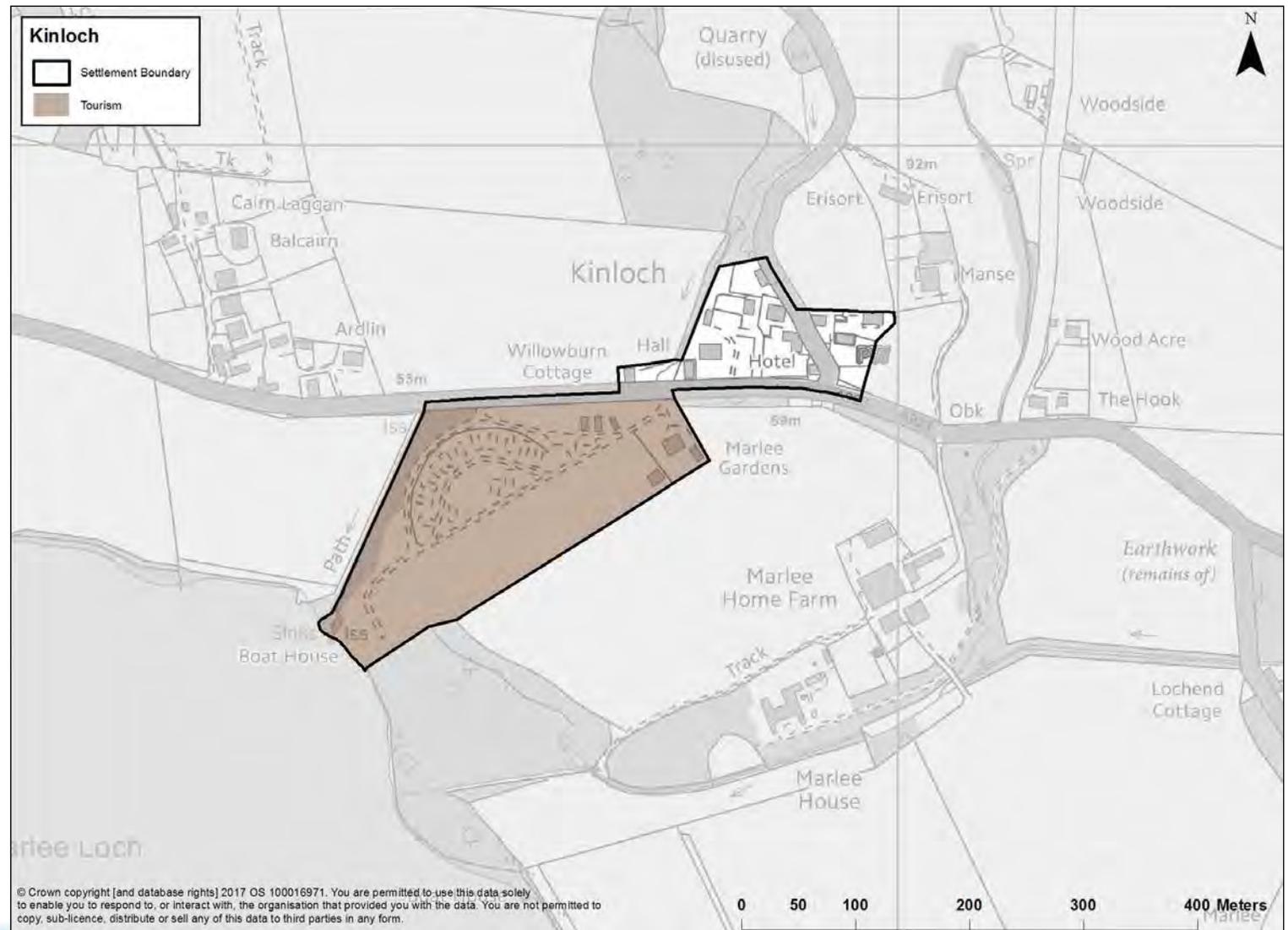
Kinfauns Holdings, West Kinfauns and Walnut Grove form ribbon development along the old Dundee Road. The settlement contains a large headquarter office development. Site RT1 is allocated for a Park & Ride facility within the settlement boundary to support sustainable travel into Perth City Centre. This now has planning consent.



Kinloch

Settlement Summary

The small settlement of Kinloch lies within the Lunan Lochs and River Tay Catchment Areas. **Policies 45** and **47** set out the relevant criteria for development in these areas. The settlement boundary of Kinloch includes holiday accommodation at the western end of the village and this area is protected for tourism-related uses. The settlement boundary has been drawn to allow for some small-scale infill development to help sustain the existing community.



Kinloch Rannoch

Settlement Summary

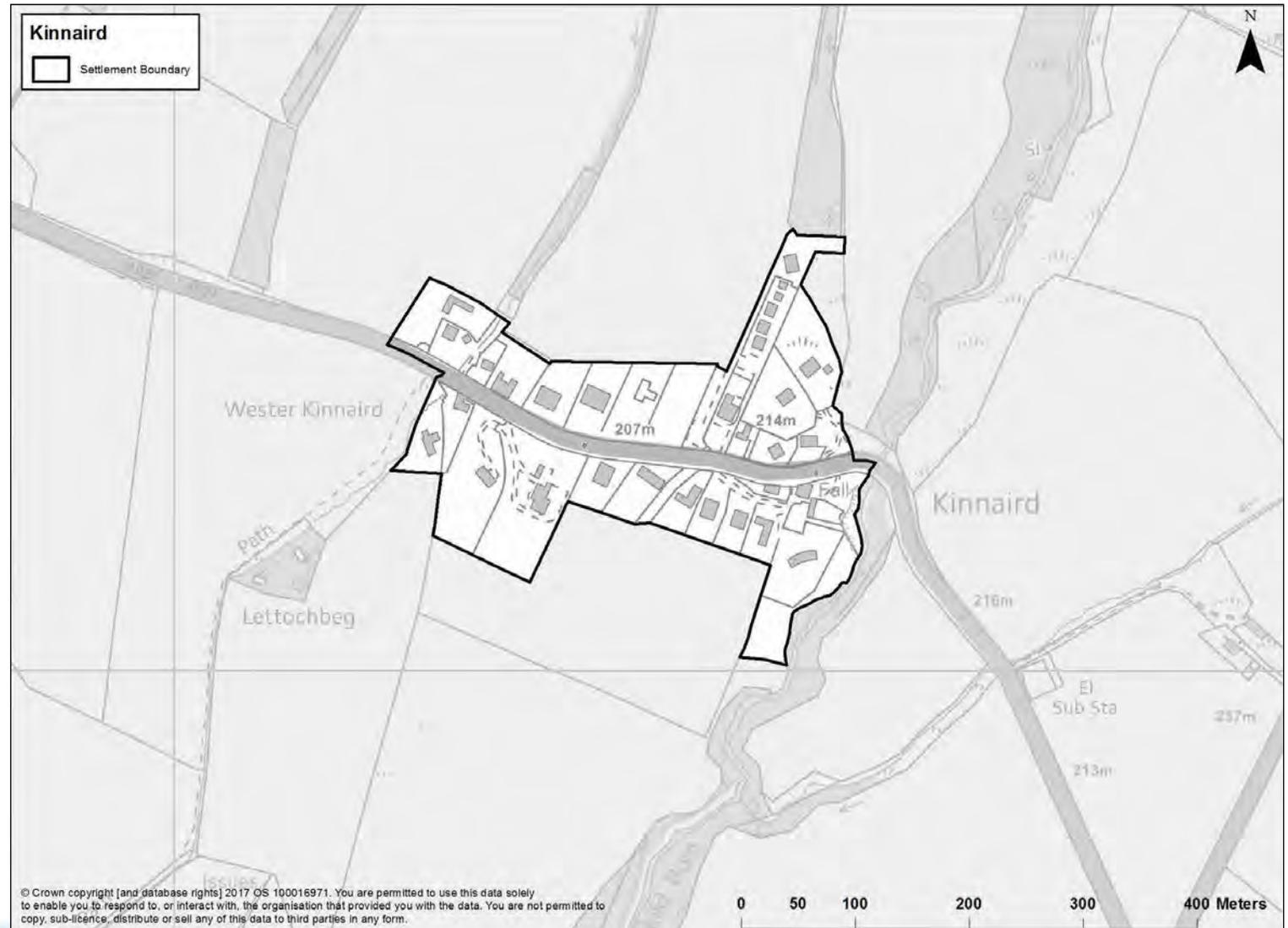
Kinloch Rannoch is within a national scenic area and is located at the east end of Loch Rannoch. It is split into two parts by the River Tummel. Included within the settlement boundary is the Loch Rannoch Hotel to the west and the small business area to the south. Further local sustainable economic growth is encouraged and the settlement boundary has been drawn to offer scope for limited infill development. Kinloch Rannoch lies within the River Tay Catchment Area; **Policy 47** sets out the relevant criteria for development in this area.



Kinnaird

Settlement Summary

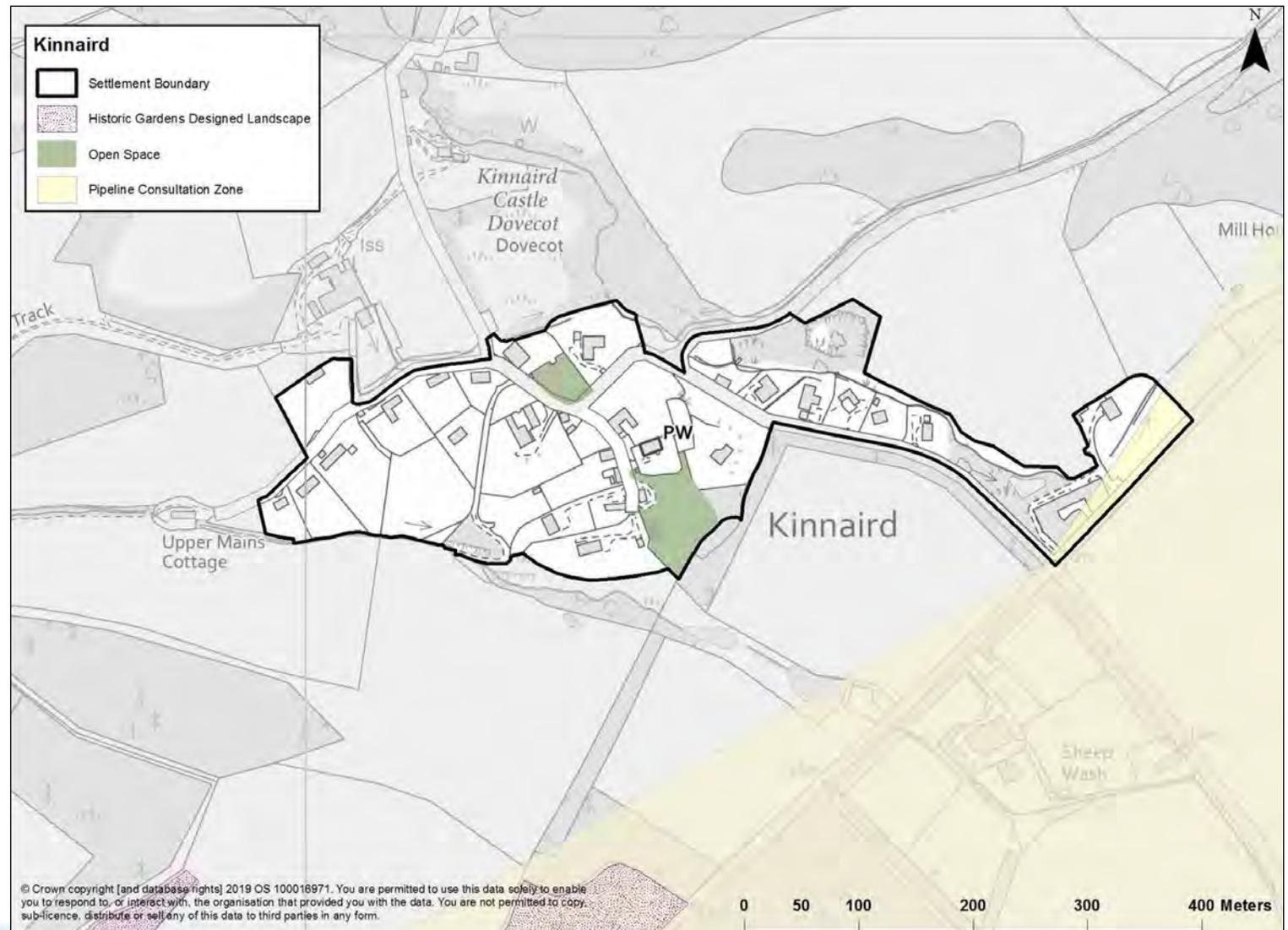
The Highland area village of Kinnaird is located to the north-east of Pitlochry. The settlement boundary has been drawn to allow for limited infill development to help sustain the existing community.



Kinnaird

Settlement Summary

Kinnaird is located on the old High Carse Road near Perth and sits below the 15th century Kinnaird Castle. The settlement boundary has been drawn to protect the settlement's character, reflecting physical features and limited development opportunities. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



Kinnesswood

Settlement Summary

Kinnesswood lies on the eastern edge of Loch Leven at the foot of the steeply sloping 'White Craigs' and has a Conservation Area designation to protect the character and historic integrity of the area. A tight settlement boundary has been drawn to limit any significant future growth due to the level of growth that has taken place, and to protect the character and setting of the village. Encouragement will be given to proposals to improve linkages to the Loch Leven Trail.



Kinross and Milnathort

Kinross stands on the shores of Loch Leven with Milnathort lying to the north. Both are historic towns with their own distinct character and Kinross has a Conservation Area designation to protect the character and historic integrity of the area. There is a range of services and infrastructure including a new community campus and health centre, with retail provision which will support future development needs.

Kinross and Milnathort are local and visitor service centres and play a significant role in the Kinross-shire economy. They are identified as principal settlements in TAYplan and as such are the main focus for development in Kinross-shire. 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. To meet the future housing demands within and beyond the lifetime of the Plan and to support the existing amenities and facilities, a range of residential development sites are identified

as allocations, whilst sites carried forward at Lathro Farm and the old High School for 300 and 91 homes are respectively under development.

All development sites adjacent to the M90 will be required to provide appropriate landscaping to improve settlement boundaries. Also improved visual separation between Kinross and Milnathort will be encouraged through the development of a strong landscape framework, with community parkland to be provided alongside development at Lathro Farm. Milnathort and Kinross lie within the Loch Leven Catchment Area and so any development should comply with **Policy 46** which aims to reduce the level of phosphorous entering the Loch. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.

(continued)



Kinross and Milnathort *(continued)*

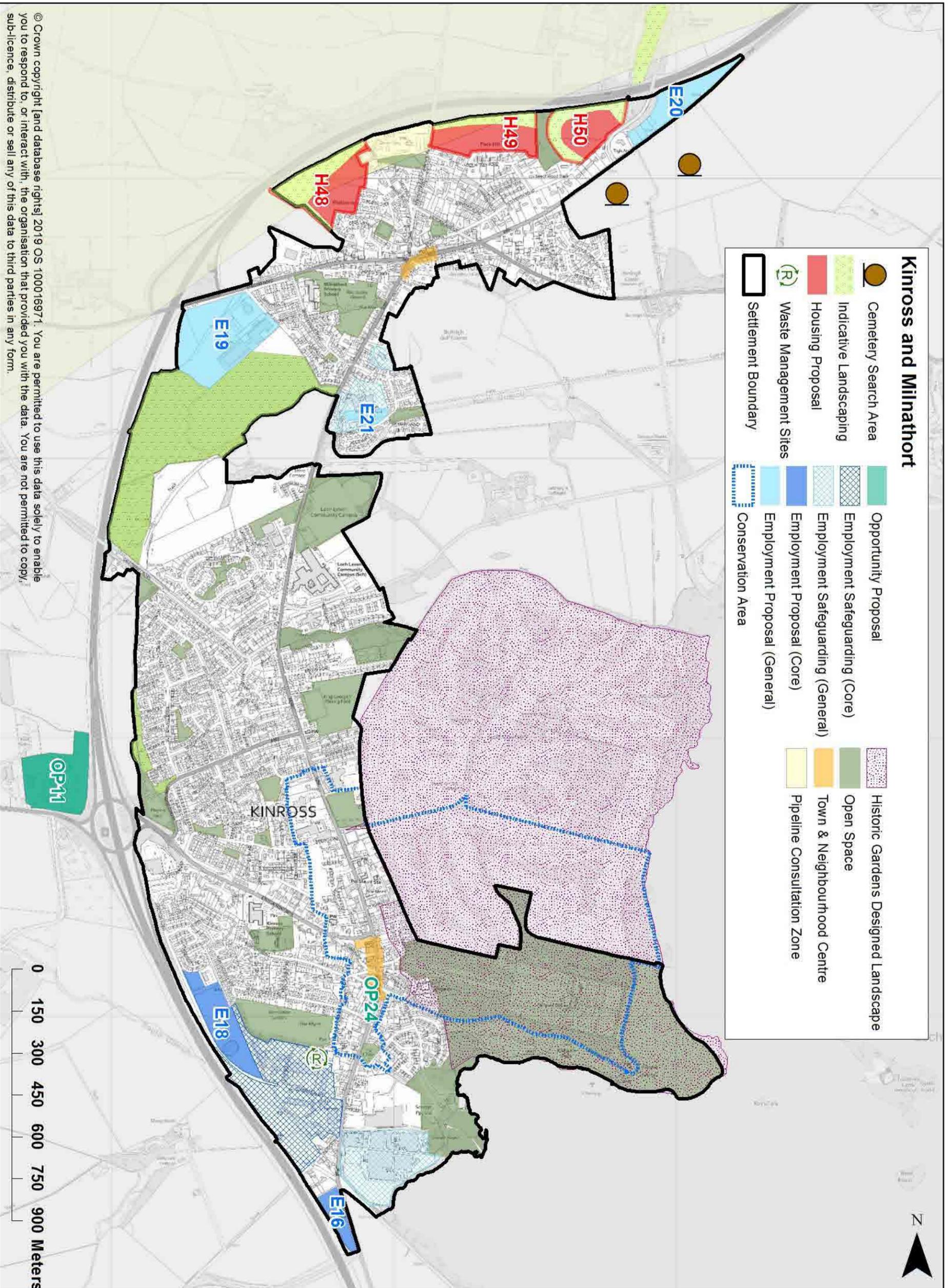
Infrastructure Requirements

An infrastructure study was prepared to ensure that the infrastructure capacity is adequate to support the level of growth envisaged. This study highlights the current infrastructure provisions within Kinross and Milnathort, and what will be provided alongside the allocations and developments underway, it also recognises the following should be addressed:

- *that the Waste Water Treatment Works will require to be upgraded to allow future development needs; and*
- *that there is a future need for more cemetery space, and so the Council has identified a search area in Milnathort.*

(continued)





Kinross and Milnathort *(continued)*

Housing Sites

Ref	Location	Size	Number
H48	Pitdownie	3ha	38-60

Site-Specific Developer Requirements

- Flood Risk Assessment and Drainage Impact Assessment.
- Water margin enhancement and minimum 6m buffer strip along Back Burn.
- Road access to be formed from both Manse Road and Curlers' Crescent.
- Noise attenuation measures. Provision of woodland screen planting along the western edge of Milnathort including multi-user core path.



(continued)



Kinross and Milnathort *(continued)*

Ref	Location	Size	Number
H49	Pacehill	3.5ha	56-80

Site-Specific Developer Requirements

- Road and access improvements to the satisfaction of the Council as Roads Authority.
- Noise attenuation measures.
- Provision of woodland screen planting along the north boundary of site incorporating provision of a multi-user path.



(continued)



Kinross and Milnathort *(continued)*

Ref	Location	Size	Number
H50	Old Perth Road	1.8ha	20-32

Site-Specific Developer Requirements

- Flood Risk Assessment and Drainage Impact Assessment.
- Open watercourses retained and minimum 6m buffer strip.
- Road and access improvements to the satisfaction of the Council as Roads Authority and investigate access connection with H49.
- Noise attenuation measures. Woodland planting to the north of the site incorporating provision of multi-user route from Pace Hill to Old Perth Road.

Ref	Location	Size	Uses
Op11	Turfhills Motorway Service Area	5ha	Improvement of existing motorway Service Area

Site-Specific Developer Requirements

- Flood Risk Assessment and Drainage Impact Assessment
- Restoration of the culverted watercourse to its natural state where this is practicable
- New roundabout junction with road and access improvements to the satisfaction of the Council as Roads Authority.
- Retain and enhance the landscaping and planting framework around perimeter of site.
- Archaeological investigation.

Opportunity Site

Ref	Location	Size	Uses
Op24	Kinross Town Hall	N/A	

Site-Specific Developer Requirements

- A sympathetic scheme for the restoration and reuse of the listed buildings.

Employment Sites

Ref	Location	Size	Uses
E16	South Kinross	1.2ha	General employment uses

Site-Specific Developer Requirements

- Road and access improvements to the satisfaction of the Council as Roads Authority.
- Drainage Impact Assessment.
- Retain and enhance landscaping planting framework around site.
- Noise Impact Assessment. The resultant noise attenuation measures adjacent to motorway should be well-designed and should avoid obscuring views of Loch Leven, the castle, the Lomond Hills or the Ochil Hills.

(continued)



Kinross and Milnathort *(continued)*

Ref	Location	Size	Uses
E18	Station Road South	3.2ha	General employment uses

Site-Specific Developer Requirements (*Check Planning Permission*)

The servicing of the whole site including provision of the Sustainable Urban Drainage System and a multi-user path from Station Road to southern boundary of site has been provided. Within the wider site planning permission for a showroom/workshop, and an office has been consented. Individual proposals for remaining plots within the site will be subject to:

- *Drainage Impact Assessment;*
- *high-quality of building and landscape design and high-quality internal landscaping;*
- *Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on Loch Leven Special Protection Area;*
- *the SUDS for development proposals should include sufficient attenuation to protect those watercourses which flow into Loch Leven from erosion during periods of heavy rainfall;*
- *Flood Risk Assessment.*

Ref	Location	Size	Uses
E19	Stirling Road	7.8ha	General employment uses

Site-Specific Developer Requirements

A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application.

- *Flood Risk Assessment and Drainage Impact Assessment.*
- *The Sustainable Urban Drainage System for development proposals should include sufficient attenuation to protect those watercourses which flow into Loch Leven from erosion during periods of heavy rainfall.*
- *Restoration of the culverted watercourses to their natural state where this is practicable. Open watercourses retained and minimum 6m buffer strip.*
- *Transport Assessment. Road and access improvements to the satisfaction of the Council as Roads Authority. Provision of new junction to Stirling Road facilitating access to existing industrial areas and the rest of the allocation.*
- *Landscape Framework including significant woodland planting along western and southern boundary of site. Provide enhancement to core path network through site and retain potential for multi-user path connecting to Gallowhill Road and Stirling Road.*
- *Noise Impact Assessment.*
- *Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on Loch Leven Special Protection Area.*

(continued)



Kinross and Milnathort *(continued)*

Ref	Location	Size	Uses
E20	Old Perth Road	2.9ha	General employment uses

Site-Specific Developer Requirements

- *Flood Risk Assessment and Drainage Impact Assessment.*
- *Open watercourses retained and minimum 6m buffer strip.*
- *Landscape Assessment.*
- *Noise Impact Assessment. The resultant noise attenuation measures adjacent to motorway should be well-designed and should avoid obscuring views of Loch Leven, the castle, the Lomond Hills or the Ochil Hills.*
- *Archaeological Investigation.*

Ref	Location	Size	Uses
E21	Auld Mart Road	0.7ha	General employment uses

Site-Specific Developer Requirements

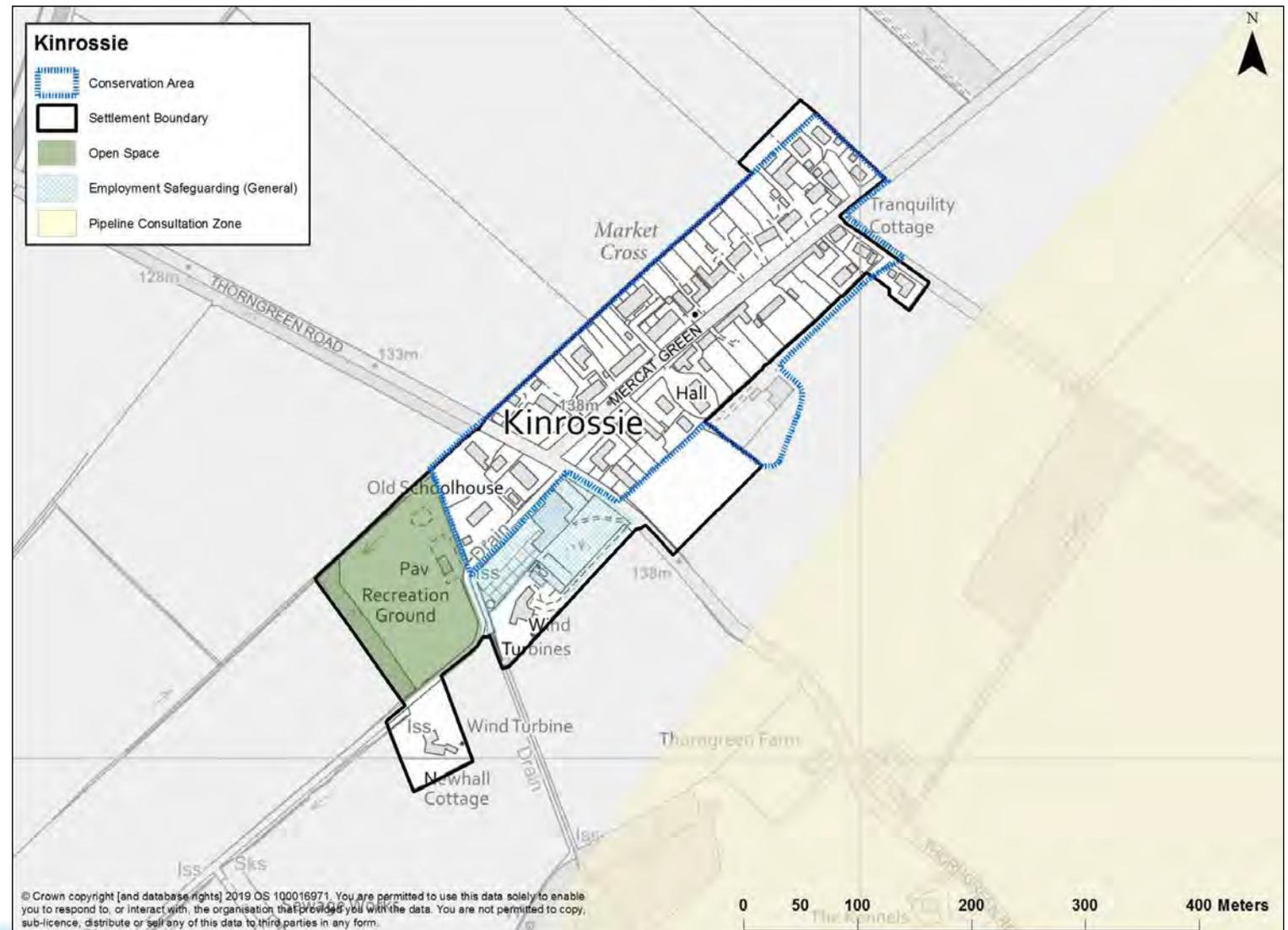
- *Flood Risk Assessment and Drainage Impact Assessment.*
- *Open watercourses retained and minimum 6m buffer strip.*
- *Construction Method Statement to be provided where the development site will affect a watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on Loch Leven Special Protection Area.*
- *The Sustainable Urban Drainage System for development proposals should include sufficient attenuation to protect those watercourses which flow into Loch Leven from erosion during periods of heavy rainfall.*



Kinrossie

Summary

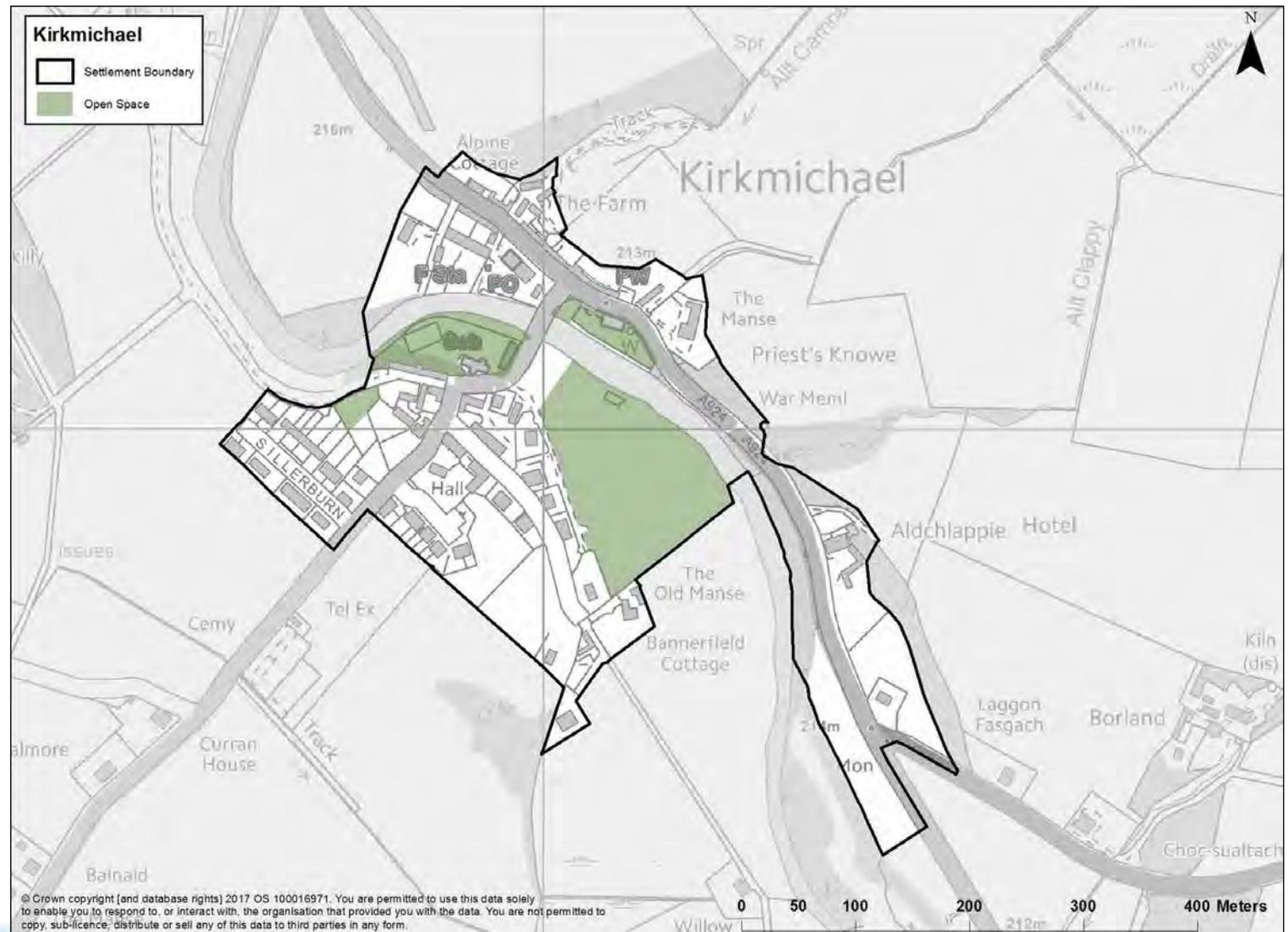
Kinrossie is a planned estate village to the north east of Perth. It has a distinct character with low single storey houses set back in grassed open areas. The majority of the settlement is within a Conservation Area which seeks to protect the historic integrity of the village. The settlement boundary provides limited opportunities for infill on the south east boundary of the village. Part of the settlement boundary is close to a HSE Pipeline Consultation Zone. Development on sites that adjoin the settlement boundary may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



Kirkmichael

Settlement Summary

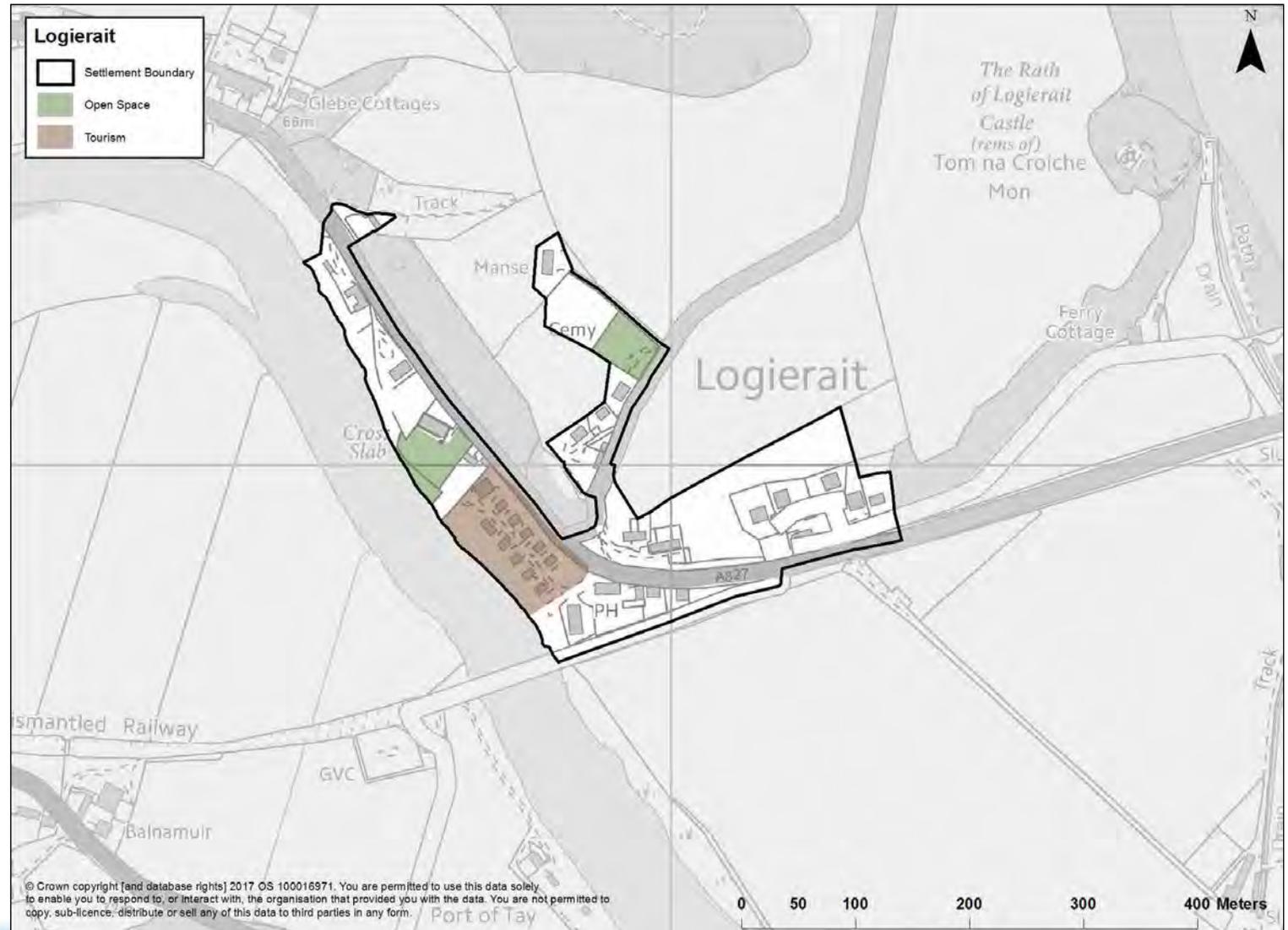
Kirkmichael is within the River Tay Catchment Area. **Policy 45** sets out the relevant criteria for development in this area. The village lies within a valley next to the River Ardle and low-lying areas close to the river are at risk of flooding. The settlement boundary has been drawn to allow for some small-scale infill development to help sustain the existing community. Open spaces within the village are protected from development.



Logierait

Settlement Summary

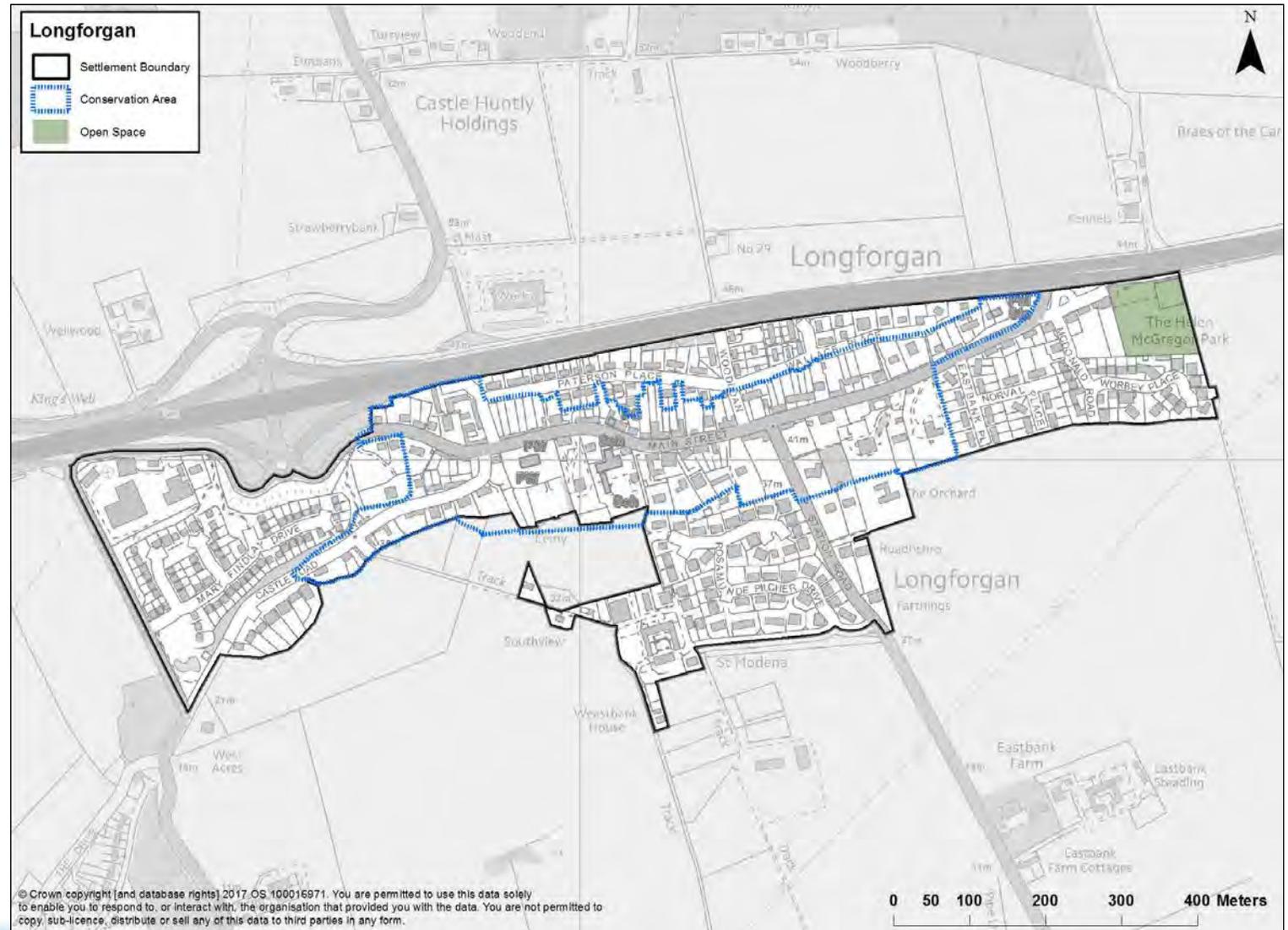
Logierait sits on the banks of the River Tay. Holiday lodges in the west of the settlement make an important contribution towards tourism in the area. The settlement boundary has been drawn to allow for some small-scale infill development to help sustain the existing community. Logierait lies within the River Tay Catchment Area; **Policy 47** sets out the relevant criteria for development in this area.



Longforgan

Settlement Summary

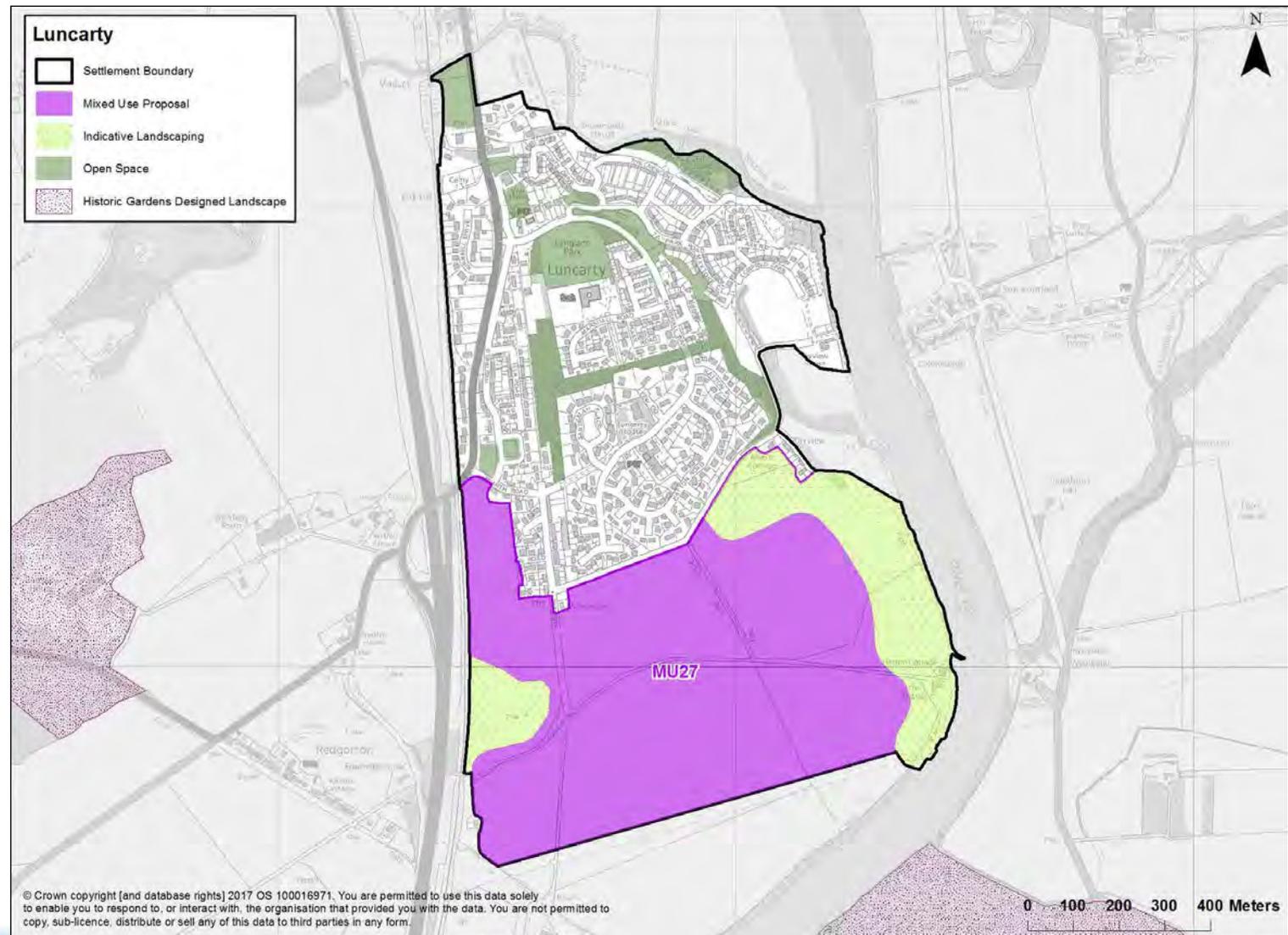
Longforgan is located in the Carse of Gowrie. The village has a long history with evidence of Roman habitation in the locale. The historic core of the settlement is based around the Main Street and it has a Conservation Area designation. It is limited in terms of its open space and community facilities. The school may require an extension in the near future. No allocations are proposed within this Plan period.



Luncarty

Settlement Summary

Luncarty is a principal settlement within the Perth Core Area but out with the Green Belt. It is located adjacent to the River Tay and was originally developed to support the bleach works. In the last century, it expanded considerably with substantial green corridors. There are attractive walks along the riverside and good access to open space. The settlement is directly off the A9 and has good connections to Perth. There is a dedicated cycle and pedestrian route which aims to link Perth to Stanley in the future. It has a limited range of services that could be expanded through the long-term expansion of the settlement. A large site has been identified to the south of Luncarty which will expand the settlement significantly beyond the lifetime of the Plan. To accommodate this expansion, a new access into Luncarty will be required to accommodate the increase in traffic.



(continued)



Ref	Location	Size	Uses
MU27	Luncarty South	64ha	Residential 589-760 with 5ha of employment land

Site-Specific Developer Requirements

- A comprehensive Masterplan submitted at the time of any planning application to provide detailed information regarding the phasing the housing and economic development land.
- The open space/landscape buffer which abuts the River Tay must be defined by a Flood Risk Assessment and protected from built development.
- An updated full Transport Assessment that demonstrates the following:
 - The design of the road network will ensure multiple connections into the local road network.
 - No more than 350 units will be permitted to be occupied during this plan period and until the impact on the local and strategic road network has been assessed which considers the southern connection to the A9 and Cross Tay Link Road and or further alternative measures to distribute traffic via the local network.



(continued)



Luncarty *(continued)*

Ref	Location	Size	Uses
MU27	Luncarty South	64ha	Residential 589-760 with 5ha of employment land

(continued)

- *All access proposals are to the satisfaction of the Perth and Kinross Roads Authority.*
- *Cycle paths, core paths and rights of way incorporated into Masterplan and designed to improve active transport links between Luncarty and Perth.*
- *Enhancement of biodiversity and protection of riverbank habitats enhancing connectivity into the Green Network.*
- *Developer requirements for the enhancement of core paths and pedestrian connections into Luncarty and the wider network.*
- *Investigation of provision of a district heating system and combined heat and power infrastructure utilising renewable resources.*
- *Construction Method Statement to be provided for all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay SAC.*
- *Where the development of the site is within 30 metres of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required, so as to ensure no adverse effects on the River Tay SAC.*
- *A desk-based archaeological assessment of the site with a subsequent more detailed investigation if justified.*
- *An assessment of any commercially available mineral resource together with proposals to remove or protect from sterilisation by built development.*



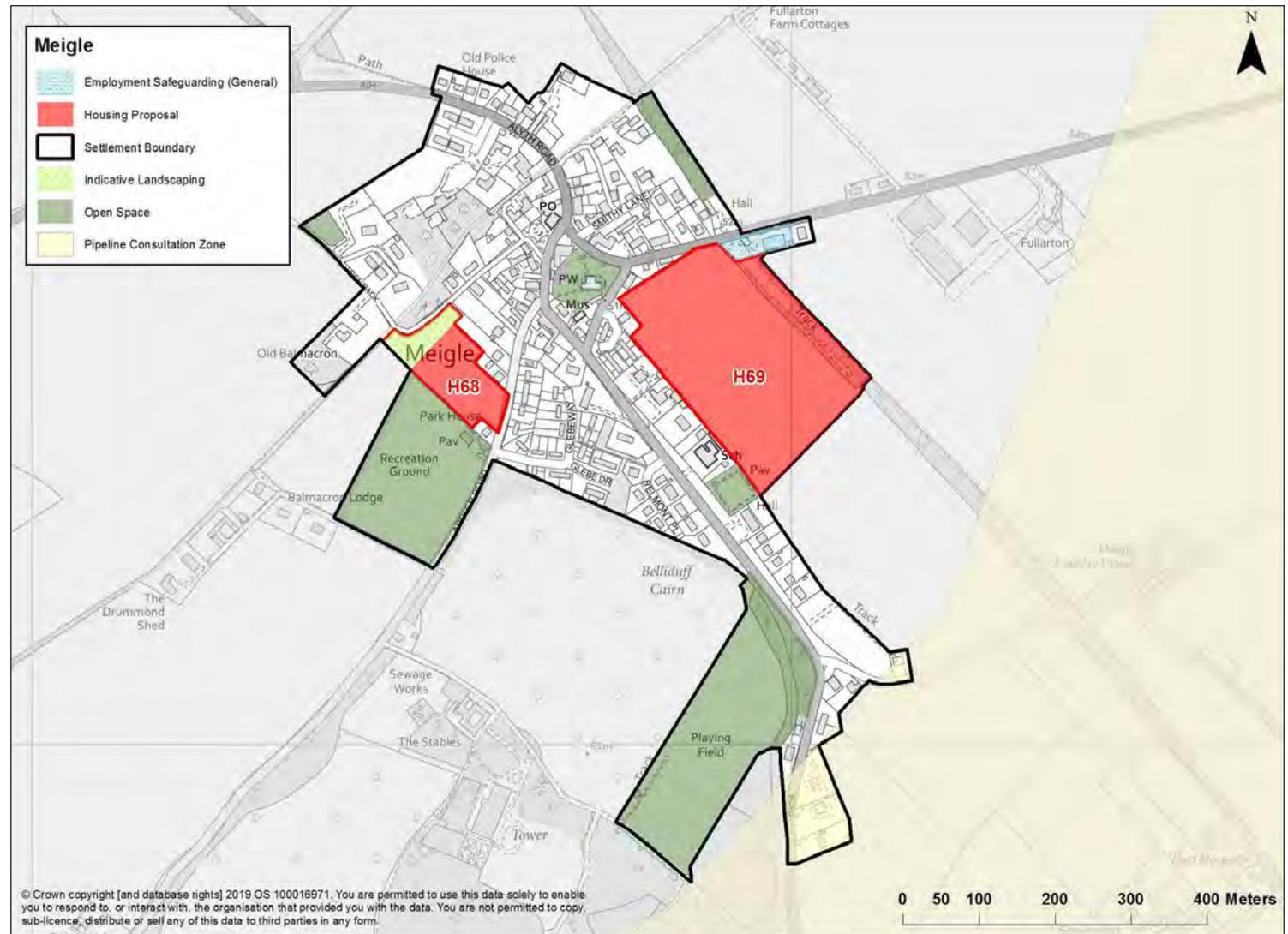
Meigle

Settlement Summary

Meigle is one of the larger villages in the Strathmore and the Glens area. Although it is not identified as a Principal Settlement in TAYplan, it is considered a sustainable location for additional development as it has a range of services and amenities, and additional development will help maintain the vitality of the village and help support the local primary school.

Two sites are identified for new housing. The larger site at Forfar Road is limited to 50 houses during the Plan period but there is scope for this site to be extended further in the future. Land will be reserved within the Forfar Road site adjacent to the school for educational use and/or playing fields.

The waste water treatment works in Meigle have limited capacity and require upgrading, however, Scottish Water have instigated an investment project for this work. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



(continued)



Ref	Location	Size	Capacity range
H68	Ardler Road	1.2ha	23-36

Site-Specific Developer Requirements

- *Development on upper slopes of site only; Flood Risk Assessment to determine extent of developable land.*
- *Provision of path link to Victory Park and improvements to the wider core path network surrounding the village.*
- *Green infrastructure on the site to link to the wider network to the north and west.*
- *Provision of woodland screen planting along the west and north boundary of site.*
- *Enhancement of biodiversity.*
- *Construction Method Statement to be provided to all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay Special Area of Conservation.*
- *Where the development of the site is within 30m of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required, so as to ensure no adverse effects on the River Tay Special Area of Conservation.*
- *Drainage Impact Assessment.*



(continued)



Ref	Location	Size	Capacity Range
H69	Forfar Road	5.7ha	64-100 (limited to 50 during the lifetime of the Plan)

Site-Specific Developer Requirements

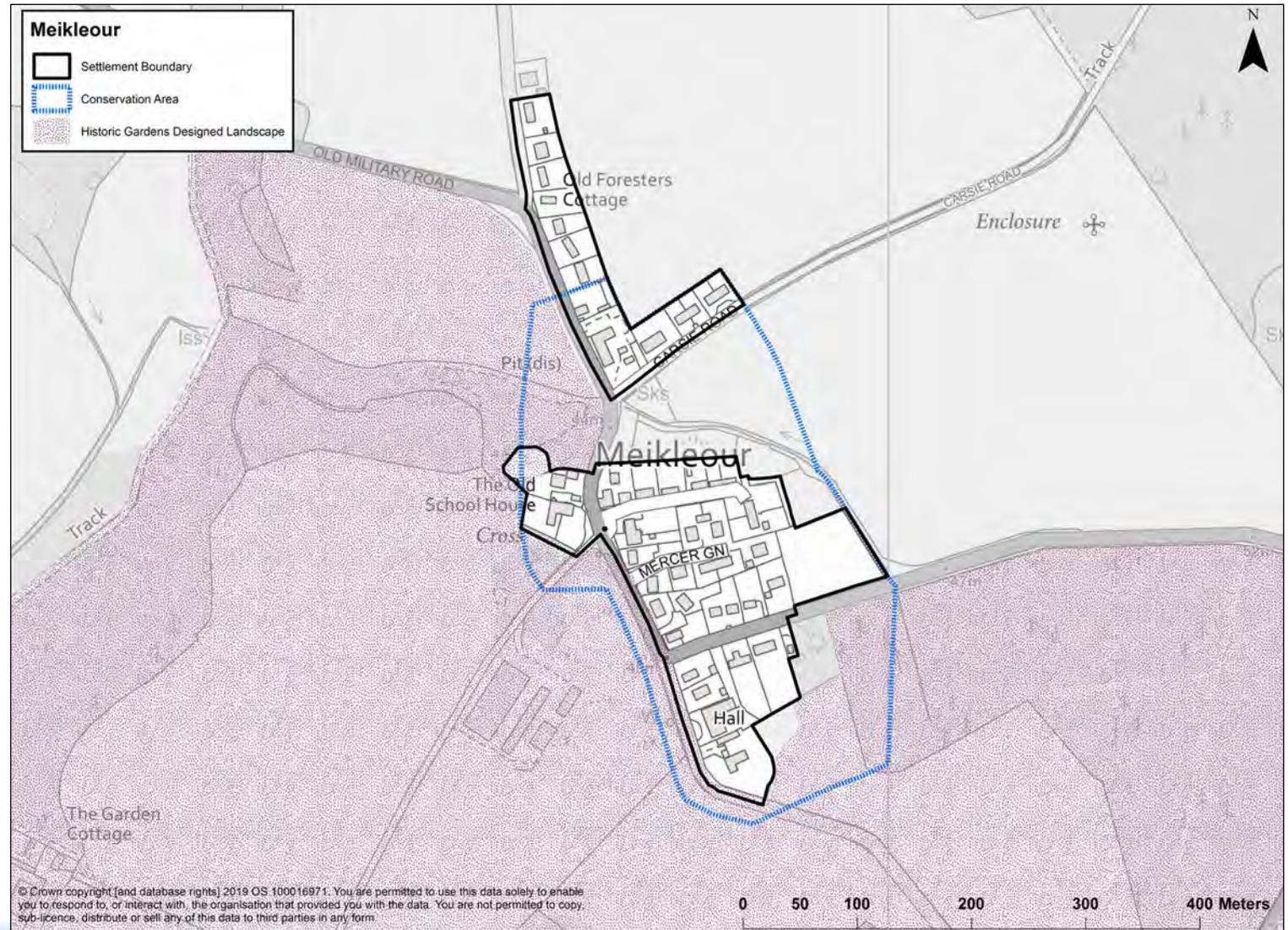
- Masterplan setting out the phasing and comprehensive development of the site, including how the site will link to a potential second phase to the south.
- Provision of area for educational use and/or playing fields adjacent to the school.
- Provision of landscape planting along the east and north boundary of site.
- Linkages to the core path network surrounding the village, in particular, the provision of a path along former railway land and further path links to village centre.
- Green infrastructure on the site to link to the wider network along the eastern boundary.
- Enhancement of biodiversity.
- A Transport Statement.
- Archaeological investigation may be required.



Meikleour

Settlement Summary

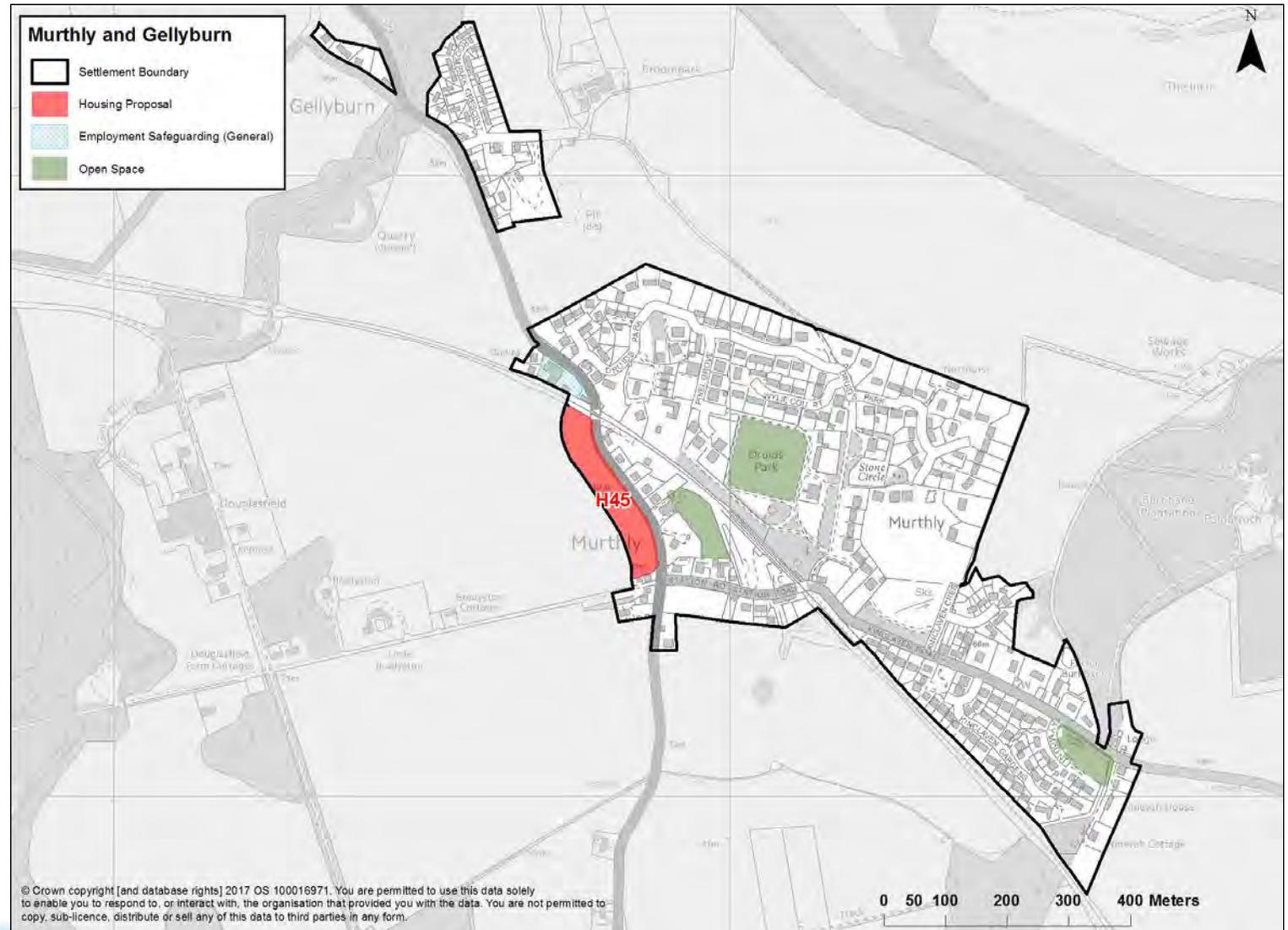
Meikleour is split into two parts. Most of the village sits within a conservation area which extends beyond the settlement boundary and includes the open area of land between the northern and southern parts of the village. The maintenance of this open wedge is important to maintain the character of the village. An opportunity has been identified for a small extension to the village on the eastern boundary. Elsewhere the settlement boundary is drawn tightly around existing buildings to limit future growth in order to protect the historic character and setting of the village.



Murthly and Gellyburn

Settlement Summary

Murthly and Gellyburn is one of the largest villages in the Highland area. It has expanded significantly in recent years with new housing development to the north and east. In light of this, only one small housing site has been identified on the western edge of the village which will continue the existing pattern of roadside development along Bridge Road. Additional development in Murthly and Gellyburn may require investigation of the capacity of the waste water and water networks.



(continued)



Murthly *(continued)*

Ref	Location	Size	Capacity Range
H45	West of Bridge Road	1.4ha	Up to 12

Site-Specific Developer Requirements

- *Flood Risk Assessment.*
- *Drainage Impact Assessment.*
- *Road and access improvements to the satisfaction of the Council as Roads Authority.*
- *Improvements to the core path network around the village; paths within the site to link to the existing network.*
- *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.*



Muthill

Settlement Summary

Muthill lies some three miles south of Crieff and five miles north-west of Auchterarder. The Perthshire Tourist Route passes through the village linking Crieff to the A9 trunk road.

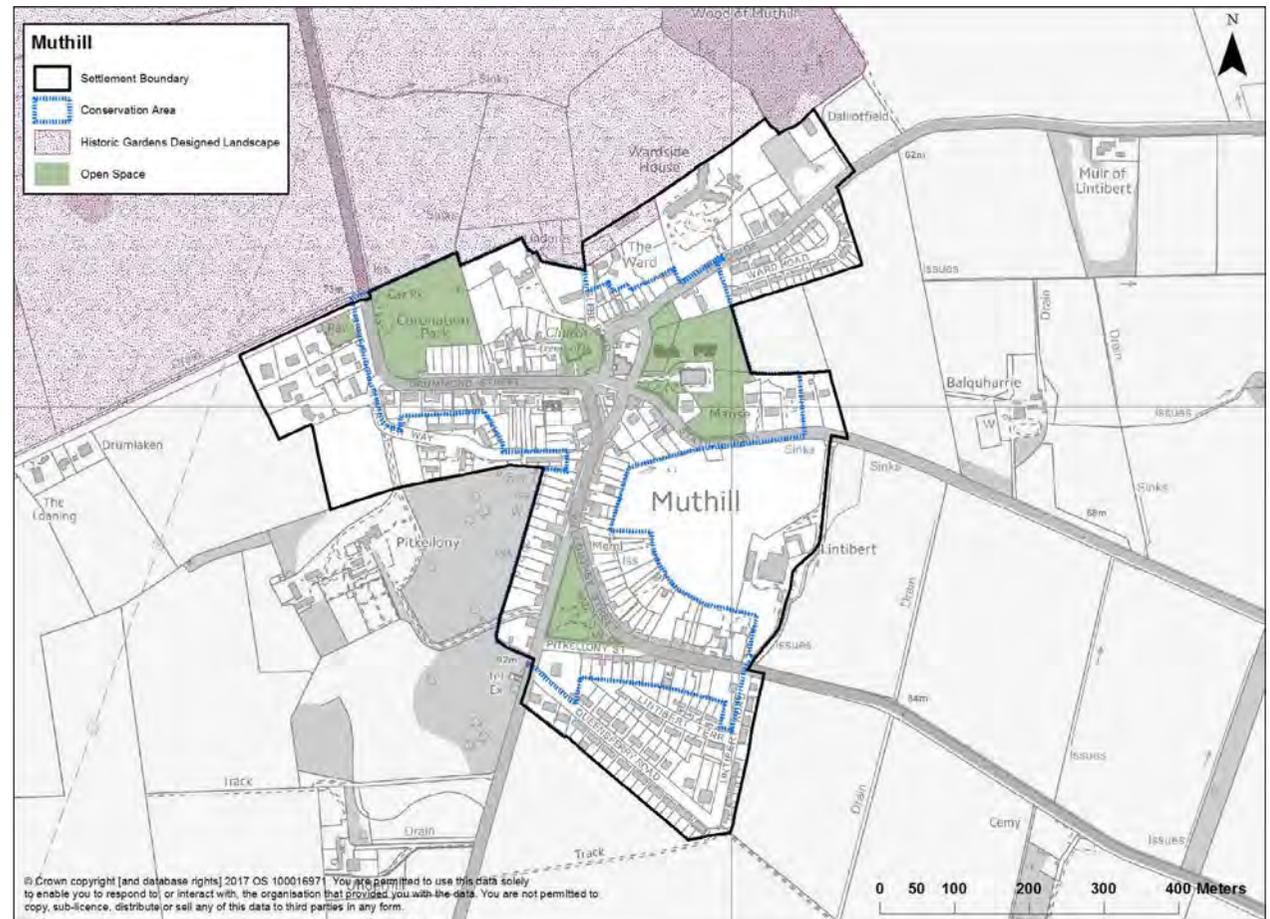
The settlement is mainly residential and has important areas of open space at Coronation Park, Highlandman's Park and the Parish Church. It has some shops and services including a village shop, hotel and petrol filling station. It also has a range of community facilities.

Muthill incorporates a Conservation Area designation which seeks to protect its character and historic Integrity. Particularly important features include the pattern of long rigs (or burgages) along the eastern part of Drummond Street and to the rear of properties on the curving terrace of Willoughby Street; and the village's narrow wynds or pends, some of which incorporate historic paving.

The northern edge of the settlement borders the Drummond Castle Garden and Designed Landscape, making this area sensitive to potential development. In particular, the Conservation Area Appraisal highlights the importance and value of existing tree belts. Also, the setting of the Parish Church is highlighted as sensitive to development that might affect views of the church.

The village is not identified for significant growth but the settlement boundary includes an area of land south and west of Ancaster Way that is not specifically identified as a housing proposal, but could be developed as an infill site.

Land at Lintibert Farm is also included in the settlement boundary where outline planning permission was previously granted for a mixed housing development (ref. 07/02128/OUT, permission now lapsed).

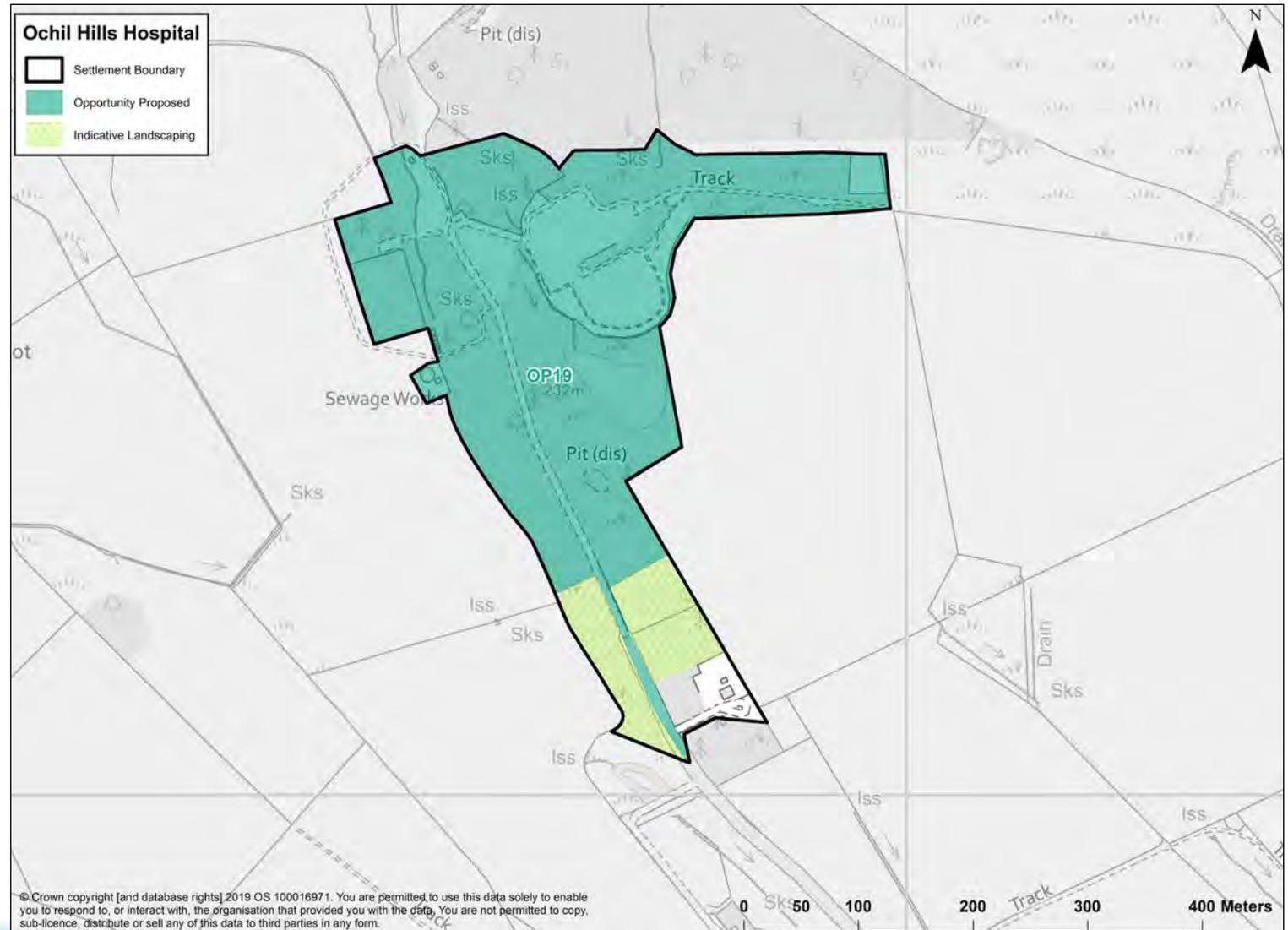


Ochil Hills Hospital

Settlement Summary

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. Ochil Hills Hospital has been identified as being able to accommodate some limited future growth to encourage the redevelopment of brownfield land.

This settlement lies within the Loch Leven Catchment area and so any development should comply with **Policy 46**.



(continued)



Ochil Hills Hospital *(continued)*

Ref	Location	Size	Number/Uses
Op19	Ochil Hills Hospital	10.6ha	Residential maximum of 35 houses/hotel or leisure/institutional use

Site-Specific Developer Requirements

- *A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application.*
- *Flood Risk Assessment and Drainage Impact Assessment.*
- *Open watercourses retained and minimum 6m buffer strip.*
- *Improved access from A91 and develop roads layout to the satisfaction of the Roads Authority.*
- *Protect and enhance existing woodland.*
- *A comprehensive woodland management plan (in consultation with Forestry Commission Scotland) and specific proposals for its implementation.*
- *Improvements to existing core path and its connection to the wider core path network.*
- *Provision of a suitable drainage scheme which provides required mitigation.*



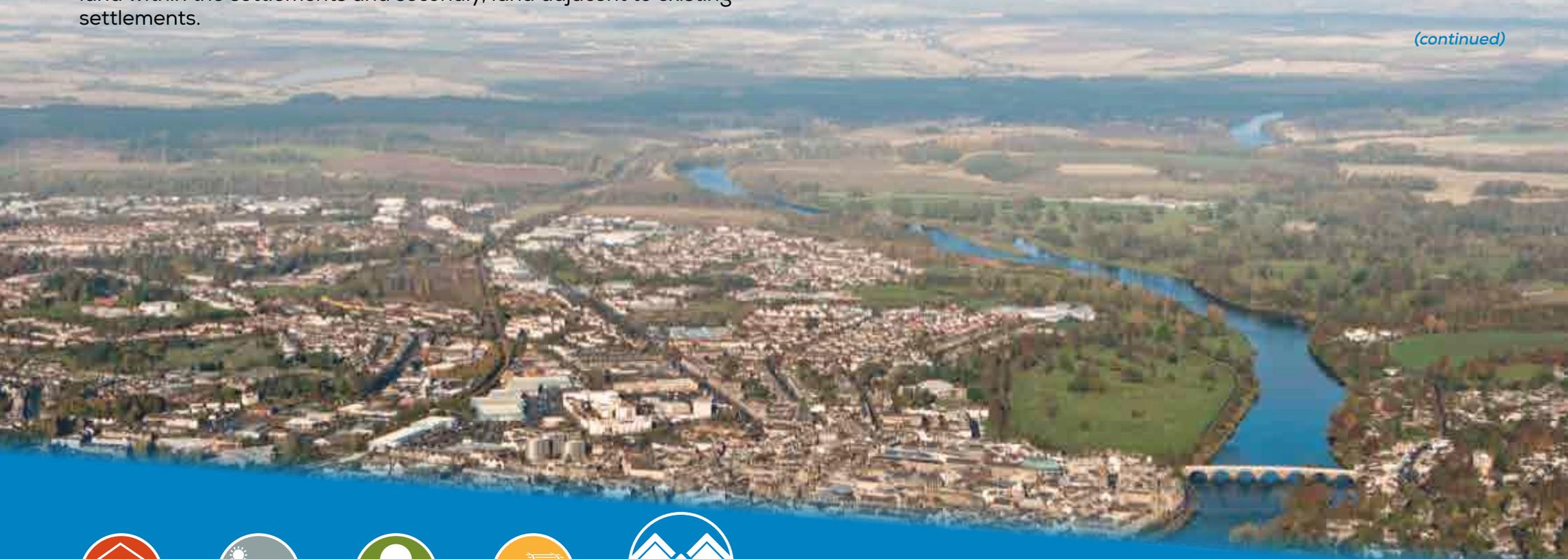
Perth Area Strategy

The Perth Area including the city and the surrounding villages contains the majority of the existing population of Perth and Kinross. TAYplan sets the strategic framework and identifies the Perth Core Area as being the location for the majority of development in Perth and Kinross within the Principal Settlements of Perth, Scone, Almondbank, Bridge of Earn, Oudenarde, Methven, Stanley, Luncarty, Balbeggie, and Perth Airport. TAYplan also identifies 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.

The Green Belt is the cornerstone for the Spatial Strategy of the Perth Area, helping to manage long-term growth, preserve the setting, views and special character of Perth, and sustaining the separate identity of Scone. The Green Belt helps define the extent of long-term expansion of Perth and surrounding villages, as well as protecting its landscape setting.

The biggest single constraint facing the Perth Area is the capacity of the roads infrastructure in and around Perth. Therefore the Council commissioned traffic modelling work for the Perth Area. This work demonstrates that the combination of background traffic growth and committed development would have caused if unchecked, not only unacceptable congestion, but also exacerbated the poor air quality.

(continued)



Perth Area Strategy *(continued)*

To do nothing was not an option and the Council has been working with TACTRAN, (the Regional Transport Partnership) in consultation with Transport Scotland to identify and deliver 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 and 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.

Whilst some progress has been made and improvements to the A9/A85 junction are underway it is recognised that delivering these key projects will take many years resulting in a number of sites being constrained until the infrastructure is in place or under construction. Delivering the required infrastructure is challenging and will require a partnership between the public and private sectors. Accordingly, developer contributions are required towards transport infrastructure and details are published as Supplementary Guidance. Development of the Cross Tay Link Road should not result in adverse effects, either individually or in combination, on the integrity of the River Tay Special Area of Conservation. Where relevant, applications for the project

should be supported by sufficient information to allow the Council to conclude that there will be no such adverse effects.

It is recognised that delivering these 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 constraint is:

- *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 sites of 10 or more outwith Perth on the A93 and A94 corridor, until such a time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites. The embargo is expected to be lifted in 2021.*

The Perth Area Strategy concentrates on the delivery of three key strategic sites to the west/north-west and north of Perth and one at Bridge of Earn. Two of these are under development, one at north-west Perth which is the Bertha Park community and the other is Oudenarde at Bridge of Earn. These sites 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 projects and maximises the potential to improve public transport links, and integrate employment and housing land. It also creates the critical mass that may justify key carbon reduction measures such as district heating systems with combined heat and power infrastructure.

(continued)



Perth Area Strategy *(continued)*

Perth City Settlement Summary

With a population of around 50,000 according to Census 2011, Perth is the administrative, cultural and commercial centre of the area. In 2010 the City celebrated the 800th anniversary of the granting of its Royal Charter. The city 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, various streetscape enhancements, 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 City Plan first published in 2013 and then reviewed in 2015 sets out agreed ambitions for Perth going forward. It was prepared on behalf of the Perth City Development Board bringing together senior representatives of the private and public sector in Perth and Kinross and the wider region. The City Plan is a holistic non-statutory document which covers issues which extend beyond the scope of this landuse plan.

(continued)



Perth Area Strategy *(continued)*

This Plan supports its ambitions. In support, it has policies which provide a flexible framework which will assist landowners and developers to bring forward underutilised sites in the city centre, and which promote improvements of key transport routes and corridors. Also this Plan allocates the City Plan's key land use proposals. In particular it identifies a major new visual arts centre within the former City Hall which will further extend the use and attractiveness of the city centre. In addition a new leisure centre and improvements to the railway station are proposed.

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

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.

Perth lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**. As this settlement is identified as having a strategic district heating focus, an energy statement may be required to investigate the potential for the provision of and/or extension to a heat network to serve the development.

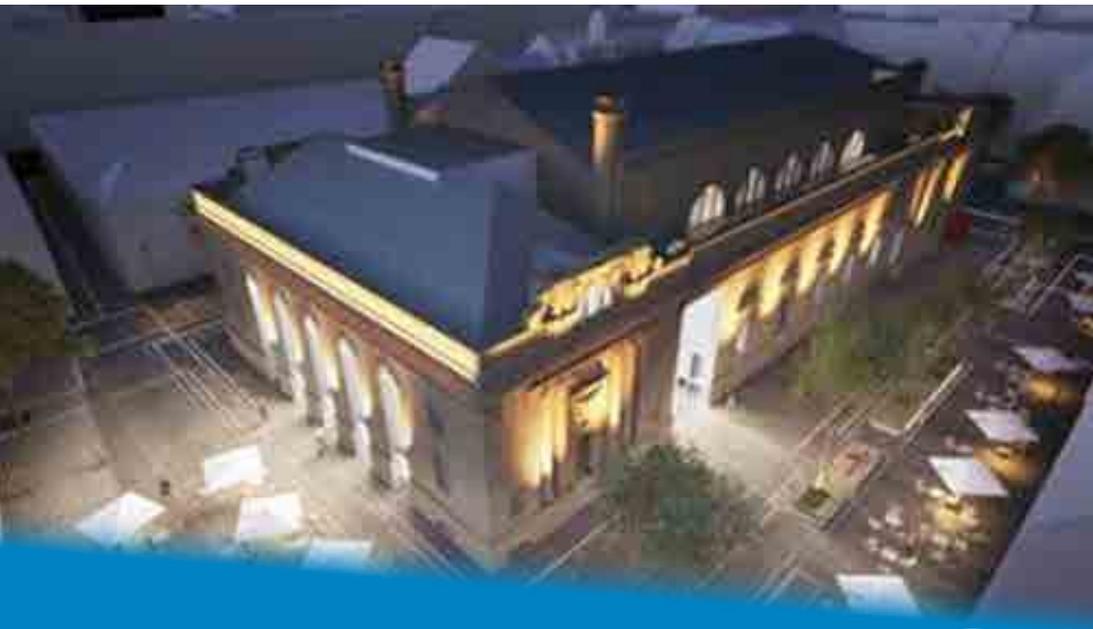
Retailing

Perth City Centre is an important sub-regional centre for retailing and the Plan seeks to protect and enhance its vitality and viability. 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 supports the identification of other retail centres in Perth. In line with national guidance, St Catherine's Retail Park, the area around Tesco, B&Q in the Crieff Road, the area around ASDA in Dunkeld Road and the Inveralmond Retail Park 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.

(continued)



Perth Area Strategy *(continued)*

Long-Term Strategic Development Areas

The Plan contains long-term proposals to develop new sustainable communities and provide a long-term supply of development land extending beyond 2040. These areas require the development of detailed proposals leading to the preparation and implementation of Masterplans.

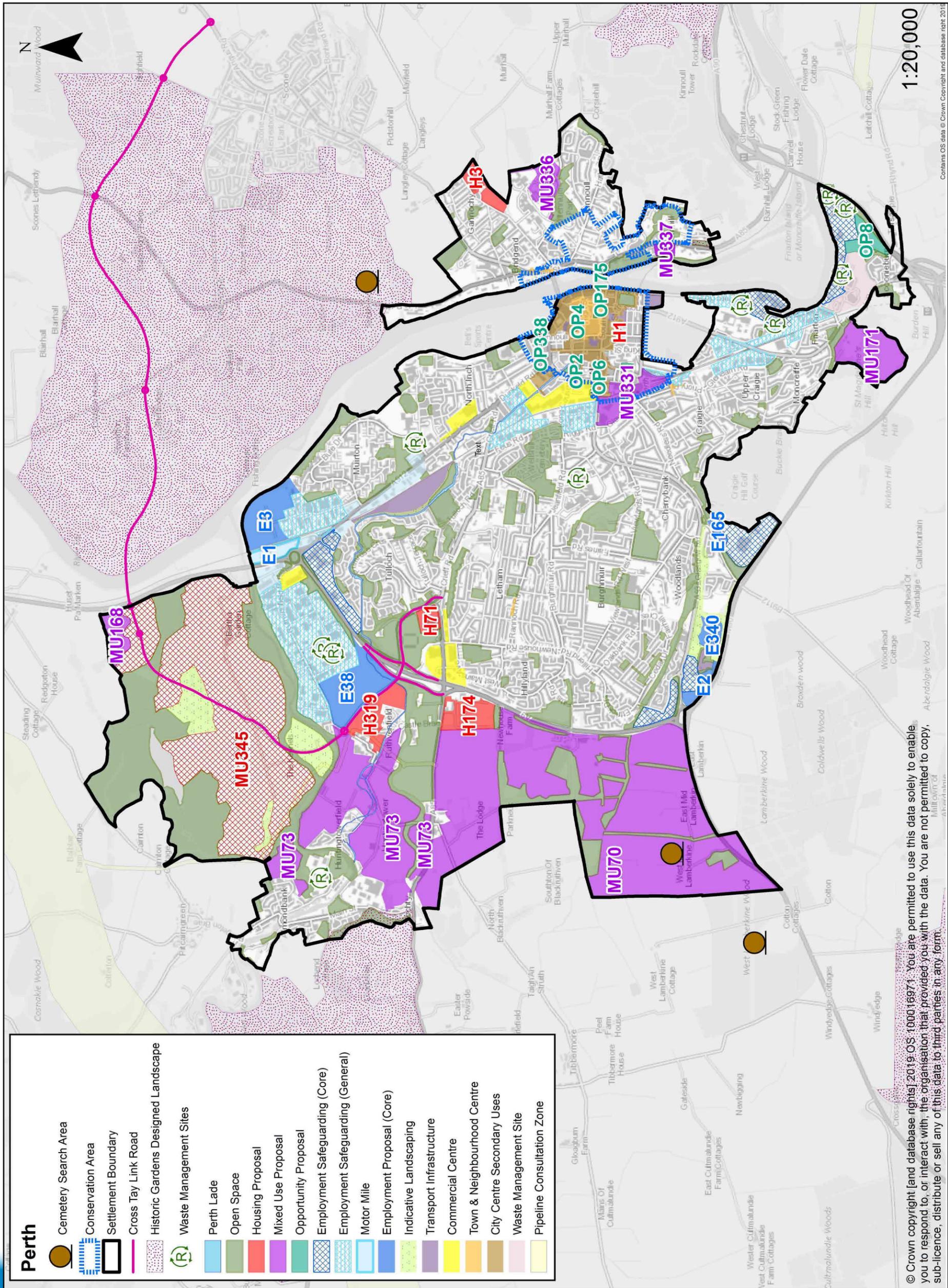
Masterplans have been prepared and permitted as part of in-principle planning applications for both Bertha Park and Almond Valley Areas, whilst Bertha Park has detailed permission for a 1st phase which is underway. Perth West has not reached this masterplanning stage yet, but these Masterplans together with that for employment site E38 Ruthvenfield Road will require to be integrated to provide for economies of scale and linked service provision. To reflect the key principles of the Bertha Park and Almond Valley Masterplans and to guide the preparation of a future Masterplan for Perth West the Council has prepared draft West/North West Perth Strategic Development Framework Supplementary Guidance. 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.

Infrastructure Requirements for Perth

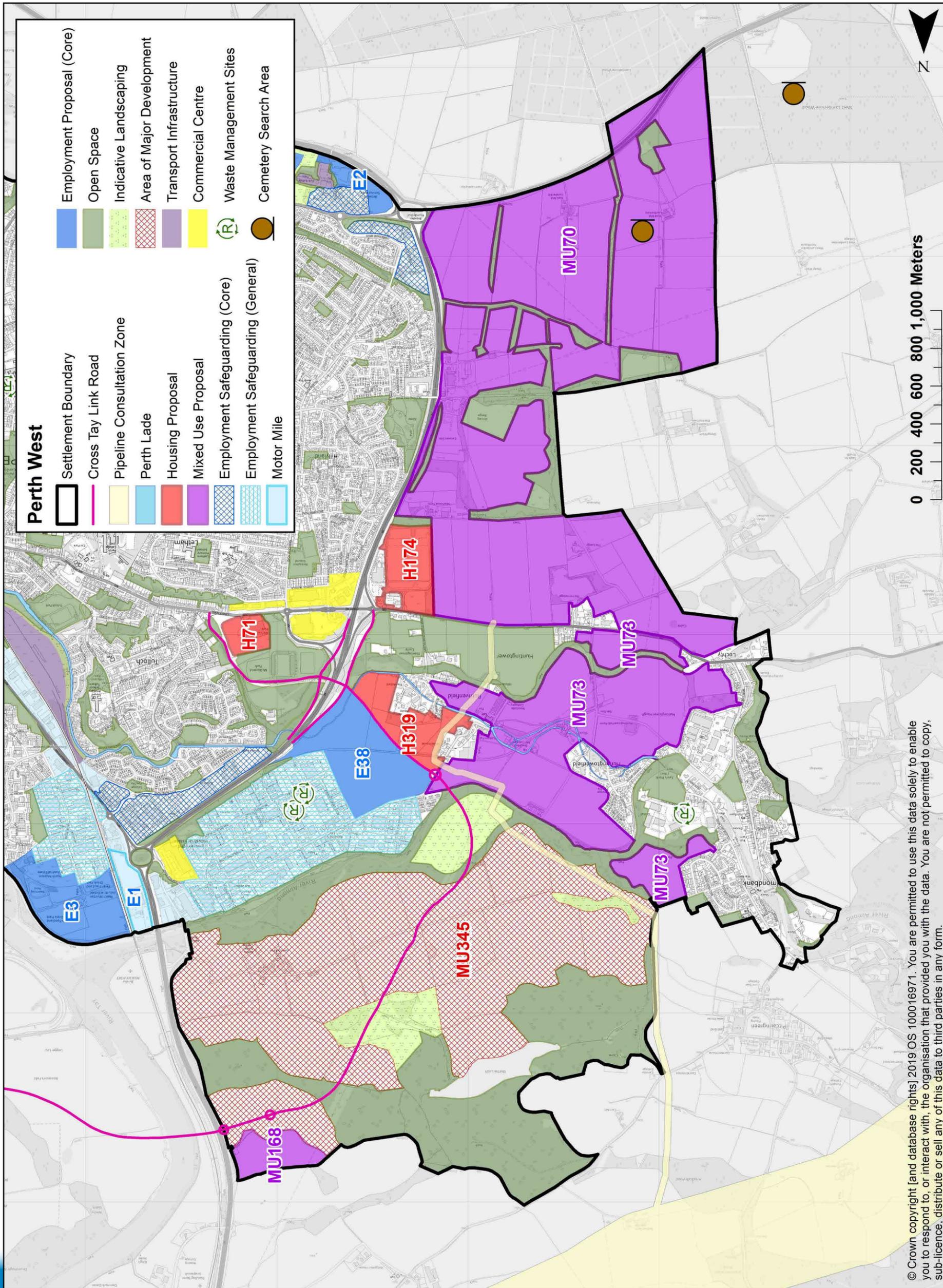
An infrastructure study was prepared to ensure that the infrastructure capacity is adequate to support the level of growth envisaged. This study highlights the current infrastructure provisions within Perth city, and what will be provided alongside the allocations and developments underway, it also recognises the following should be addressed:

- All development will contribute towards the Perth transport infrastructure improvements as set out in Supplementary Guidance. Discussion with Transport Scotland is ongoing, as part of an agreed contribution strategy to establish which sites will be required to make additional contributions to the strategic road network, including at Broxden and/or Inveralmond junctions.
- Preparation of a comprehensive Transport Strategy including infrastructure on the local and strategic road network, public transport services and funding mechanisms.
- A new secondary school at Bertha Park is under construction to provide an all-through school campus. Other new primary school provision will also be required but due to the long-term nature the size and location of schools is likely to change over time. Financial contribution to education provision is required in line with the Supplementary Guidance.
- It is anticipated that upgrades to the existing network and treatment works will be required as a result of the proposed development. Network investigations of the sewerage system and water supply capacity are required to accommodate the scale of development proposed by the Plan. All development should connect to Public Waste Water Treatment Works.
- And unless otherwise specified, developers at each site are encouraged to consider the provision of localised heat networks which are capable of connecting into a future larger district-wide network, or alternatively safeguard land for potential connection to a network at a later date.
- That there is a future need for more cemetery space, and so the Council has identified two search areas at Perth West and at Isla Road.



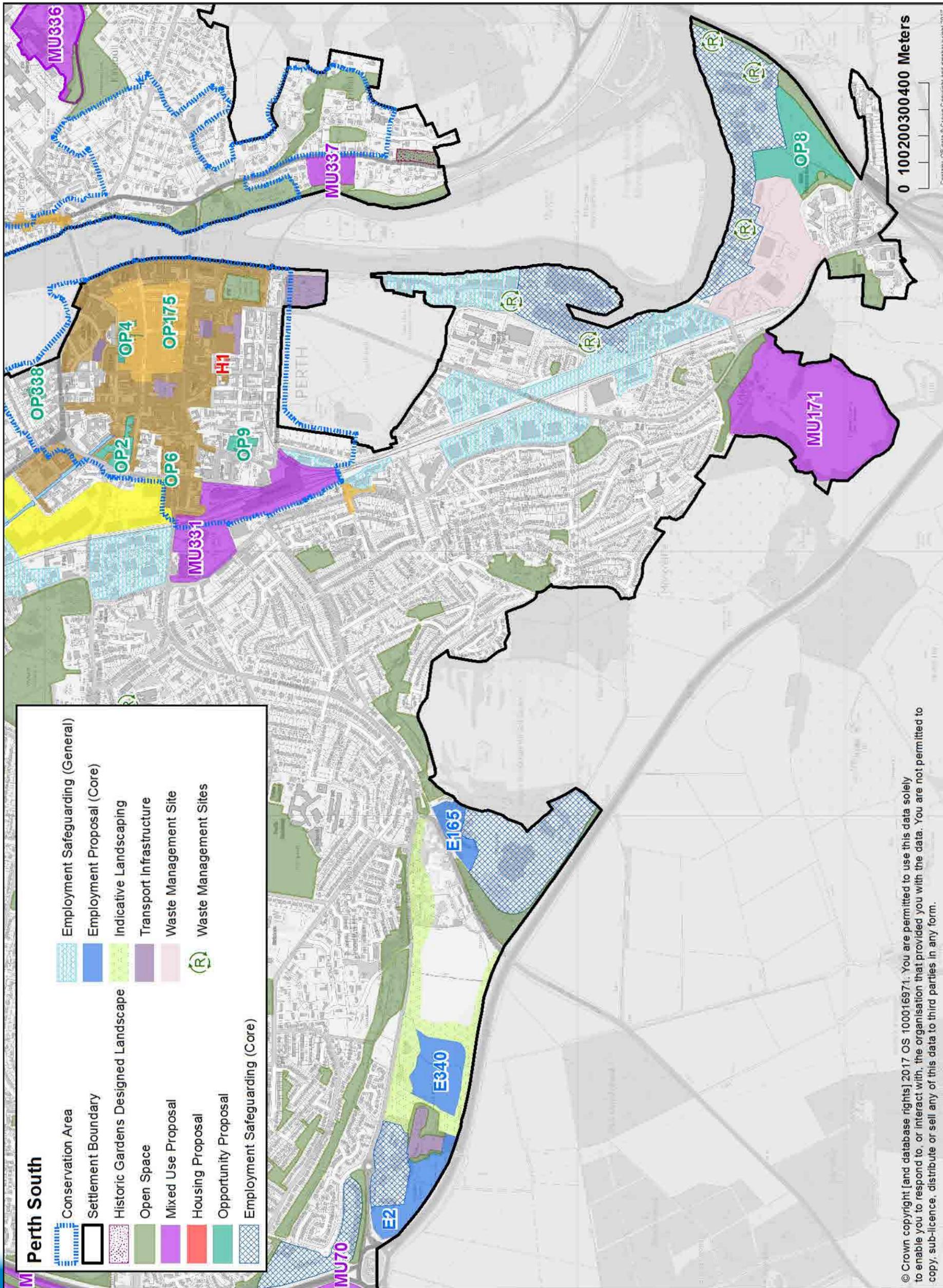


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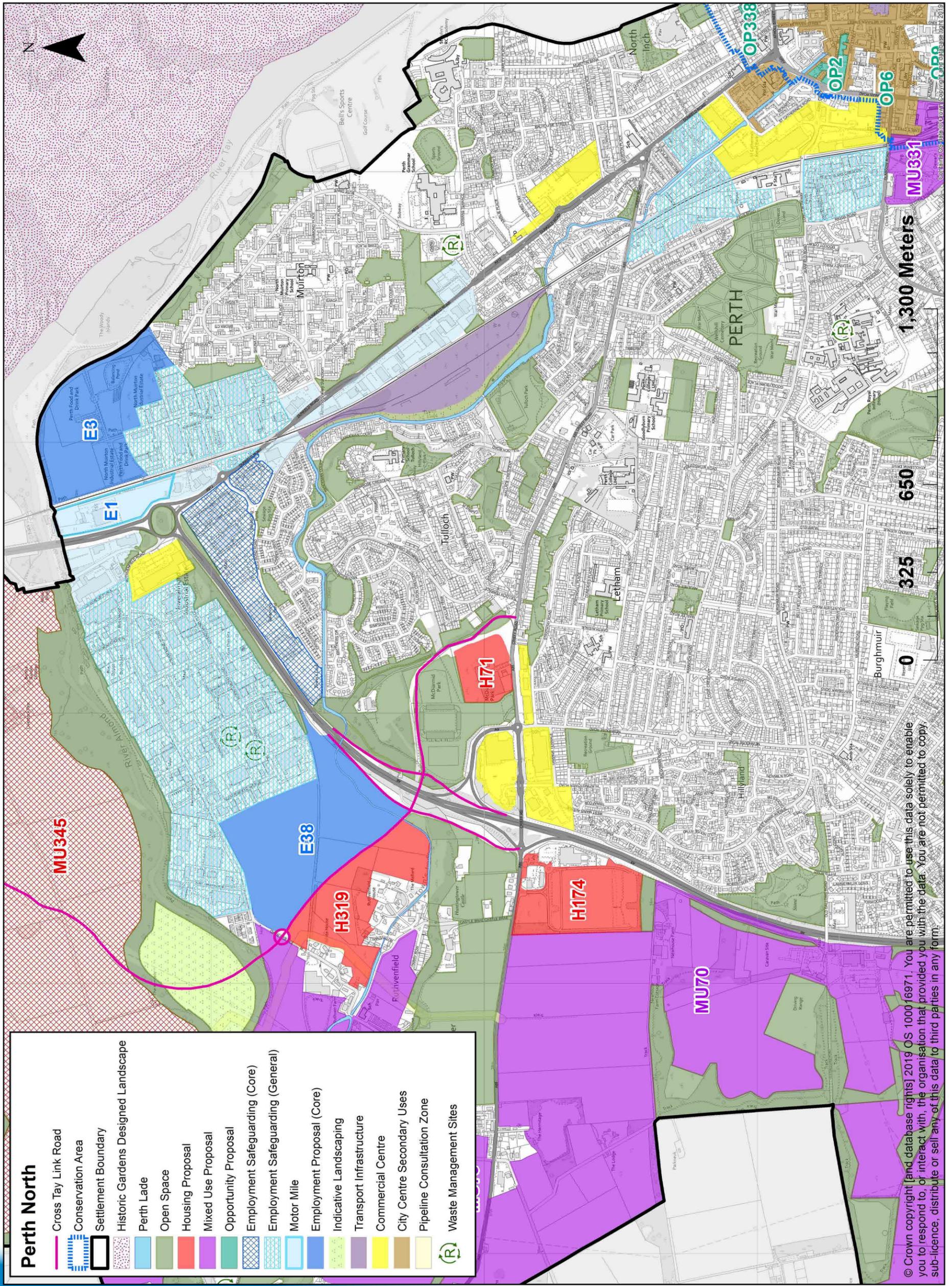


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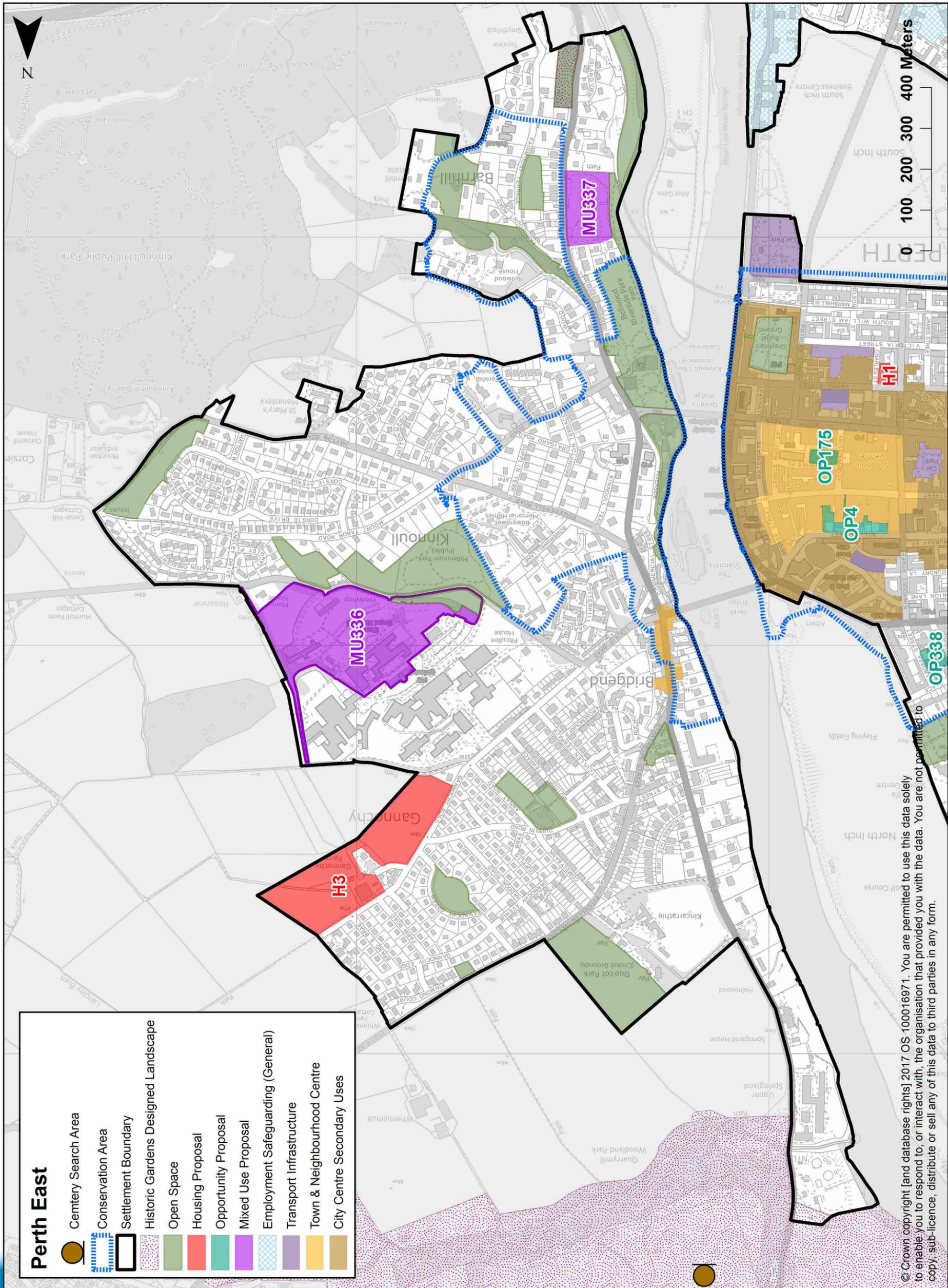
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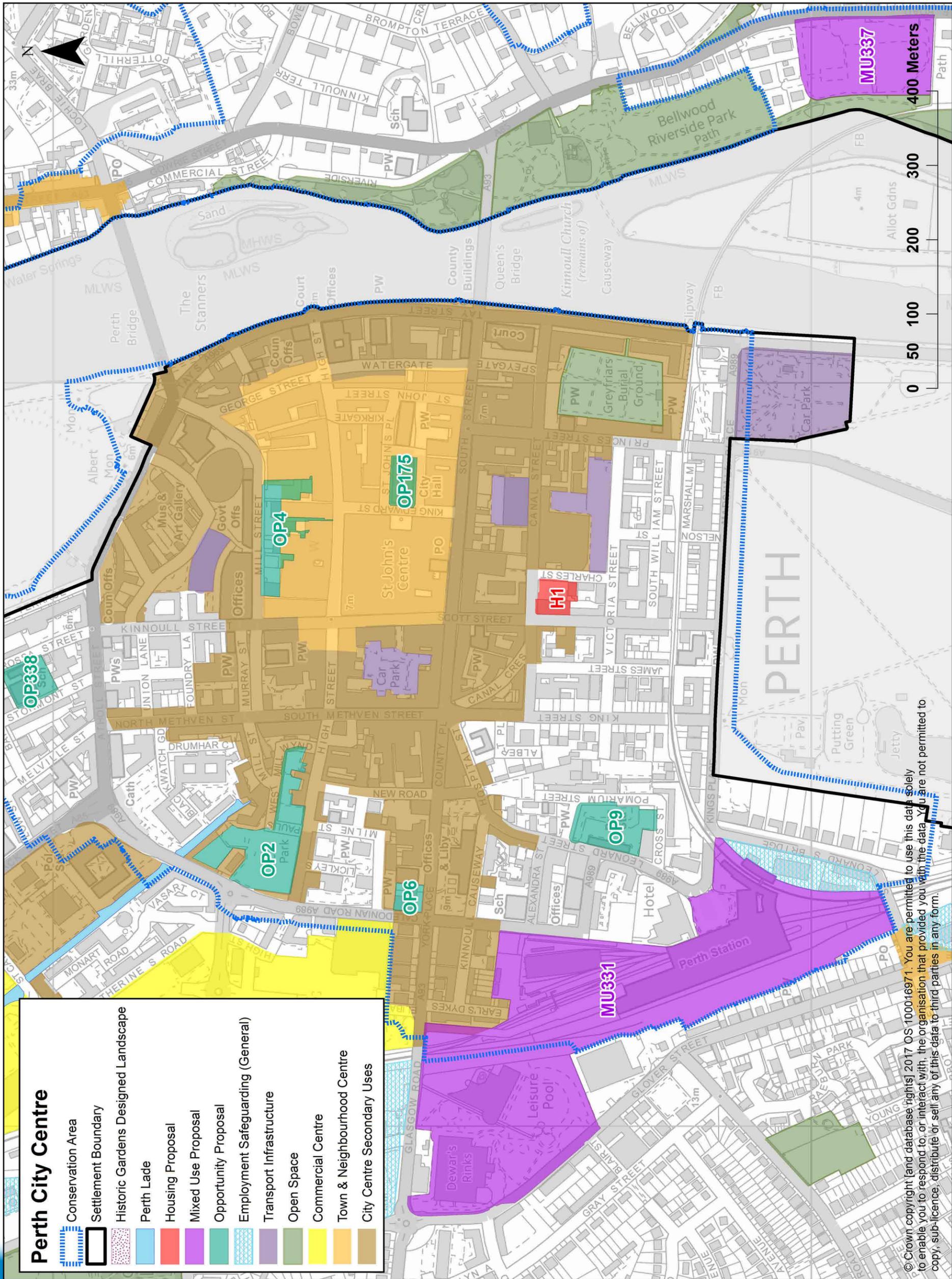


- Perth East**
- Cemetery Search Area
 - Conservation Area
 - Settlement Boundary
 - Historic Gardens Designed Landscape
 - Open Space
 - Housing Proposal
 - Opportunity Proposal
 - Mixed Use Proposal
 - Employment Safeguarding (General)
 - Transport Infrastructure
 - Town & Neighbourhood Centre
 - City Centre Secondary Uses

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(continued)





Perth City Centre

- Conservation Area
- Settlement Boundary
- Historic Gardens Designed Landscape
- Perth Lade
- Housing Proposal
- Mixed Use Proposal
- Opportunity Proposal
- Employment Safeguarding (General)
- Transport Infrastructure
- Open Space
- Commercial Centre
- Town & Neighbourhood Centre
- City Centre Secondary Uses

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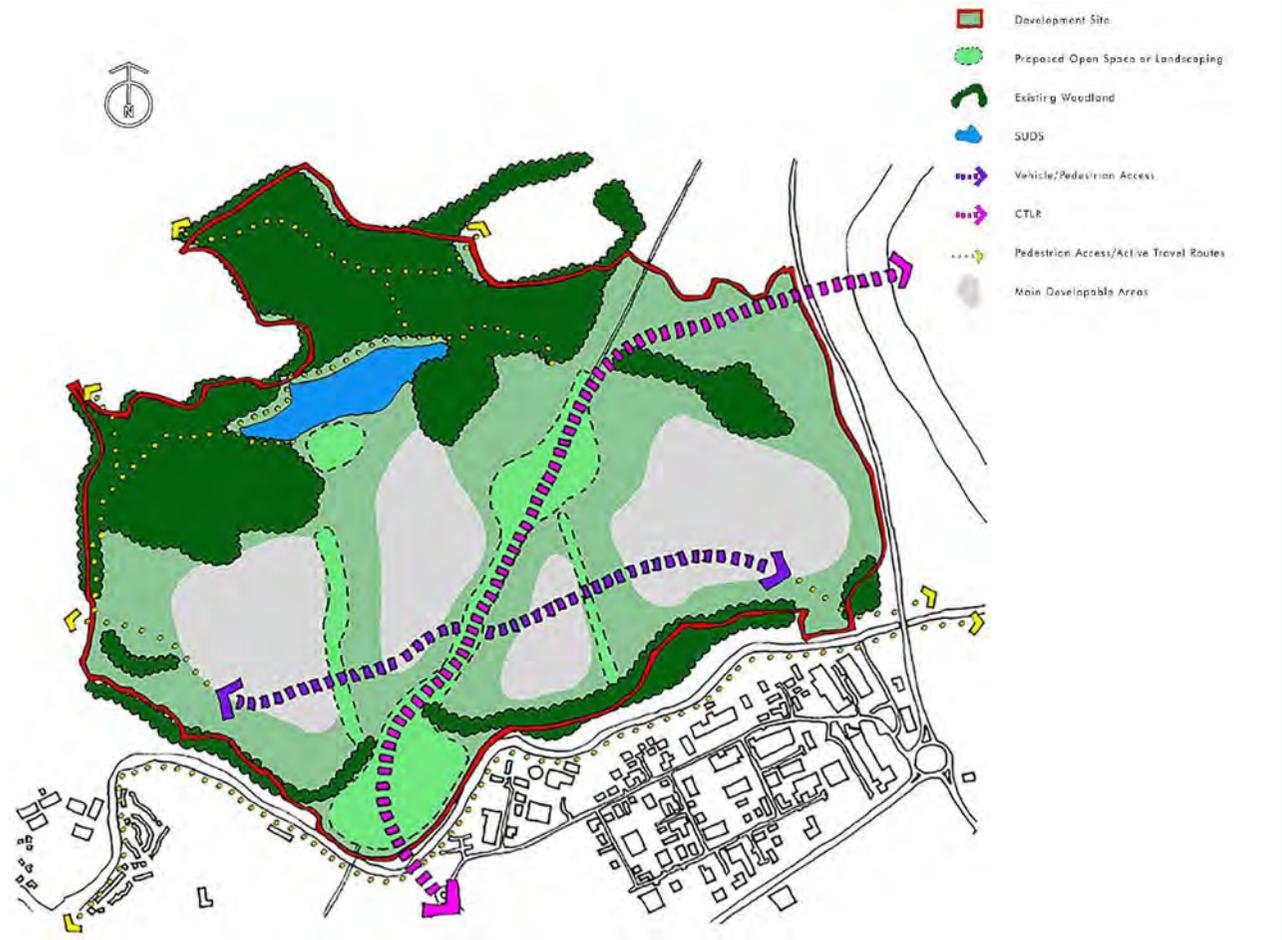
Perth Area Strategy *(continued)*

Long-Term Strategic Development Areas

Ref	Location	Size	Uses
MU345	Bertha Park	178ha (est)	3,000+, in excess of 25ha employment land, and community facilities

Site-Specific Developer Requirements

- An in-principle planning permission was granted for the whole area, detailed planning permission has been granted for the first phase of the community, and development has started onsite. Future development should implement the approved planning permissions, Masterplan, and obligations S75 legal.
- Proposals should not result in adverse effects, either individually or in combination, on the integrity of the River Tay SAC. Applications should be supported by sufficient information to allow the Council to conclude that there would be no such adverse effects.



(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Number
MU73	Almond Valley	150ha	704-1,100 homes

Site-Specific Developer Requirements

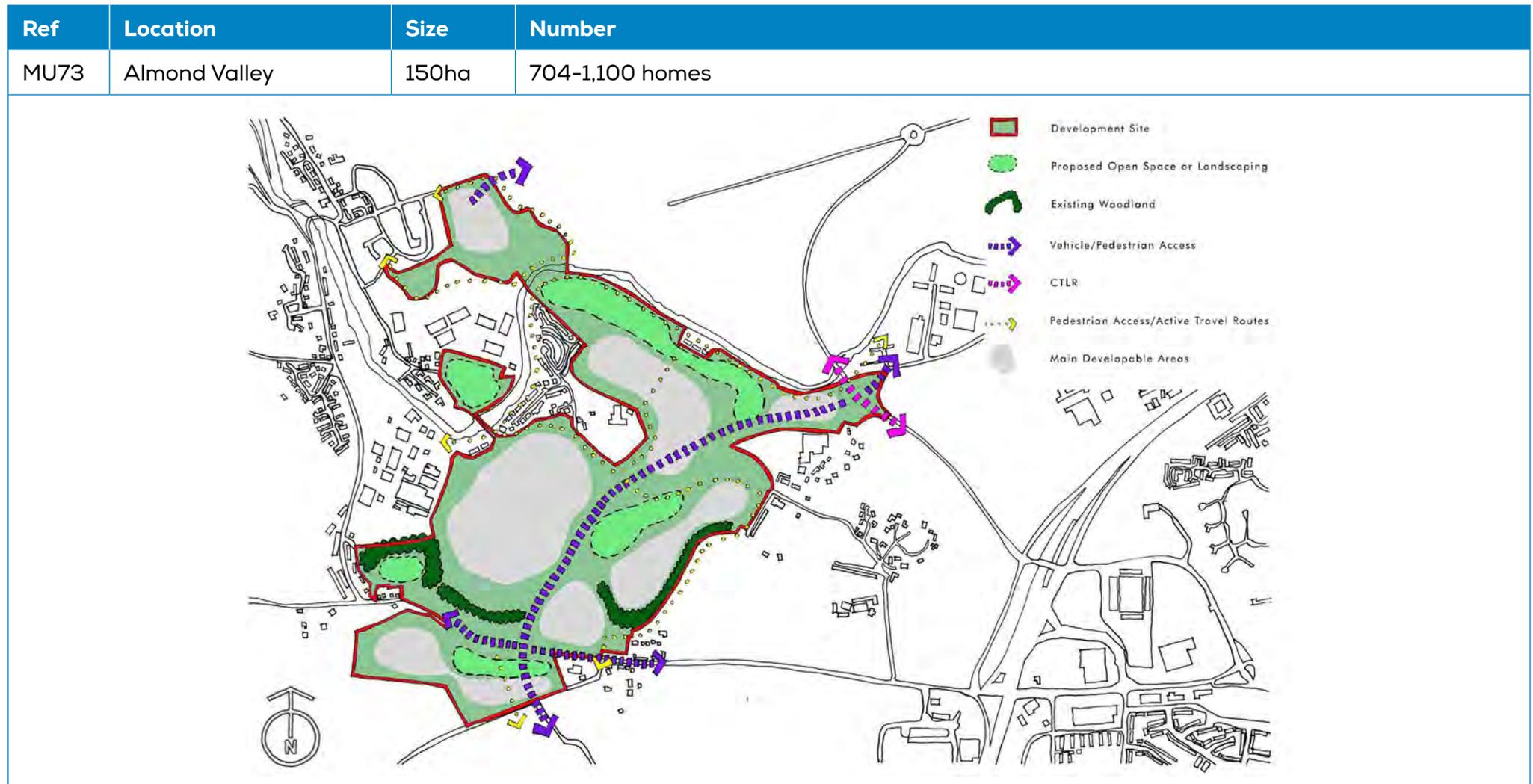
This site gained in-principle planning permission for its development. However the part that lies to the south of the A85 relates more closely to Perth West so has been removed from this allocation. Detailed applications should now come forward and:

- *implement the phasing programme for the housing, affordable housing, community facilities, open spaces, transport infrastructure contributions, road improvements, structure planting, and local centre in line with the planning permission/obligations S75 legal;*
- *provide a site for potential new primary school;*
- *provide a detailed delivery plan;*
- *provide detailed Flood Risk Assessment with each phase of development, to include establishment of flow paths and mitigation for appropriate uses;*
- *provide facilities to enable connection to Perth's bus network;*
- *provide a network of paths and cycle routes providing good active travel links to Perth and Almondbank;*
- *provide green corridors in particular networks to link the site with Perth and the wider countryside;*
- *provide biodiversity study updates and enhancement of biodiversity;*
- *integrate the existing landscape framework into the development;*
- *provide an Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development. The Energy Statement will be expected to consider possible linkages to sites M70 and H319;*
- *provide a Construction Method Statement where a development site will affect a watercourse. The methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay Special Area of Conservation;*
- *provide an updated otter survey and a species protection plan if required, so as to ensure no adverse effects on the River Tay Special Area of Conservation;*
- *archaeological investigation and report and plan detailing the sensitive design of development to protect and maintain the setting of the scheduled ancient monument of Huntingtower Cairn.*

(continued)



Perth Area Strategy *(continued)*



(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Uses
MU70	Perth West	262.3ha	2,210-3,453 homes, 25+ hectares employment land, 2 local employment and community-focussed centres, land for medical centre, land for 2 double stream primaries and land for cemetery provision (within the allocation or within Lamberkine Woodland)

Site-Specific Developer Requirements

A comprehensive Masterplan is required at the point of any planning application. This Masterplan will include an access strategy, and delivery strategy for comprehensive development of the whole site showing appropriately phased housing, community facilities, open space, woodland planting and employment land; and incorporating design statements that address topographical strengths, local heritage assets, and contribution to public art.

The Access Strategy must include early delivery of multiple access points, a through route from the A85 to the A9, early active travel connections, and focus on an east to west residential phasing. This strategy should include a comprehensive plan for addressing A9 severance issues. The Delivery Strategy must identify how the development will be implemented and any matters to be resolved such as land assembly and preparation, and co-ordinated infrastructure delivery. The Delivery Strategy must demonstrate that all the landowners/developers but also key stakeholders are signed up to it along with a risk analysis recording issues within and outwith their control.

A pause and review is required once either 1,500 homes, or 20 hectares of employment land is developed, or by 2035, whatever comes first to reassess impact on the road network and the amount of modal shift.

Accessibility

- *Transport Assessments, modelling studies, and placemaking principles will determine network, and local junction capacity, when and where the strategic junctions will be required, and when the connection from the A9 to the A85 is required in agreement with Perth & Kinross Council Roads Authority and Transport Scotland. This will inform a Comprehensive Transport Strategy including infrastructure, services and funding mechanisms. There should also be reservation of land for a potential Park & Ride in association with the A9 junction.*
- *Early provision and enhancement of active travel linkages to existing settlements and to neighbouring core paths in particular the Sustrans Route 77 which runs along the River Almond and connects south through the Perth West site; off-road links from Perth West to the new secondary school at Bertha Park, and provision of recreational routes through the Lamberkine Woodland also to enable diversion of the existing right of way, provision of a pedestrian/cycleway bridge provision over the A9 near Newhouse Farm. Active travel links to be segregated from roads and for cyclists and pedestrians where possible.*

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Uses
MU70	Perth West	262.3ha	2,210-3,453 homes, 25+ hectares employment land, 2 local employment and community-focussed centres, land for medical centre, land for 2 double stream primaries and land for cemetery provision (within the allocation or within Lamberkine Woodland)

Landscape and Openspace

- *Urban design framework for A85 corridor.*
- *Landscape Framework with Greenspace network management plan.*
- *Range of multi-functional formal and informal green spaces including allotment provision.*
- *Major public parks complexes in north and south areas which will include between them leisure facilities including equipped play areas and concrete skate park within landscaped parkland including an appropriate planting scheme which will also link into green networks.*
- *Sports facilities to be a shared resource for community and school including full-sized grass pitches (numbers of pitches to be confirmed through the Masterplanning process), floodlit synthetic turf pitch and multi-user games areas (MUGA) with changing facilities. Provision of suitable pedestrian and vehicular access to these facilities and cycle and car parking.*
- *A green corridor along the A9 to control outward views where appropriate; and*
- *A blue-green active travel network along the watercourse, with riparian features that connect to the Scouring Burn (the access into the site needs to take into account the route of the Blue-Green corridor). This will be a key green link across the site that needs to connect with the wider green network and provide pedestrian and cycling access into the city. The existing corridor, including the Burn, will need to be wide enough to provide attractive and safe cycling and pedestrian access as well as new native planting, and riparian enhancement as a key wildlife corridor.*
- *Retain, enhance and secure mechanisms for the long-term management of existing native woodland. Fragmentation of woodland habitat corridors should be mitigated through new woodland planting.*
- *A connected framework of woodlands, and tree belts and new native planting areas to link green spaces, and create a new outer western woodland edge with a robust native and more useable and functional woodland structure to help integrate the new development into the landscape.*

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Uses
MU70	Perth West	262.3ha	2,210-3,453 homes, 25+ hectares employment land, 2 local employment and community-focussed centres, land for medical centre, land for 2 double stream primaries and land for cemetery provision (within the allocation or within Lamberkine Woodland)

Landscape and Openspace *(continued)*

- Ensure that the infrastructure and access arrangements planned, include connection to the existing Tibbermore Road and the search for cemetery provision and access are informed by the findings of the detailed woodland survey in order to limit and avoid loss or fragmentation of ancient semi-natural woodland at Lamberkine and a requirement to compensate for loss by extending native planting to the north and south.
- A detailed woodland survey at the appropriate time of year should be carried out by a suitably qualified consultant who has experience of woodland habitat surveys and include a National Vegetation Classification (NVC) Survey and map with site community floristic descriptions, target notes and locally important site features, and an assessment of the role and importance of the Lamberkine Woodland's connectivity to the wider woodland network.
- The structure of the felling programme should tie in with maintaining and strengthening robust boundaries and facilitating wider public amenity use of the woodland (thus ensuring it achieves the significant net public benefit required by Scottish Government's Policy on Control of Woodland Removal).
- Long-term woodland management, focus on native woodland, and extend public access and create a new outer western woodland.
- An integrated surface water and drainage strategy based on surface water flow patterns, aligning SUDS locations with the green network across the site wherever possible.
- Feasibility study to assess the restoration of the existing culvert on the Newton Burn.
- Open watercourses retained and minimum 6m buffer strip.
- Minimise soil sealing and maximise permeability.

Cultural Heritage

- A Battlefield Conservation Plan prior to detailed Masterplan including proposals for interpretation.
- Preserve setting of Mains of Huntingtower, Huntingtower Castle and key scheduled monument at Huntingtower Cairn.

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Uses
MU70	Perth West	262.3ha	2,210-3,453 homes, 25+ hectares employment land, 2 local employment and community-focussed centres, land for medical centre, land for 2 double stream primaries and land for cemetery provision (within the allocation or within Lamberkine Woodland)

Cultural Heritage *(continued)*

- As part of any detailed application for each phase of development, following consultation with Perth & Kinross Heritage Trust and Historic Environment Scotland, a plan detailing the sensitive design of the development to protect and maintain the setting of a key scheduled monument at Huntingtower Cairn shall be required.
- An archaeological programme of works with results feeding into a mitigation strategy for the preservation of heritage assets in situ or by record.

Other

- A geo-environmental audit.
- Good-quality soils should be removed for effective reuse.
- Incorporate national grid 'Sense of Place' guidelines.
- Requirement for Drainage Impact Assessment and Flood Risk Assessment.
- Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development. The Energy Statement will be expected to consider possible linkages to site MU73.
- Noise Impact Assessment (and possibly noise attenuation measures adjacent to the A9).
- Construction Method Statement is required for all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay SAC.
- Assessment of potential amenity impacts from the Agricar and Kings businesses.
- Ground investigation to be carried out for the proposed cemetery site prior to planning permission in accordance with the Scottish Environment Protection Agency's Guidance on assessing the impacts of cemeteries on groundwater (LUPS GW32).

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Uses
MU70	Perth West	262.3ha	2,210-3,453 homes, 25+ hectares employment land, 2 local employment and community-focussed centres, land for medical centre, land for 2 double stream primaries and land for cemetery provision (within the allocation or within Lamberkine woodland)



(continued)



Perth Area Strategy *(continued)*

Housing Sites

Ref	Location	Size	Number
H1	Scott Street/Charles Street	2.6ha	78+homes

Site-Specific Developer Requirements

- Design to take account of conservation area location.
- Drainage Impact Assessment and Flood Risk Assessment. Areas protected by the Flood Protection Schemes should be subject to appropriate mitigation measures: including water resistance, and water resilience measures and evacuation procedures.
- Area of archaeological potential, investigation required.

Ref	Location	Size	Number
H3	Gannochy Road	2.6ha	68-96 homes

Site-Specific Developer Requirements

Within this allocation the land lying to south of Gannochy farmhouse has gained detailed planning permission for 48 homes. Across the whole allocation proposals require:

- Transport Assessment - there may be capacity issues prior to CTRLR completion requiring sensitive phasing;
- design to reflect the design of the surrounding residential area;
- planting to augment existing framework;
- links to core path networks;
- all units to be affordable housing;
- Flood Risk Assessment and Drainage Impact Assessment which will define the developable area of the site;
- open watercourse to be retained and minimum 6m buffer strip;
- investigating the potential for providing on-site/improving off-site community facilities.

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Number
H71	Newton Farm	4.1ha	72-110 homes*

Site-Specific Developer Requirements

A Masterplan will be required for the comprehensive development of the site setting out the phased release of the housing areas. The Masterplan should be informed by a Flood Risk Assessment, which will identify which areas of the site are suitable for development.

- *Cycle paths, and connections to core paths incorporated into Masterplan and designed to improve active transport links to Perth.*
- *Enhancement of biodiversity.*
- *Energy Statement including details of an investigation of the potential for the provision of, and/or extension to, a heat network to serve the development.*

**Taking account of its location and the scale of the surrounding built environment there would be a strong preference for flatted development fronting onto the main road frontages. As a result the capacity is difficult to predict and may exceed the numbers identified above.*

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Number
H174	Former Auction Mart	10.8ha	189-293 homes

Site-Specific Developer Requirements

This site has gained in principle and detailed planning permissions for its development. Future development should implement the approved planning permissions, and obligations S75 legal, including:

- *integrating existing landscape into development with retention of woodland where possible but with felling and replanting of the southern boundary woodland (due to possible presence of giant hogweed spores);*
- *mitigation measures as identified in the Noise Assessment;*
- *recommended action points within Ecological appraisal;*
- *Construction Method Statement is required for all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay SAC;*
- *core path linkage along the western and southern edges of the site retained and appropriate linkages made to them through the site;*
- *provision of informal and formal open space including play area;*
- *land required to safeguard the provision of pedestrian/cycleway bridge provision over the A9 and proportionate financial contribution toward its provision;*
- *at least 2 suitable access connection points into and out of the wider Perth West MU70 required up to the edge of the western boundary;*
- *replace and reposition where necessary the Travelodge, A85 and Castle Brae existing bus shelters;*
- *adequate space within the below ground service zone for possible future provision of district heating pipes;*
- *programme of archaeological work in accordance with the scheme of archaeological potential;*
- *providing a detailed delivery plan.*

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Number
H319	Ruthvenfield	12.3ha	115-153 homes

A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application.

- *Multiple vehicular accesses required to the external road network.*
- *A Flood Risk Assessment and Drainage Impact Assessment will be required. Areas protected by the Flood Protection Schemes should be subject to appropriate mitigation measures including water resistance, and water resilience measures and evacuation procedures.*
- *Open watercourse retained and minimum 6m buffer strip.*
- *Appropriate setback from and planting along CTRLR embankments for residential amenity.*
- *Tree survey of existing trees and design to protect and incorporate existing trees with enhancement of trees, biodiversity and protection of habitats.*
- *Green corridors along the Lade to link the site with Perth and wider countryside.*
- *Network of paths and cycle routes providing good active travel links to the Lade, and MU73.*
- *Investigation of any contaminated land on the site together with a programme of appropriate remediation works.*
- *An Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development. The Energy Statement will be expected to consider possible linkages to site E38.*
- *Construction Method Statement to be provided for all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay Special Area of Conservation.*
- *Where the development of the site is within 30 metres of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required so as to ensure no adverse effects on the River Tay Special Area of Conservation.*

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Number
H319	Ruthvenfield	12.3ha	115-153 homes



(continued)



Perth Area Strategy *(continued)*

Mixed-Use Sites

Ref	Location	Size	Uses
MU168	North of Bertha Park	7.9ha	Park & Ride and general employment uses

Site-Specific Developer Requirements

- *Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development.*
- *Tree survey required, retain existing trees along A9, with new native woodland planting toward the open rural landscape to the north, east and west, and in views from the A9, CTRLR, nearby core paths and surrounding hills to minimise the visual impact in the landscape.*
- *Flood Risk Assessment and Drainage Impact Assessment.*
- *Construction Method Statement to be provided for all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay SAC.*
- *Where the development of the site is within 30m of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required so as to ensure no adverse effects on the River Tay SAC.*
- *Suitable standoffs from overhead lines and use the National Grid guidance on designing development near high voltage overhead powerlines called 'A Sense of Place'.*
- *An archaeological survey to be undertaken and impacts on the historic environment will be avoided wherever possible through sensitive layout and design.*
- *Lighting Impact Assessment.*
- *Measures to protect and enhance biodiversity and to mitigate impacts on Bertha Park Woodland.*

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Uses
MU331	Perth Railway Station and PH2O	11.4ha	Railway station improvements, leisure, hotel

Site-Specific Developer Requirements

- Prepare a Masterplan which considers joint access and parking arrangements at the time of any planning application.
- Improve transport interchange with suitable links to bus, cycle and pedestrian networks.
- The site includes the B listed station, and lies adjacent to the B-listed (Gothic) Station Hotel, and opposite the C-listed Royal British House on Leonard Street and the B-listed former Caledonian Road Primary School. There is a requirement for a well-designed and sympathetic entrance to the B-listed Perth railway station, whilst impacts on the historic environment (including setting of) will be avoided and enhanced wherever possible through sensitive layout and design. An archaeological survey is also required for the Glover Street works/distillery record.
- Drainage Impact Assessment to define any areas at risk and inform appropriate detailed layout and levels and SUDS.
- Energy Statement is required for PH2O including details of an investigation of the potential for the provision of, and/or extension to, a district heating/cooling system to serve the development.
- Existing play facility to be retained or replaced by one of comparable or improved benefit.
- Tree survey to inform Masterplan proposals.

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Number/Uses
MU336	Murray Royal Hospital	8.8ha	Residential and/or community uses*

Site-Specific Developer Requirements

A Masterplan setting out the phasing, delivery strategy and the comprehensive development of the whole of this site is required at the time of any planning application. Informing the Masterplan will be:

- a Transport Assessment will be required including for the sensitive phasing of the site. To fully address this the assessment should take account of other committed development feeding into the Bridgend area, both within Perth and the wider Perth area;
- the Transport Assessment and Masterplan will inform the level of development which would be permitted on the site prior to the opening of the Cross Tay Link Road;
- Flood Risk Assessment from unnamed watercourse and surface water flooding;
- biodiversity surveys;
- an archaeological survey to be undertaken and impacts on the historic environment will be avoided wherever possible through sensitive layout and design;
- a full condition survey of existing listed buildings.

Suitable numbers for this allocation will be determined by the masterplanning process. This Masterplan should:

- include early phasing of reuse of the listed buildings and a programme of repairs;
- consider appropriate use for the chapel investigating potential for community use;
- ensure sufficient pathway permeability throughout the former hospital site, connecting to and protecting the core path along the northern and eastern boundaries and providing connection to Gannochy Road;
- identify key features that need to be retained as far as possible including the topography, woodland belts and avenues (some of which are covered by Tree Preservation Orders) and the attractive stone walls, minimising earthworks by utilising current ground levels;
- retain important parkland setting southeast of the main buildings as open space;
- propose a strong landscape framework of trees throughout the development but especially along the north and east boundaries of the site;

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Number/Uses
MU336	Murray Royal Hospital	8.8ha	Residential and/or community uses*

(continued)

- *be sensitive to density as whilst there is likely to be loss of some of the open aspect, an appropriate landscape plan will be important to ensuring any development sympathetically integrates into its parkland setting;*
- *due to the topography and the significantly visible nature of the site, consideration should be given to use of natural materials and sympathetically coloured materials for external finishes, avoiding large areas of white render so as to reduce visual prominence and settle the buildings into the natural surroundings.*
- *ensure that where new-build or replacement elements are deemed acceptable they are of high design quality so that they make an appropriate contribution to the significance of the site.*
- *include a Construction and Environment Management Plan which minimises site traffic movements, ensures on-site parking for construction workers during construction phases, routing of construction traffic and consequent wear and tear of local roads, ensuring road cleaning where required.*

** Note there is no estimate given on the numbers that will be appropriate as this will be a complicated proposal involving flattened development, conversion of listed buildings, and retention of large areas of parkland setting.*

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Number/Uses
MU337	Hillside Hospital	1.9ha	Residential (61 + homes), hotel

Site-Specific Developer Requirements

A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application.

- Access difficulties mean a Transport Assessment will be required which may affect capacity/type of uses.
- Construction Method Statement to be provided for all aspects of the development to protect the watercourse. Methodology should provide measures to protect the watercourse from the impact of pollution and sediment so as to ensure no adverse effects on the River Tay SAC.
- Where the development of the site is within 30m of a watercourse, an otter survey should be undertaken and a species protection plan provided, if required so as to ensure no adverse effects on the River Tay SAC.
- A scheme for contamination will be required to include the nature and extent and types of contamination and measures to deal with contamination during construction, and condition of the site on completion of decontamination measures.
- An archaeological survey to be undertaken and impacts on the historic environment will be avoided wherever possible through sensitive layout and design.
- Protect the tree covered by the Tree Preservation Order and retain stone walls.

**Taking account of its location and the scale of the surrounding built environment there would be a strong preference for some flatted development. As a result the capacity is difficult to predict and may exceed the numbers identified above.*

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Number/Uses
MU171	Perth Quarry	21ha (around a 1/3 developable)	112-175 homes, plus leisure and recreational uses and/or employment uses

Site-Specific Developer Requirements

A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application. This Masterplan should be informed by a feasibility study and business case for any leisure proposal/s to clarify their viability and employment levels and show the cross subsidy from the residential development.

- *The extent of housing and employment/recreational/leisure land will be assessed through the Masterplan but housing/employment uses should be contained on lower ground and should not constitute more than roughly a third of the site.*
- *To compensate and replace the previous quarry use with at least commensurate employment levels there needs to be significant public benefit delivered (through recreational paths and serviced employment land and/or commercial leisure proposals and facilities) phased alongside and cross-funded by the housing.*
- *Assessment of mineral resource to prove proposal will safeguard remaining mineral workable resources of economic or conservation value.*
- *Assessment to show ground conditions are suitable for residential development/public access with an assessment of quarry wall stability and geometry, and strength of the rock mass.*
- *Suitable restoration of the land with a geo-environmental audit to determine the level of contamination and remediation requirements for areas of potential contamination.*
- *Provision of a Transport Assessment.*
- *Flood Risk Assessment and Drainage Impact Assessment required at the planning application stage to define area at risk and appropriate detailed layout and levels and SUDS.*
- *Assessment of geological interest and preparation of a preservation plan.*
- *Retain and protect the setting of the B-listed gunpowder magazine hut to the south west of the site.*
- *Tree survey required.*

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Number/Uses
MU171	Perth Quarry	21ha (around a 1/3 developable)	112-175 homes, plus leisure and recreational uses and/or employment uses

Provision of a Masterplan including/showing:

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



(continued)



Perth Area Strategy *(continued)*

Employment Sites

Ref	Location	Size	Uses
E340	Broxden	4.5ha	Employment uses (core)

Site-Specific Developer Requirements

In-principle planning permission was granted for a wider masterplanned area including residential areas to the east which are under development. The following are requirements for the detailed application/s to follow:

- The servicing of this employment land must be fully serviced before the occupation of 50% of the residential dwellings associated with phase 4 of the in-principle planning permission.
- Provision of landscape framework: retain and reinforce planting on southern boundary, creation of a linear landscaped park along the westernmost watercourse incorporating a viewing point and neighbourhood park and landscaping on the north boundary to create a 'green corridor' along the Glasgow Road.
- Green Travel Plan.
- Access from new signal controlled junction on the A93 Glasgow Road.
- A robust landscape framework maximising the potential to enhance biodiversity, protection of habitats, and retention and enhancement of woodland screening.
- Updated Flood Risk Assessment.

Ref	Location	Size	Uses
E165	Cherrybank	2.1ha	Employment uses (core), hotel, and non-residential institutions

Site-Specific Developer Requirements

- Connect to the core path network to east.
- Tree survey required: enhancement of biodiversity and habitats and retention of existing woodland.
- Flood Risk Assessment.

Ref	Location	Size	Uses
E1	The Triangle	6.8ha	Car sales

Site-Specific Developer Requirements

- Design of any proposals required to be of a sufficiently high standard for this prominent site.
- Drainage Impact Assessment and Flood Risk Assessment. Areas protected by the Flood Protection Schemes should be subject to appropriate mitigation measures including water resistance, and water resilience measures and evacuation procedures.

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Uses
E2	Broxden	4.0ha	Employment uses (core)

Site-Specific Developer Requirements

- *Flood Risk Assessment and Drainage Impact 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	18.3ha	Employment uses (core)

Site-Specific Developer Requirements

- *A Flood Risk Assessment will be required. Areas protected by the Flood Protection Schemes should be subject to appropriate mitigation measures including water resistance, and water resilience measures and evacuation procedures.*
- *Landscape proposals to reduce the visual impact of development for any neighbouring residential properties.*

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Uses
E38	Ruthvenfield Road	23.6ha	Employment uses (core)

Site-Specific Developer Requirements

A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application.

- A Flood Risk Assessment will be required. Areas protected by the Flood Protection Schemes should be subject to appropriate mitigation measures including water resistance, and water resilience measures and evacuation procedures.
- 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.
- Tree survey required: 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.
- Green corridors in particular along the River Tay to link the site with Perth and wider countryside.
- Enhancement of biodiversity.
- Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development. The Energy Statement will be expected to consider possible linkages to site H319.
- Area of archaeological potential, investigation required.

(continued)



Perth Area Strategy *(continued)*

Opportunity Sites

Ref	Location	Size	Uses
OP2	Thimblelow	0.8ha	Residential (62 + homes), retail, leisure, 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 five 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.
- Flood Risk Assessment and Drainage Impact Assessment required which will define the developable area of the site and which ensures that (taking account of Flood Protection Scheme) no built development takes place on the functional flood plain. Areas protected by the Flood Protection Scheme should be subject to appropriate mitigation measures including water resistance, and water resilience measures and evacuation procedures.
- Scheme to incorporate 200 spaces minimum public car parking.
- Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development.
- Area of archaeological potential, investigation required.

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Uses
OP4	Mill Street (south side)	0.6ha	Development which improves or creates Mill Street frontage

Site-Specific Developer Requirements

- *Drainage Impact Assessment and Flood Risk Assessment. Areas protected by the Flood Protection Schemes should be subject to appropriate mitigation measures including water resistance, and water resilience measures and evacuation procedures.*
- *Area of archaeological potential, investigation required.*

Ref	Location	Size	Uses
OP6	Waverley Hotel, County Place	0.1ha	Residential or secondary city centre use

Site-Specific Developer Requirements

Detailed planning permission was granted for demolition of a hotel and erection of a multi-use hall and gym.

- *Design to respect prominent location.*

Ref	Location	Size	Uses
OP8	Friarton Road	6.8ha	Employment uses (core)

Site-Specific Developer Requirements

- *Contribution to access improvements.*
- *Landscaping improvements to southern and western edges of site.*
- *Drainage Impact Assessment and Flood Risk Assessment which will define the developable area of the site.*

Ref	Location	Size	Uses
OP9	Bus Station, Leonard Street	0.6ha	Improved bus station but could be housing, hotel, leisure, office if alternative location found for bus station

Site-Specific Developer Requirements

- *Drainage Impact Assessment which will define the developable area of the site*
- *Energy Statement is required investigating the potential for the provision of, and/or extension to, a heat network to serve the development.*
- *Area of archaeological potential, investigation required.*

(continued)



Perth Area Strategy *(continued)*

Ref	Location	Size	Uses
OP175	City Hall	0.2ha	Cultural attraction

Site-Specific Developer Requirements

- *Sympathetic restoration to ensure any adaptations do not adversely affect the City Hall's special interest.*
- *Protect the setting of the category A-listed St Johns Kirk, arguably the most important building in Perth due to its importance in the founding of the medieval burgh.*
- *Integrate improvements to surrounding public realm to improve accessibility and use and activity.*
- *Development should be subject to flood mitigation measures. Topographic flood level of site to compare to flood levels and ensure this is on higher ground. Flood Action Plan to ensure during flood conditions nobody becomes surrounded by flood water.*

Ref	Location	Size	Uses
OP338	St John's School, Stormont Street	0.3ha	Classes 3 (restaurant) and 4 (offices)

Site-Specific Developer Requirements

This site gained detailed planning permission for the conversion of the school with minimal external alterations to provide a creative exchange to provide studios for artists and office spaces for creative space and a cafe.

- *Design to take account of conservation area location.*
- *Consideration to be given to conversion of existing building.*
- *Development should include a flood risk assessment and appropriate mitigation measures including water resistance, and water resilience measures and evacuation procedures.*

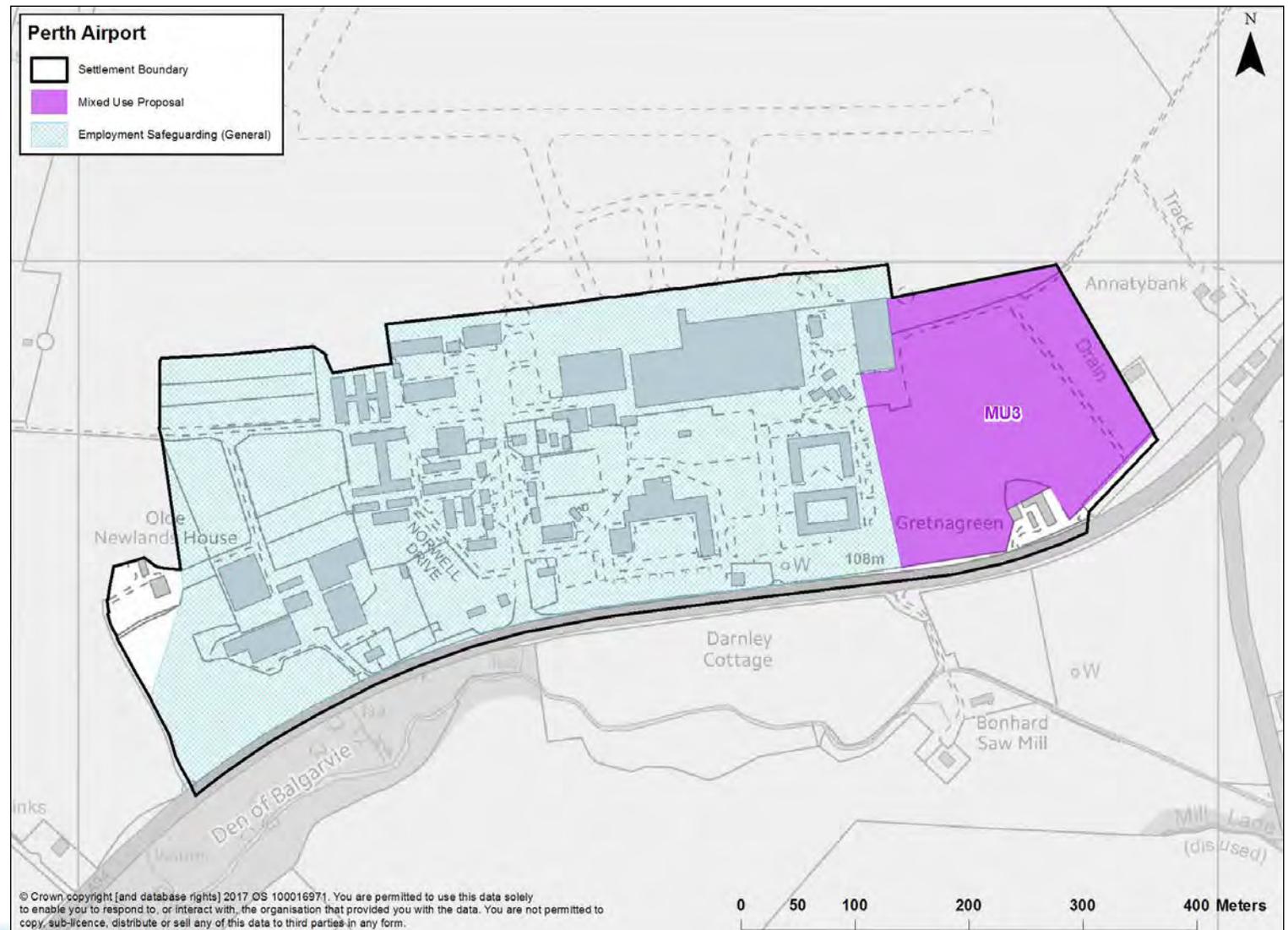


Perth Airport

Settlement Summary

Perth Airport was originally a military flight training school. It was extended in later years to train civilian pilots and accommodated a considerable number of students on-site. It has now diversified into a variety of employment uses and some residential units. There is a mixed-use site identified that has planning in-principle permission for 50 units and general employment. A masterplanning exercise is required to ascertain the appropriate future for the Airport and adjoining land.

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on detailed planning consents for housing sites of 10 or more until such a time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites. The embargo is expected to be lifted in 2021.



(continued)



Perth Airport *(continued)*

Ref	Location	Size	Uses
MU3	Perth Airport	5.2 ha	Houses, 41-65 units General employment use, 50% of site

Site-Specific Developer Requirements

- *Development must be compatible with airport use.*
- *Water supply and 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.*
- *Flood Risk Assessment.*
- *Contaminated land survey including investigation of potential radium 226.*



Pitlochry

Settlement Summary

Pitlochry is the largest settlement in the Highland Perthshire area, split into two parts by the River Tummel. It is a local and visitor service centre and plays a significant role in the Highland economy. Tourism is a key driver to maintaining the viability of services and provides employment. The Plan therefore seeks to protect and retain existing employment and tourism uses.

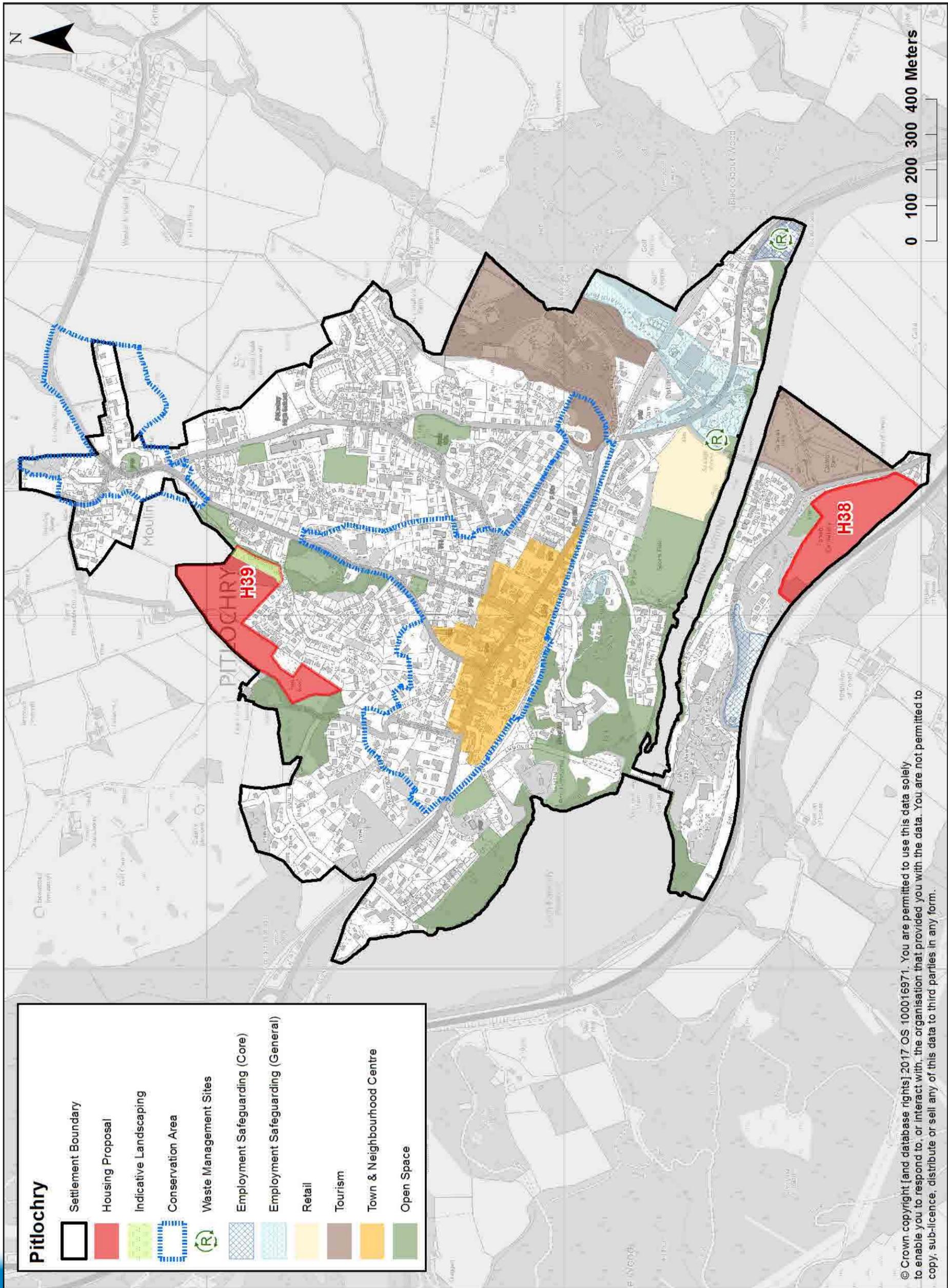
Pitlochry is identified in TAYplan as a Tier 3 Principal Settlement which means that it is expected to accommodate some growth. However opportunities for development are limited due to topography to the north, the River Tummel and its flood plain around the town, the ancient woodlands adjoining or close to the settlement boundary, and the A9 which defines the southern boundary. Sites are allocated for new housing development at Robertson Crescent in the north and at Middleton of Fonab in the south. At Robertson Crescent houses will not be permitted to be built in the northernmost part of the site to help maintain the physical separation of Pitlochry and Moulin. As part of the Middleton of Fonab development an area will be reserved for the future expansion of the cemetery. A site is also reserved for retail development west of Bridge Road should an appropriate scheme come forward.

The future dualling of the A9 has the potential to bring positive economic benefits to Pitlochry although the land use implications of the project are not yet clear.

(continued)







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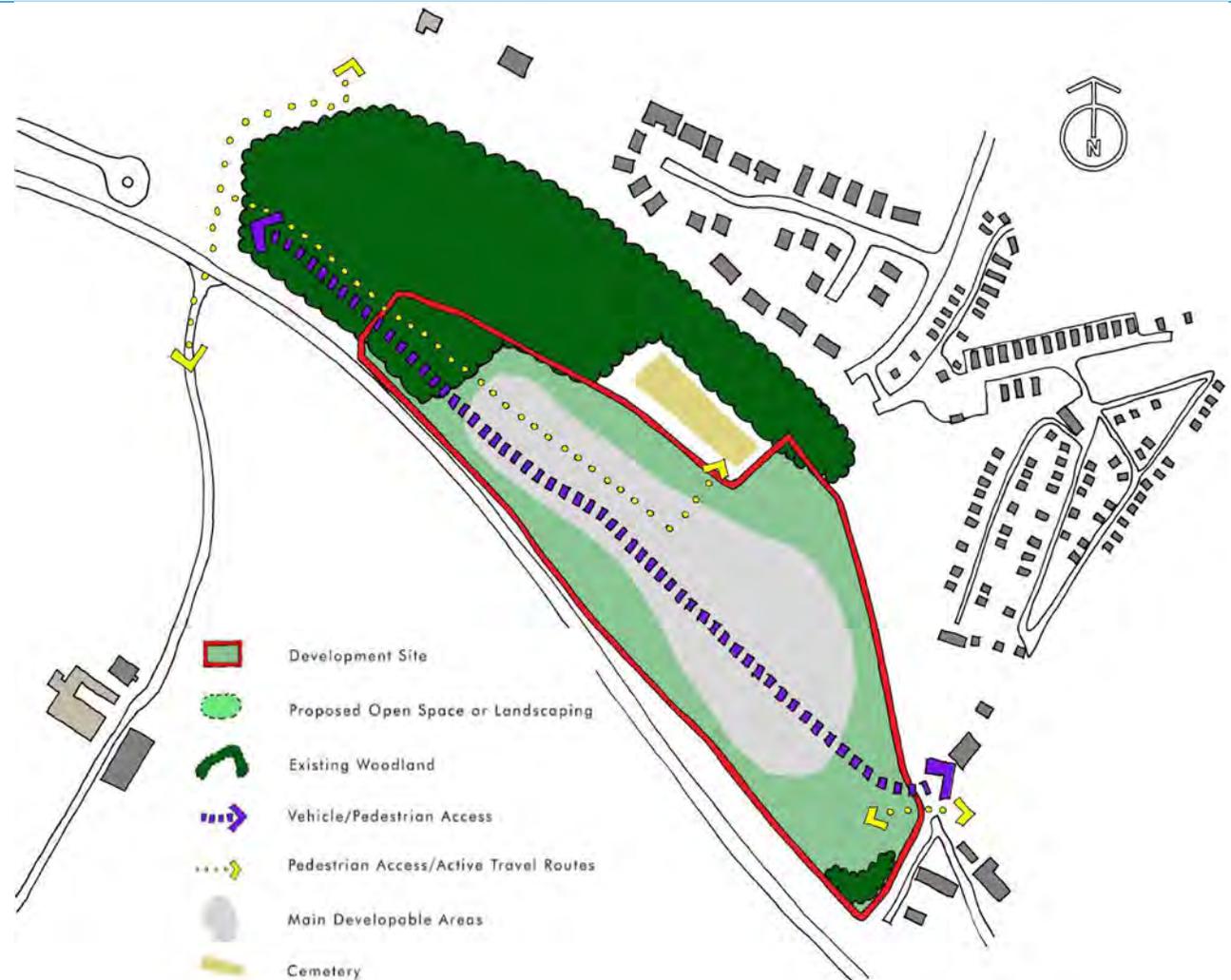


Pitlochry *(continued)*

Ref	Location	Size	Capacity Range
H38	Middleton of Fonab	5.2ha	54-85

Site-Specific Developer Requirements

- Flood Risk Assessment.
- Drainage Impact Assessment.
- Open watercourses to be retained and protected with a minimum 6m buffer strip and presumption against culverting.
- Access from the local road network with pedestrian and cycle connections onto Logierait Road and enhanced walking and cycling opportunities to town centre.
- Paths within the site to link to the core path network to the west.
- Green infrastructure on the site to link to the wider network along the northern boundary.
- Noise attenuation measures adjacent to A9.
- Landscape Framework.
- Enhancement of biodiversity.
- Compensatory planting for any felled trees will be required.
- An area of land to be reserved for the future expansion of Fonab Cemetery.



(continued)

Ref	Location	Size	Capacity range
H39	Robertson Crescent	6.4ha	67-105 (may be limited by topography)

Site-Specific Developer Requirements

- *Flood Risk Assessment.*
- *Drainage Impact Assessment.*
- *A minimum 6m buffer strip to be maintained along Moulin Burn and presumption against culverting.*
- *No development should occur on top of the piped flows to the underground reservoir in the south.*
- *Northernmost part of the site is for access only; no houses to be built on this part of the site.*
- *Paths within the site should link to the existing core path network and seek to further enable a largely off-road route to Pitlochry High School.*
- *Green infrastructure on the site to link to the wider network, particularly in the southwestern part of the site.*
- *Built form and layout of the site should respond appropriately to the landscape, in particular the Local Landscape Area, and strengthen the character of Pitlochry as a distinctive place.*
- *Landscape Framework.*
- *Enhancement of biodiversity.*

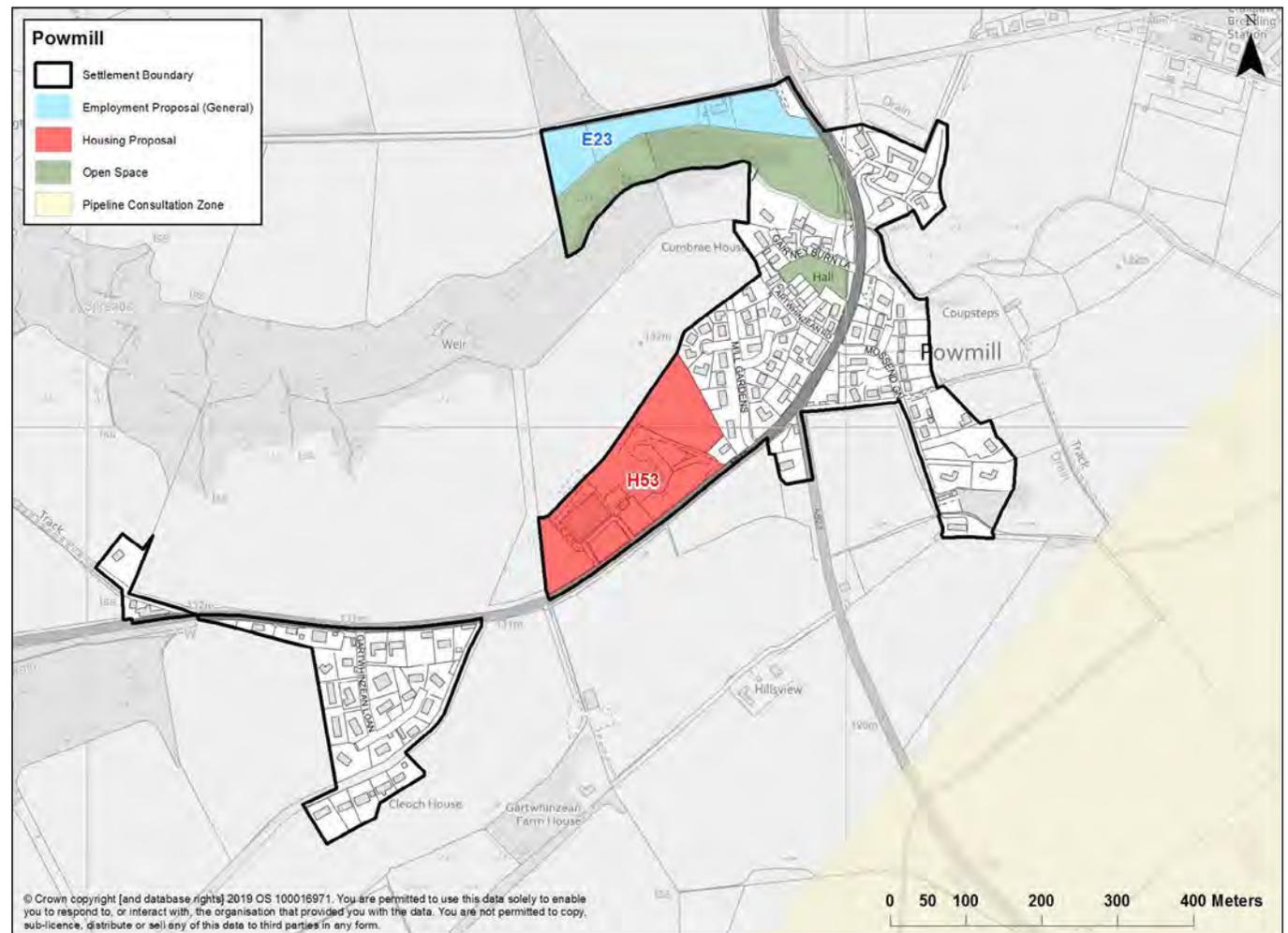


Powmill

Settlement Summary

Powmill lies on the Pow Burn, and has a small shop, village hall and the Powmill Milk Bar & Café to the north. Powmill and Gartwhinzean Feus are visually separated by the site of former Gartwhinzean Hotel and Farm Steading which occupy a prominent position. Powmill has been identified as being able to accommodate some limited future growth to encourage the redevelopment of brownfield land associated to the former Gartwhinzean Hotel and Farm Steading, and some expansion of employment opportunities. Fossaway 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 towards education provision may be required in line with Council guidance.

Recognising its existing facilities and that there is opportunity for supporting and growing Powmill it is anticipated that there will be design-based workshops held to inform the next Local Development Plan involving all the key stakeholders. This would offer a good way to get all key stakeholders together to explore and clarify the future opportunities and issues for the whole community. The workshops, feedback and testing of emerging proposals should help examine and clarify the opportunities and get broad consensus and ownership of the possible solutions during preparation of LDP3. Any proposals for development within the village requiring traffic mitigation should complement the mitigation identified in the Route Action Plan for the A977. Part of the settlement boundary is close to a HSE Pipeline Consultation Zone. Development on sites that adjoin the settlement boundary may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



(continued)



Powmill *(continued)*

Ref	Location	Size	Uses
E23	Powmill Cottage	1.5ha	Employment use with associated residential

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 an employment use may be permitted where the employment use can exist as a stand-alone unit.

Site-Specific Developer Requirements

- *Flood Risk Assessment.*
- *Landscape Framework.*
- *Enhancement of biodiversity, natural space and riparian strip.*
- *Noise Impact Assessment.*

Ref	Location	Size	Capacity Range
H53	Gartwhinzean	3.2ha	46-73 (limited to 30 during the lifetime of the Plan)

Site-Specific Developer Requirements

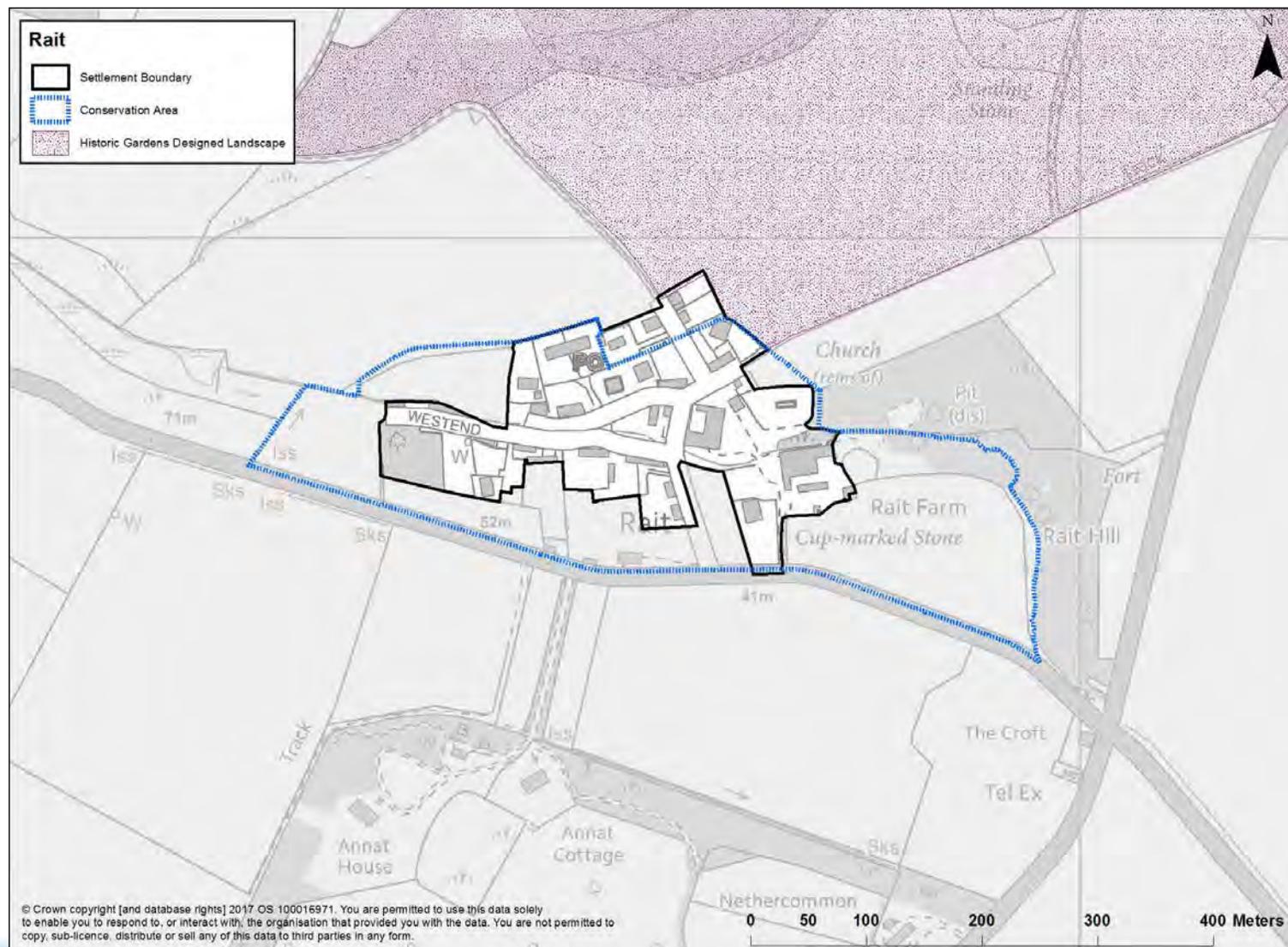
- *A Masterplan setting out the phasing and the comprehensive development of the whole of this site is required at the time of any planning application.*
- *Flood Risk Assessment.*
- *Transport Assessment.*
- *Road and access improvements to the satisfaction of the Council as Roads Authority.*
- *Landscape Framework.*
- *Restoration of the culverted watercourse to its natural state where this is practicable and minimum 6m buffer strip to watercourse.*
- *Investigation of any contaminated land on the site together with a programme of appropriate remediation works.*



Rait

Settlement Summary

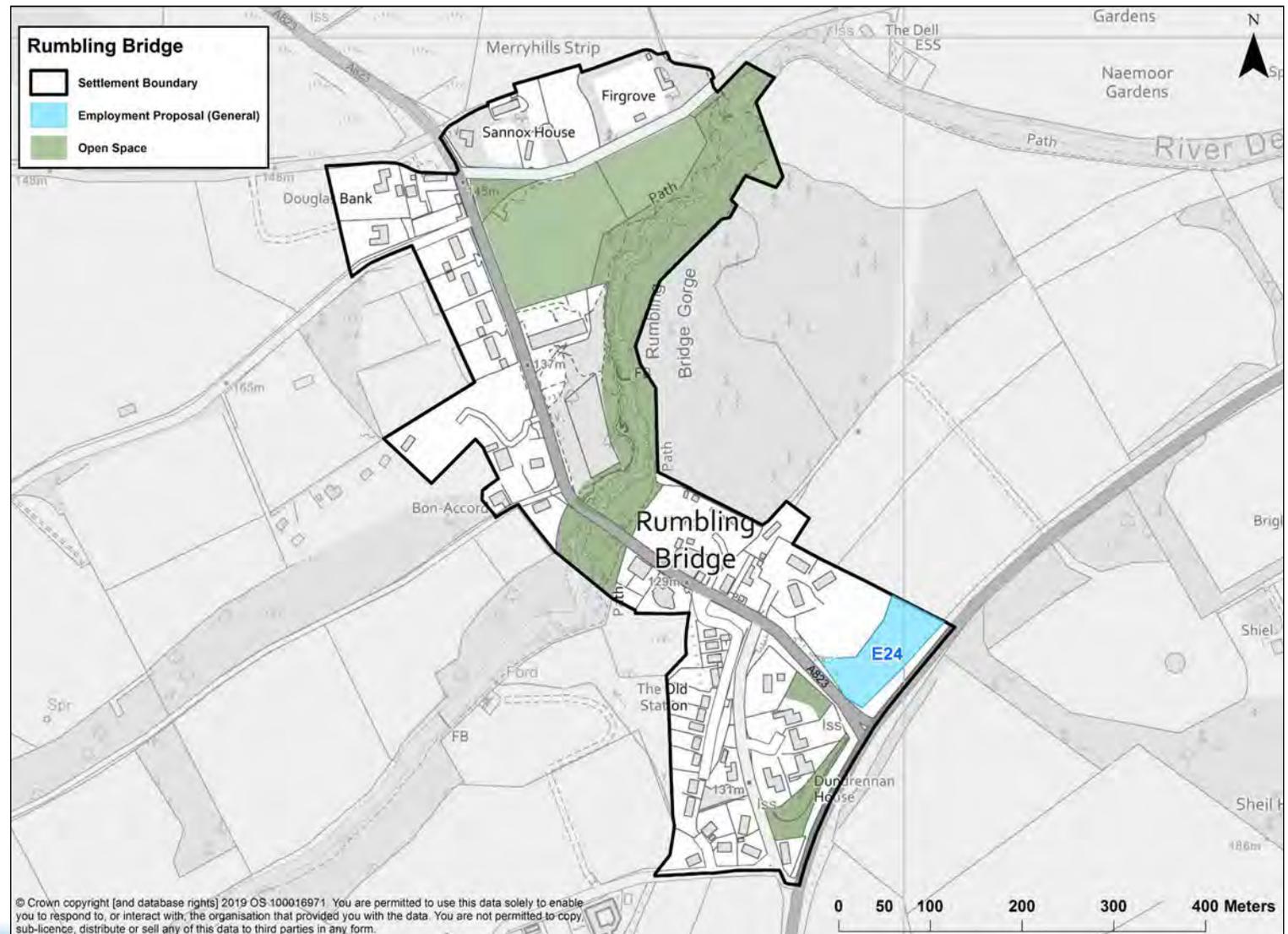
Rait is situated on the High Carse Road over the Sidlaw Hills. The village has a mix of cottages, larger houses and agricultural buildings and is set alongside the Rait Burn which flows out of the Glen. A Conservation Area designation covers much of the settlement. There are no housing allocations for this settlement.



Rumbling Bridge

Settlement Summary

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 tourist accommodation. Rumbling Bridge has been identified as being able to accommodate some limited future growth to encourage some expansion of employment opportunities, as well as to allow some residential development within the settlement boundary. Any proposals for development within the village requiring traffic mitigation should complement the mitigation identified in the Route Action Plan for the A977.



(continued)



Rumbling Bridge *(continued)*

Ref	Location	Size	Number
E24	Rumbling Bridge	0.6ha	General employment use

Site-Specific Developer Requirements

- *Flood Risk Assessment.*
- *Develop access from the A823 and internal road layout to the satisfaction of the Road Authority.*
- *Enhancement of biodiversity.*
- *Noise Impact Assessment.*



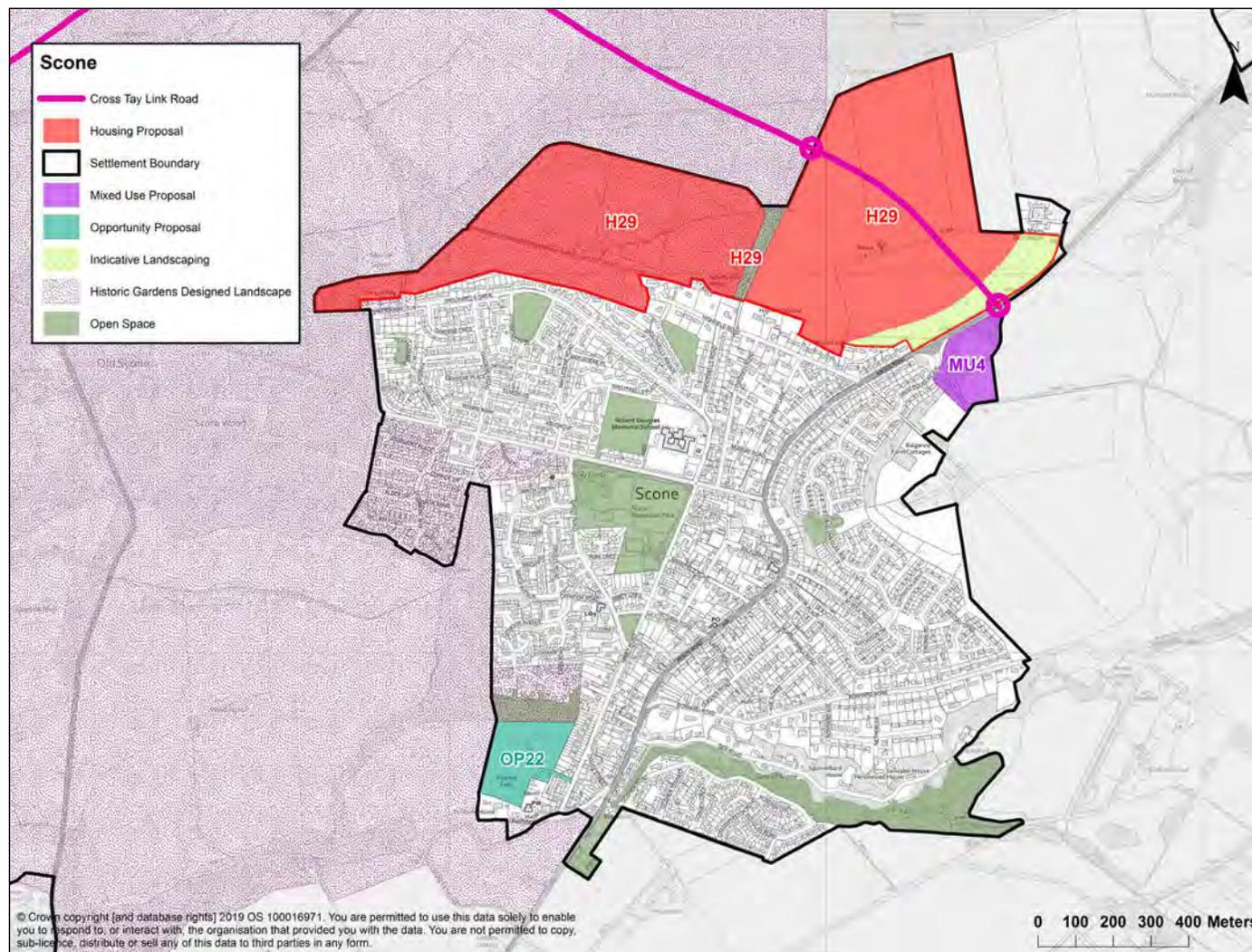
Scone

Settlement Summary

Scone is a principal settlement within the Perth Core Area and the largest village in the Council area. It has a very good range of shops and community facilities and excellent public transport links to Perth. Scone has been identified as being able to accommodate future growth in order to help support the existing community services and facilities and contribute towards the development focus in Perth Core Area.

A significant housing development has therefore been proposed to the north of the settlement which now has planning permission in principle. This will be a long-term expansion phased over a long period of time. As part of this proposal, the development will support the facilitation of new sports pitches and associated changing facilities, as well as good connections into the core path network and existing settlement.

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on detailed planning consents for housing sites of 10 or more until such a time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites. The embargo is expected to be lifted in 2021. The Scone North proposal is an exception to the embargo as it allows up to 100 units in advance of the CTRL becoming a committed project.



(continued)



Ref	Location	Size	Uses
H29	Score North	63ha	550-748 residential units

Site-Specific Developer Requirements

- The approved Masterplan should be reflected in detailed proposals for each phase (allowing for only 100 houses in advance of the CTRL becoming a committed project). Any detailed applications should address the Masterplan's commitment to the following:
 - 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 Score area.
 - Pedestrian and cycle routes provided to village centre.
 - Suitable boundary treatment to create village edge.

The map illustrates the layout of the Score North development. A red outline defines the 'Development Site'. Green areas represent 'Proposed Open Space or Landscaping', including a central green space and linear paths. Dark green areas indicate 'Existing Woodland'. Purple dashed lines show 'Vehicle/Pedestrian Access' routes, while pink dashed lines indicate the 'CTRL' (Cycle and Pedestrian Route). Yellow dashed lines represent 'Pedestrian Access/Active Travel Routes'. Grey areas are designated as 'Main Developable Areas'. A north arrow is located in the top right corner.

(continued)



Score *(continued)*

Ref	Location	Size	Uses
H29	Scone North	63ha	550-748 residential units

(continued)

- *Enhancement of biodiversity and woodland corridors with improvement of habitats on edge of site to connect into the wide Green Network.*
- *Provision of site for a potential new primary school and financial contribution in line with the Council's Supplementary Guidance.*
- *Developer contributions or on-site provision of new football pitches and associated changing facilities.*
- *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.*
- *Consideration to be given to a buffer zone next to any LEPO ancient woodland.*
- *Archaeological investigation in consultation with Perth and Kinross Heritage Trust.*

Ref	Location	Size	Uses
MU4	Angus Road	3.0ha	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.*
- *A Flood Risk Assessment.*

(continued)



Ref	Location	Size	Uses
Op22	Glebe School	4ha	Residential: 48-75 units Public open space

Site-Specific Developer Requirements

- Affordable housing site that provides a range of home types appropriate to the local community.
- Built form to reflect existing urban grain.
- Vehicular link to Catmoor Avenue an additional access point into the site.
- Retain existing open space for public use.
- Enhance local connections into the core path network.
- Enhancement of biodiversity and provide opportunities for habitat connections into the wider Green Network.
- Appropriate protection to be provided for the ancient Long Established Woodland of Plantation Origin next to the site during construction as well as any mature trees that are to be retained.

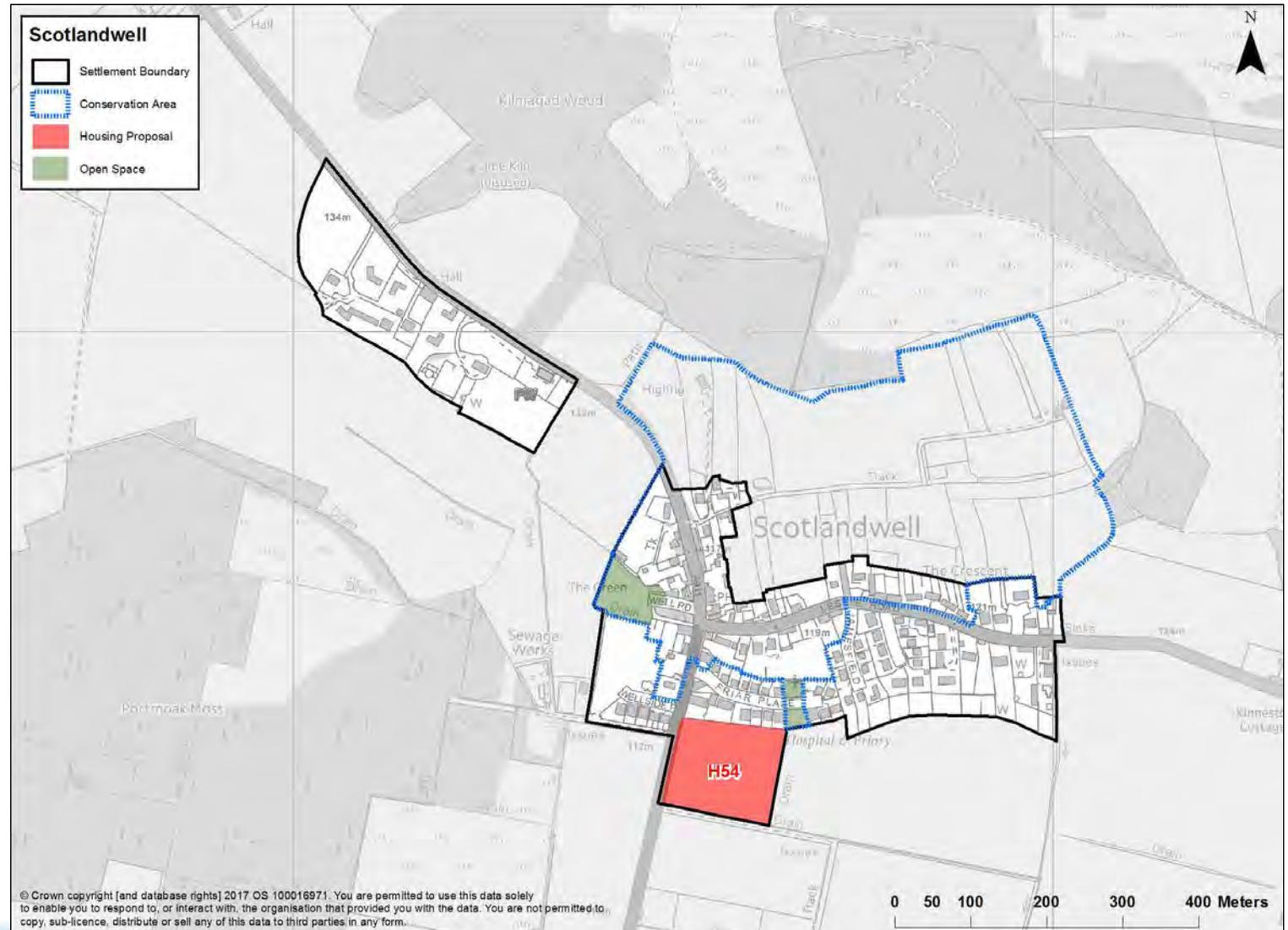


Scotlandwell and Kilmagadwood

Settlement Summary

The villages lie between Loch Leven and the foot of Bishop Hill. Scotlandwell is named after the well in the village which was thought to cure many diseases. Scotlandwell has been identified as being able to accommodate some limited future growth to support future housing needs within the Portmoak area. Kilmagadwood is a small community with a church and the settlement boundary is drawn tightly to limit future growth.

Encouragement will be given to proposals which provide additional parking or path improvements to serve 'The Green', or improve path linkages between Scotlandwell and Kilmagadwood or to the Loch Leven Trail.



(continued)



Scotlandwell and Kilmagadwood *(continued)*

Ref	Location	Size	Number
H54	Scotlandwell	1.7ha	21-32 homes

Site-Specific Developer Requirements

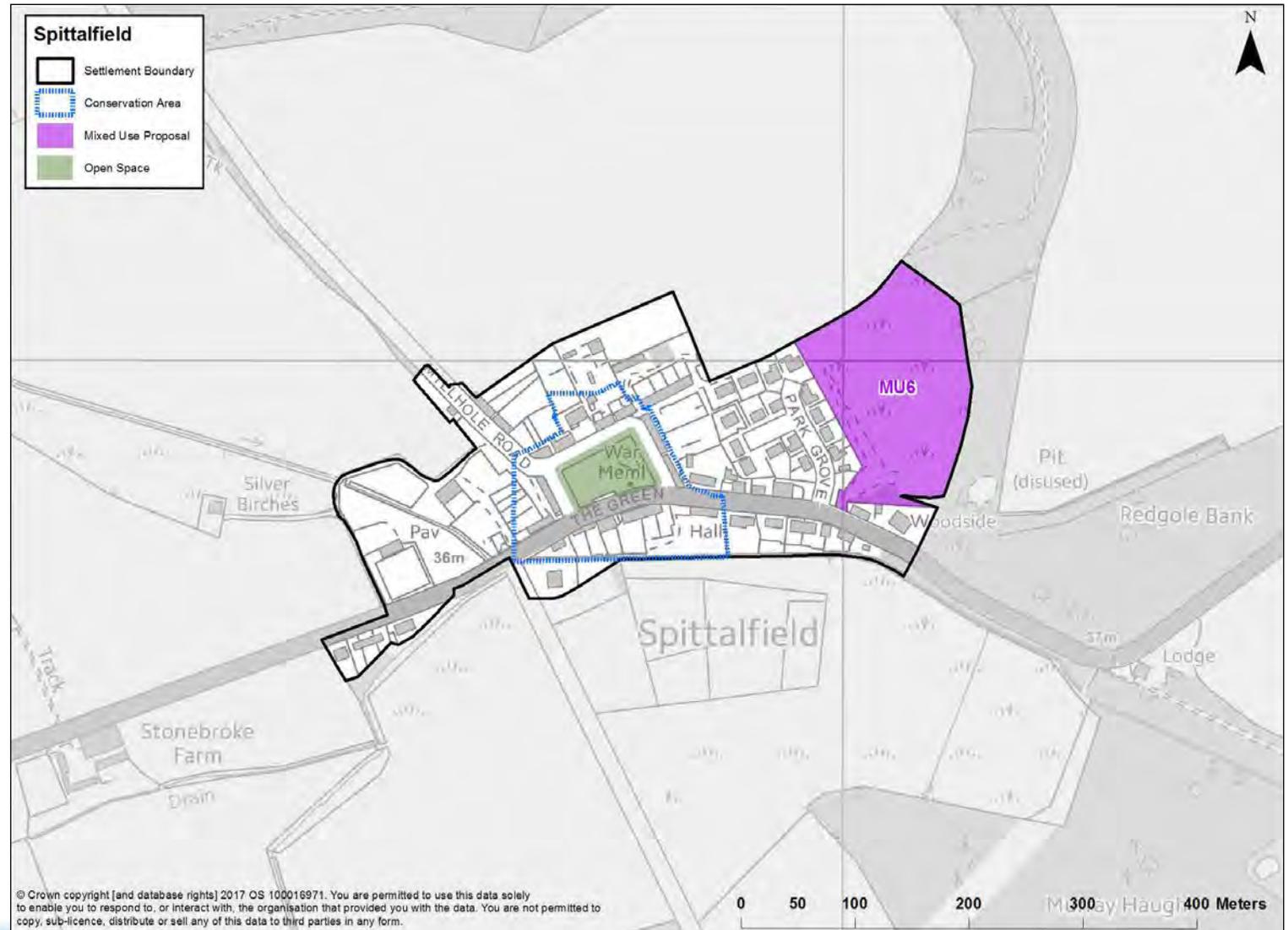
- Houses to be a maximum of one and a half storeys in height.
- Flood Risk Assessment.
- Enhanced traffic calming at village edge.
- Form access from B920, The Causeway.
- Landscape Framework.
- Feasibility study to assess the restoration of the existing culvert.
- Open watercourses retained and minimum 6m buffer strip.
- An appropriate peat survey and management plan to minimise impact and implement suitable mitigation measures.



Spittalfield

Settlement Summary

The settlement boundary at Spittalfield includes an opportunity for a small mixed-use development of employment uses and housing on the site of a former bus depot. The village green is an important open space which is the focus for the conservation area and is protected from development. Additional development in Spittalfield will require investigation of the capacity of the public drainage system which has limited capacity; water storage in the village is also limited.



(continued)



Spittalfield *(continued)*

Ref	Location	Size	Uses and Capacity Range
MU6	Spittalfield	2.13ha	Employment use and residential Up to 20 houses on no more than 75% of site

Site-Specific Developer Requirements

- *Class 4-6 units or serviced land compatible with neighbouring residential uses.*
- *Retention/protection and enhancement of woodland along the eastern boundary of site; green infrastructure on the site to link to this wider network.*
- *Archaeological potential requires investigation with mitigation if necessary.*
- *Enhancement of biodiversity.*



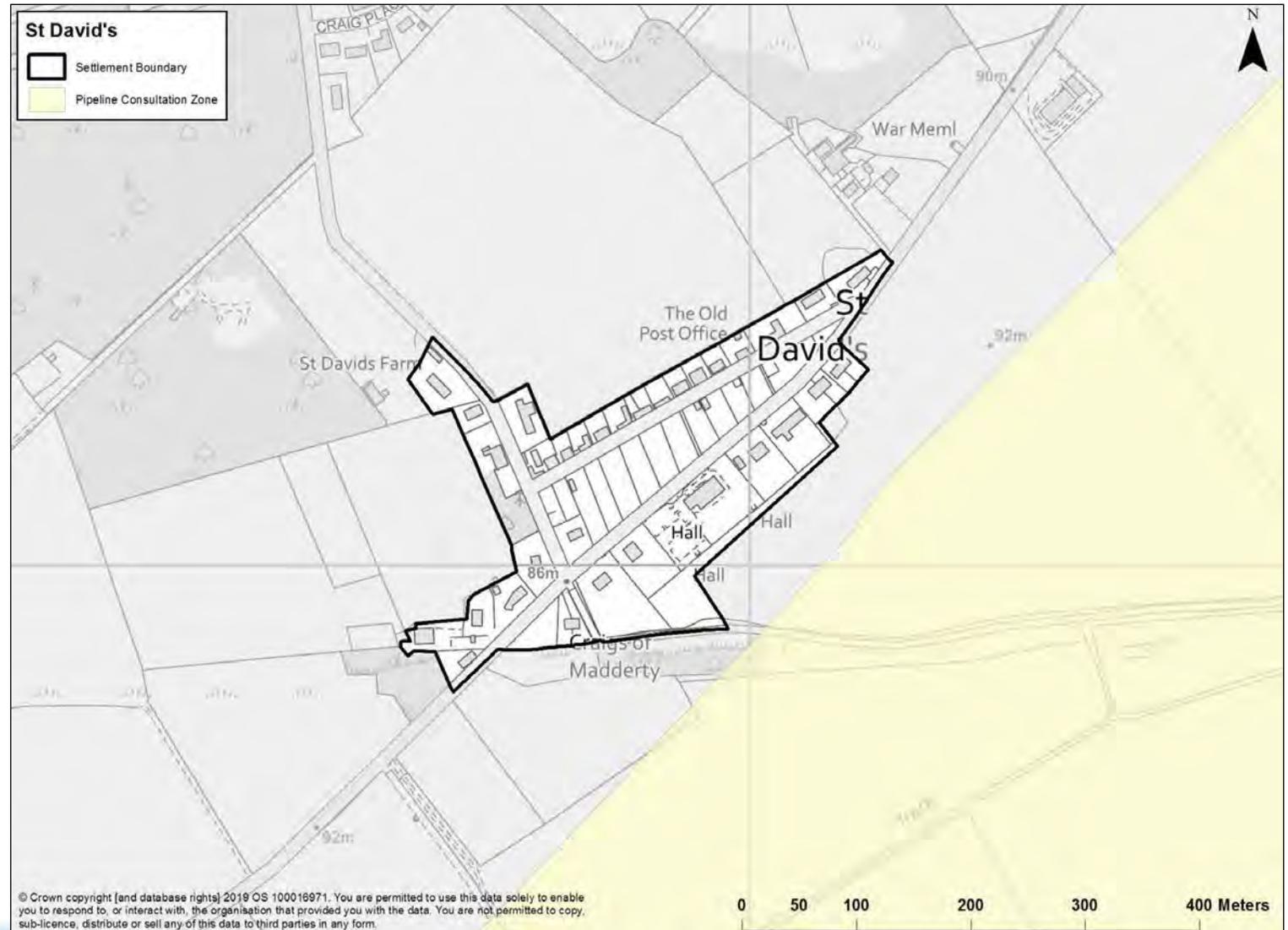
St David's

Settlement Summary

St David's is a small village located approximately five miles east of Crieff and 10 miles west of Perth.

It has a rural setting some three miles south of the A85 trunk road. Mainly residential, the urban form of the village is unique in the Plan 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.

Recent developments in the settlement include a village hall and a handful of individual house plots on its southern fringe. St David's is not identified for growth during this Plan. Part of the settlement boundary is close to a HSE Pipeline Consultation Zone. Development on sites that adjoin the settlement boundary may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.



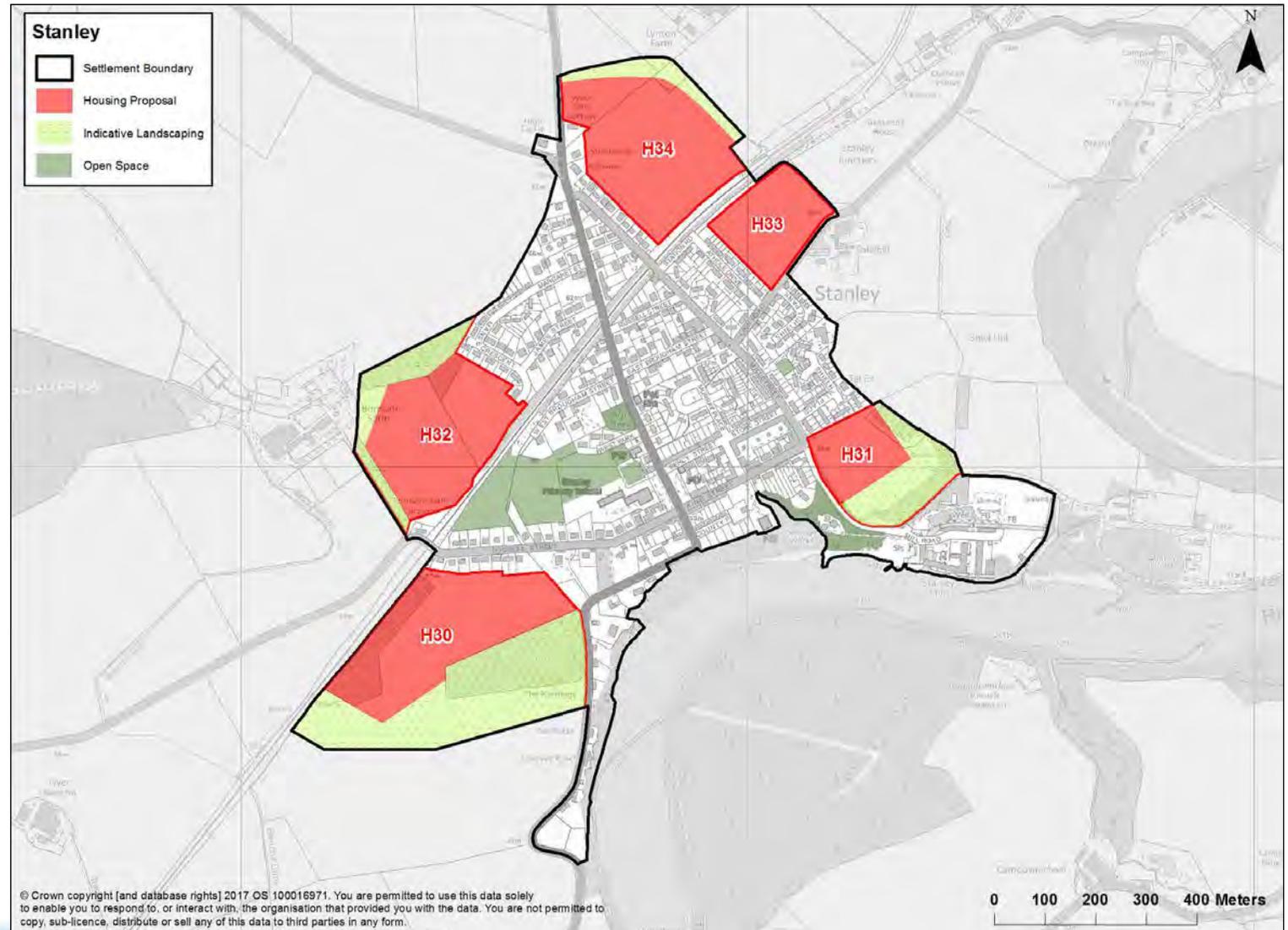
Stanley

Settlement Summary

Stanley is a settlement located on the banks of the River Tay. It was originally built to house workers from Stanley Mill which was powered by the river. The mill buildings have recently been refurbished for residential accommodation, offices and workshops.

The village has a good range of community facilities including a school, hall, shops, garage and medical centre. The Stanley Hub Development Trust are actively working towards developing a new Community Sports Hub.

There are five housing allocations proposed for Stanley. These will be Masterplanned to reinforce the Hub project, as well as supporting the Luncarty to Stanley cycle route and existing services.



(continued)



Stanley *(continued)*

Ref	Location	Size	Uses
H30-34	Stanley	25.7ha	Residential: 248-387 units 280 only to be built by 2024



(continued)



Stanley *(continued)*

Ref	Location	Size	Uses
H30-34	Stanley	25.7ha	Residential: 248-387 units 280 only to be built by 2024



(continued)



Stanley *(continued)*

Ref	Location	Size	Uses
H30-34	Stanley	25.7ha	Residential: 248-387 units 280 only to be built by 2024

H34



(continued)



Ref	Location	Size	Uses
H30-34	Stanley	25.7ha	Residential: 248-387 units 280 only to be built by 2024

Site-Specific Developer Requirements

- *Comprehensive Masterplan required for village expansion.*
- *Development phased to ensure that there is adequate infrastructure to accommodate it.*
- *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.*
- *Flood Risk Assessment required for site H30, as the developable area of the site may be constrained by flood risk from a field drain along the southern and western part of the site.*
- *Retain ancient semi-natural woodland at allocation H31.*

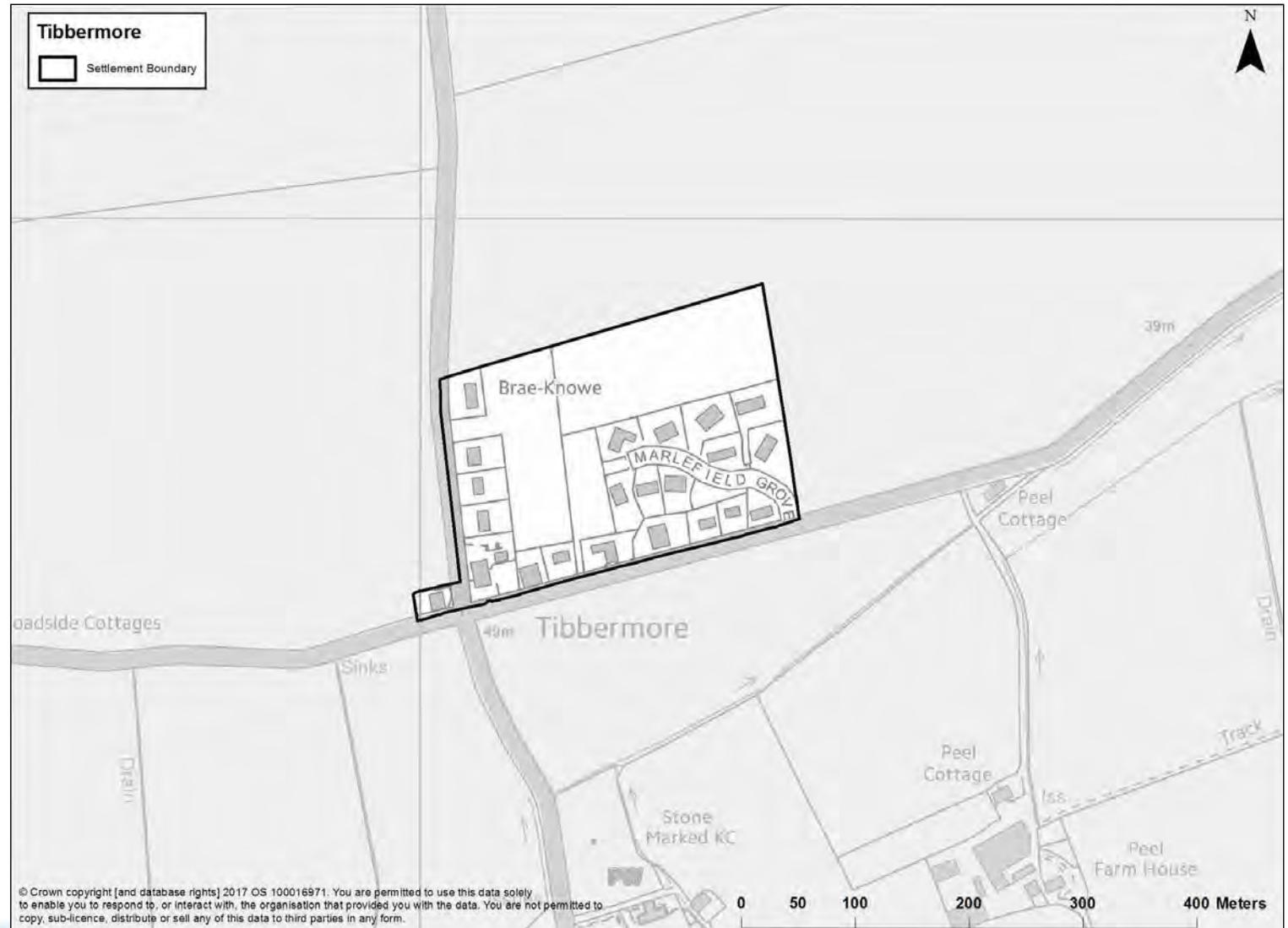


Tibbermore

Settlement Summary

Tibbermore is a small village close to Perth with no amenities. It is located in the general area of the site of the Tippiemuir Battlefield.

The settlement boundary has been drawn to offer the potential to accommodate some further development and to reflect existing planning permission.



Trochry

Settlement Summary

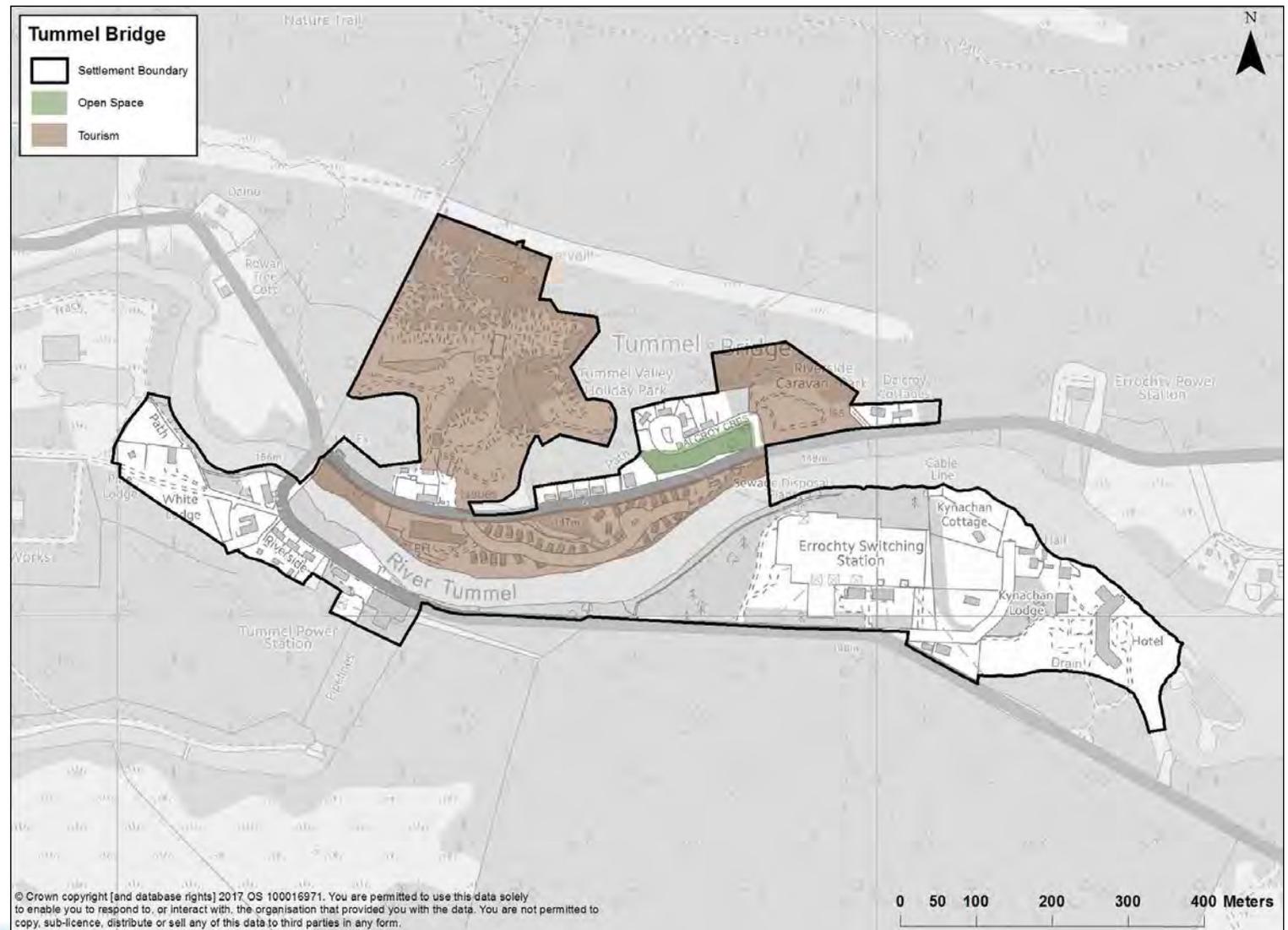
The small settlement of Trochry is characterised by its woodland setting and, in order to protect this, additional development will be limited to small-scale infill opportunities within the existing settlement boundary.



Tummel Bridge

Settlement Summary

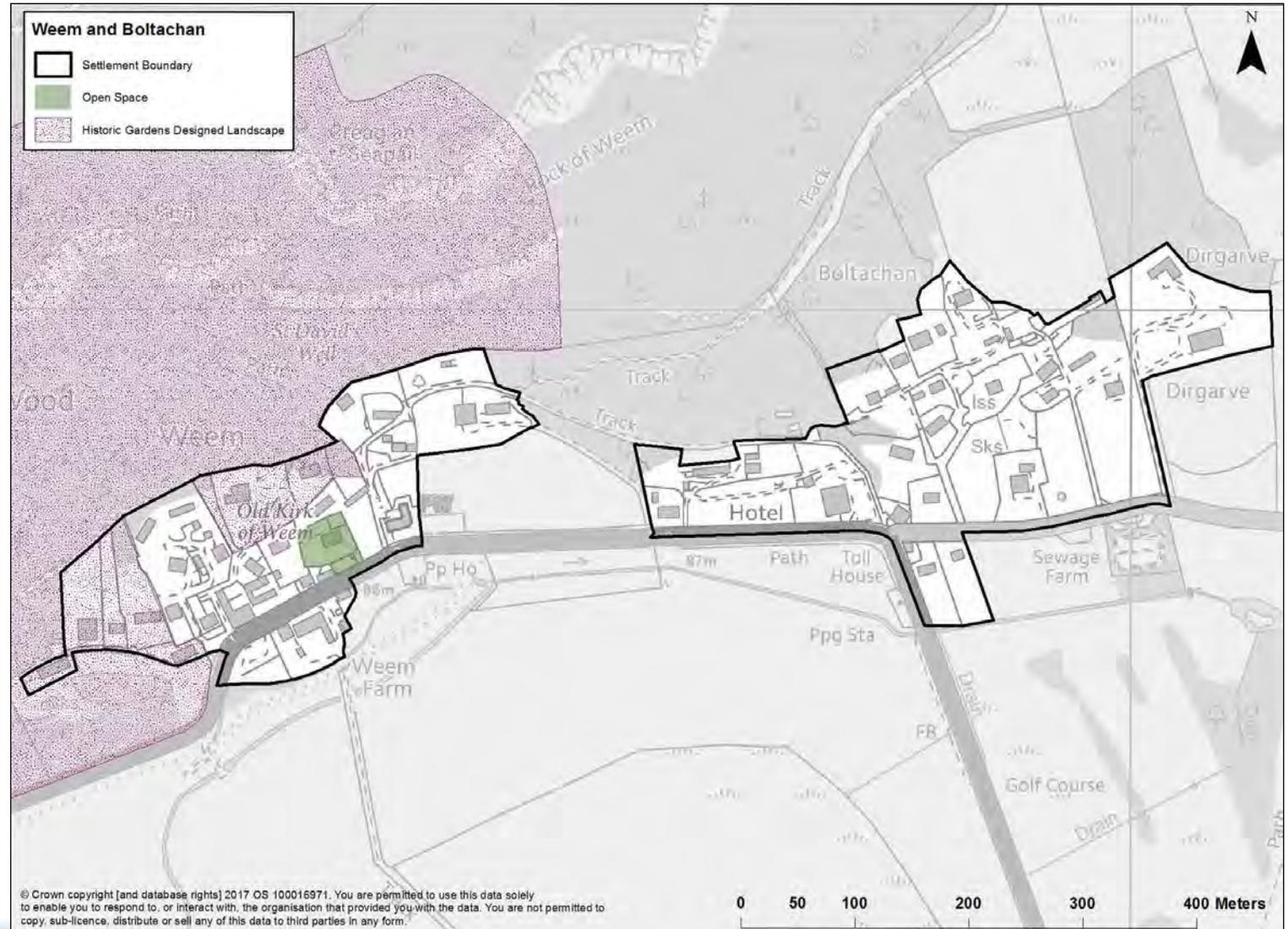
Tummel Bridge is split into three parts by the River Tummel and includes the Tummel Hydro Electric Power Station and the Errochty Switching Station. The holiday lodges and caravan site in the north make an important contribution towards tourism in the area. The settlement boundary has been drawn to allow for some small-scale infill development to help sustain the existing community. Tummel Bridge lies within the River Tay Catchment Area; **Policy 47** sets out the relevant criteria for development in this area.



Weem and Boltachan

Settlement Summary

The historic village of Weem lies partly within the Castle Menzies Garden and Designed Landscape. Boltachan has a more dispersed building pattern and the settlement boundaries have been drawn to allow for some small-scale infill development to help sustain the existing communities.

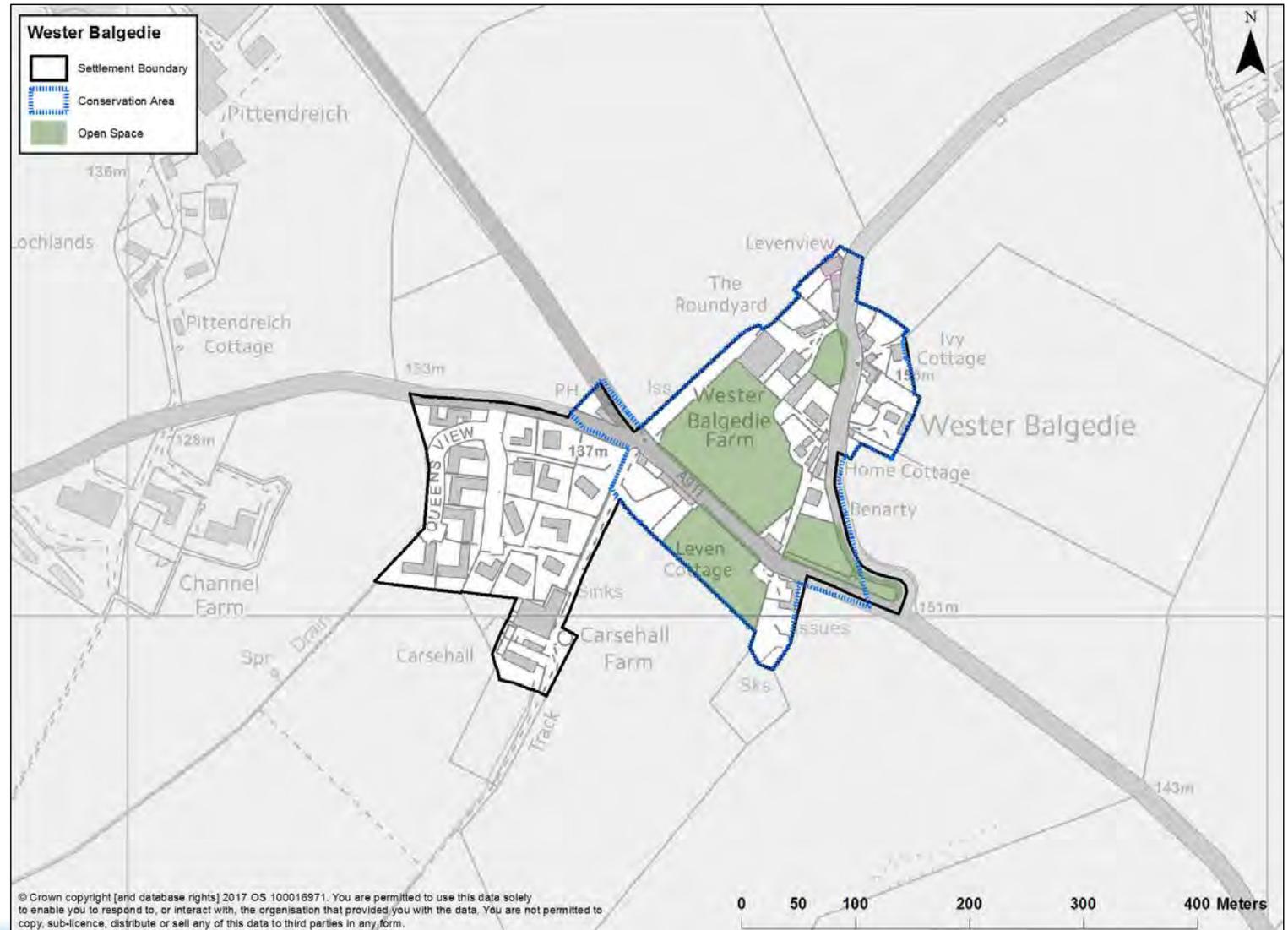


Wester Balgedie

Settlement Summary

Much of the settlement is a Conservation Area, containing the final 'ferm toum' of Kinross-shire which is largely intact and undeveloped. A tight settlement boundary has been drawn to limit any significant future growth available whilst the redevelopment or conservation of the farm buildings is encouraged subject to appropriate design and layout.

This settlement lies within the Loch Leven Catchment Area and so any development should comply with **Policy 46: Loch Leven Catchment Area**. Support will be given for improved pedestrian links within the settlement and to neighbouring villages and to the Loch Leven Trail.

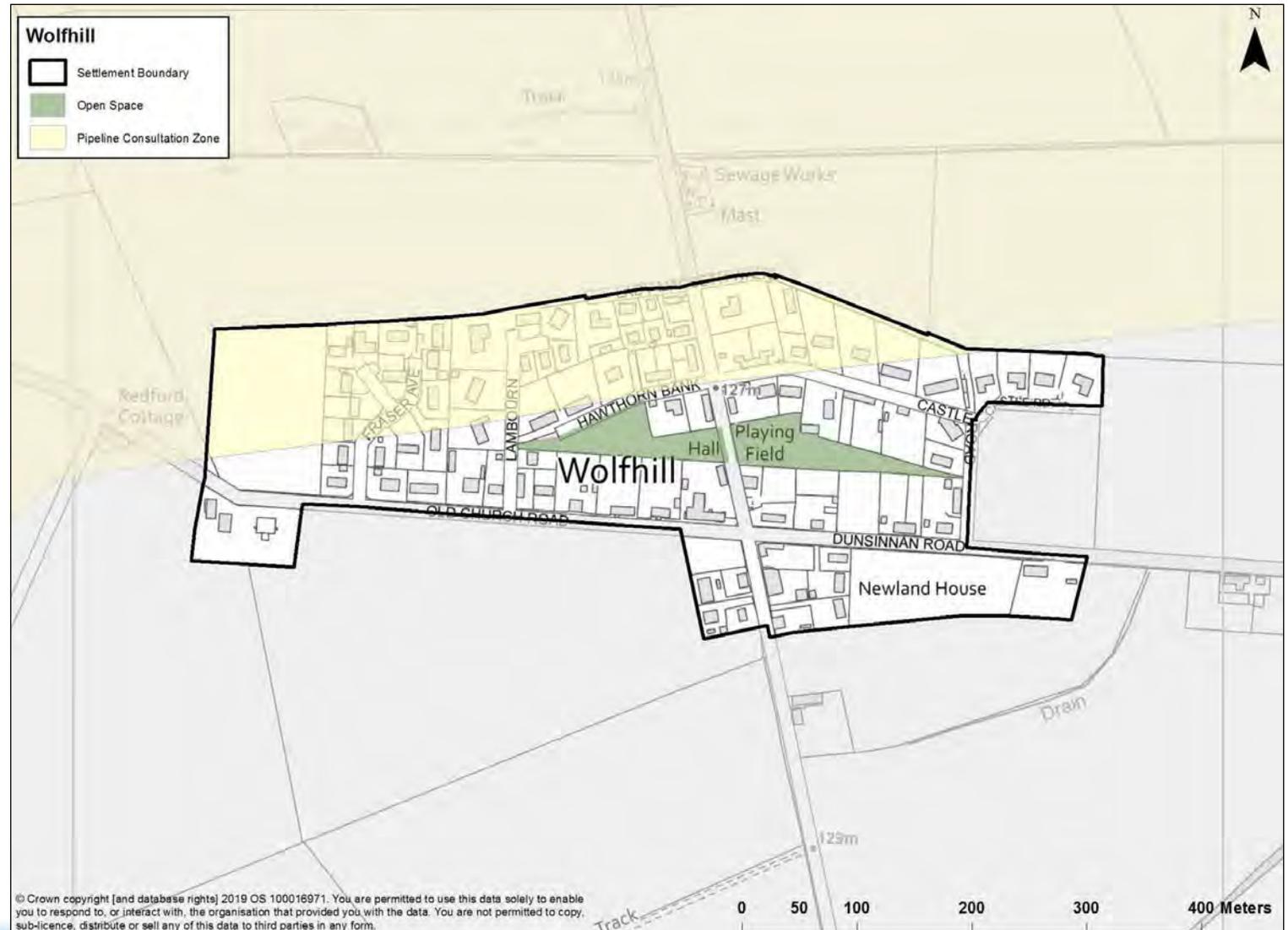


Wolfhill

Settlement Summary

Wolfhill is a small village to the north-east of Perth. It lies between the Sidlaw Hills and the River Tay. The settlement boundary has been drawn to accommodate planning permission to the west of the settlement. No housing allocations have been identified for this settlement.

To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on detailed planning consents for housing sites of 10 or more until such a time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites. The embargo is expected to be lifted in 2021. The settlement lies partly within a HSE Pipeline Consultation Zone. Development may therefore need to comply with **Policy 54: Health and Safety Consultation Zones**.





5 Glossary



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.

Ancillary Retail Use

A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land. In employment areas the ancillary retail use should be unlikely to draw trade from the town centre and should: be for goods manufactured or substantially finished on the premises; or be ancillary trade counter or sales space; and the sales area should have a combined maximum gross sales floorspace of no more than 25%.

Article 4 Direction

Direction removing some or all permitted development rights, for example within a conservation area or curtilage of a listed building. Article 4 directions are issued by local planning authorities.

Biodiversity

The variety of life on Earth at all its levels, from genes to ecosystems, and the ecological and evolutionary processes that sustain it.

BREEAM

The Building Research Establishment Environmental Assessment Method (BREEAM) assessment process evaluates the procurement, design, construction and operation of a development against targets that are based on performance benchmarks.

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.

Borrow Pit

A temporary mineral working to supply material for a specific construction project.

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.

Commercial Centre

These are distinct from town centres as their range of uses and physical structure makes them different in character and sense of place. They generally have a more specific focus on retailing or on retailing and leisure uses. Examples of commercial centres include out-of-centre shopping centres, commercial leisure developments, mixed retail and leisure developments, retail parks and factory outlet centres.

CTLR Committed Project

When all funding, land required for the scheme, statutory approvals, trunk road orders and consents are in place, a contractor appointed and construction on site has commenced.



Comparison Retailing

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.

Contaminated Land

Land that has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned.

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.

Design Statement

A design statement can be made at a pre-planning application stage by a developer, indicating the design principles upon which a proposal is to be based. It may also be submitted in support of a planning application.

District Heating/Heat Networks

System for distributing heat generated in a centralised location for residential and/or commercial heating requirements such as space heat and water heating.

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 Impact Assessment

Environmental Impact Assessment (EIA) is a means of drawing together, in a systematic way, an assessment of the likely significant environmental effects arising from a proposed development.

Environmental Designations

Environmental Designations protect natural heritage (including biodiversity and habitats) through statutory powers. Examples include Ramsar Sites, Special Areas of Conservation (SACs), and Special Protection Areas (SPAs).

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.	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.
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.	ICNIRP Guidelines	The International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines give recommendations regarding limiting exposure to and absorption of the high-frequency energy fields emitted by mobile phone communication base stations.
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).	Inert Waste	Waste not undergoing significant physical, chemical or biological changes following disposal, as it does not adversely affect other matter that it may come into contact with, and does not endanger surface or groundwater.
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.	Infill Development	The development of a relatively small gap between existing buildings.
Greenfield Sites	Sites which have never been previously developed, or are fully restored derelict land.	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.
Hot Sediment Aquifer (Geothermal)	Underground sedimentary basin conditions which offer potential for geothermal energy use.	Low and Zero Carbon Generating Technologies	Low and Zero Carbon Generating Technologies are energy-producing technologies utilised for a range of buildings and which have a low or zero carbon impact. Examples include solar panels, heat pumps, and domestic wind turbines.
		Masterplan	A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a developer. To provide detailed guidance for subsequent planning applications.



Material Considerations A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.

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.

Natura Site A Special Area of Conservation or a Special Protection Area.

Noise Sensitive Land Uses Receptors where people or operations are particularly susceptible to noise. Examples include housing, hospitals, educational establishments, offices, places of worship and nursing homes, some livestock farms and areas that are been relatively undisturbed by noise (Source Planning Advice Note 1/2011: planning and noise).

Objective A statement of what is intended, specifying the desired direction of change.

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.

Planning Obligations Restricting or regulating the development or use of land by requiring operations or activities to be carried out; or by requiring the land to be used in a specific way (Source: Town & Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006). Planning Obligations may be wide-ranging but must meet all of the policy tests set out in Planning Circular 3/2012: Planning obligations and good neighbour agreements.

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.

Ramsar Sites A wetlands area designated under the Ramsar Convention on Wetlands of International Importance.

Retail Park An out-of-town 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 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 *"on the assessment of the effects of certain plans and programmes on the environment"*.

Shadow Flicker

The 'on-and-off' flickering effect of a shadow cast when the sun passes behind the rotor of a wind turbine.

Site of Special Scientific Interest (SSSI)

An area of land or water (to the seaward limits of local authority areas) that Scottish Natural Heritage (SNH) considers to best represent our natural heritage - its diversity of plants, animals and habitats, rocks and landforms, or a combination of such natural features. They are the essential building blocks of Scotland's protected areas for nature conservation. Many are also designated as Natura sites. A SSSI is designated by SNH under the provisions of the Nature Conservation (Scotland) Act 2004.

Social, Cultural 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.

Special Area of Conservation (SAC)

A strictly protected site designated under the European Council Habitats Directive (Directive 92/43/EEC). A SAC is classified for habitats and species (excluding birds) which are considered to be most in need of conservation at a European level and are listed in Annexes of the Directive.

Special Protection Area (SPA)

A strictly protected site designated under the provisions of Article 4 of the European Council Birds Directive (Directive 2009/147/EC). A SPA is classified for rare and vulnerable birds, as listed at Annex I of the Directive, and for regularly occurring migratory bird species.

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.

Suburbanisation

The outward growth of urban development into surrounding villages and towns.



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).

Tourism-Related Development

Development in hospitality, leisure and retail facilities and infrastructure where the primary purpose is to attract tourism visits (overnight and/or leisure day visits) thereby generating revenues and employment within the local economy.

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 development 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.

Universal Service Obligation

The Government announced in November 2016 its intention to introduce by 2020 at the latest a right to an affordable and fast broadband connection on demand, at a minimum speed of 10 Mbps, up to a reasonable cost threshold no matter where the location (Source: Department for Culture, Media & Sport, A new broadband Universal Service Obligation statement of intent, 11 October 2016).

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 adaptation 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.





6 Appendices



Appendix 1: List of Supplementary Guidance

Existing Supplementary Guidance to be re-consulted on:

- *Airfield Safeguarding*
- *Delivering Zero Waste in Perth and Kinross*
- *Landscape Supplementary Guidance*
- *Perth and Kinross Forest and Woodland Strategy*
- *Green Infrastructure*
- *Flood Risk and Flood Risk Assessment*
- *Housing in the Countryside*
- *Developer Contributions and Affordable Housing*

Guidance being prepared:

- *Renewable and Low-Carbon Energy*
- *Financial Guarantees for Minerals Development*
- *Placemaking*
- *Sustainable Heating and Cooling*
- *Open Space & Developer Contributions*
- *Air Quality Management*
- *West/North-West Perth Strategic Development Framework*



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 Perth and Kinross Local Development Plan.

All site sizes are approximate.

Site Reference	Description of Land Owned by the Planning Authority
E2	Ground at Broxden Park and Ride, Broxden Avenue, Glasgow Road, Perth, PH2 OPL <i>Perth & Kinross Council's ownership of the site extends to 0.26ha</i>
E3	Industrial Ground, North Muirton Industrial Estate, Arran Road, Perth, PH1 3DB <i>Perth & Kinross Council's ownership of the site extends to 13.301ha</i>
E18	Site, Clashburn Road/Junction Road, Kinross <i>Perth & Kinross Council's ownership of the site extends the whole site, 3.048ha</i>
E37	James Hutton Institute, Invergowrie, Dundee, DD2 5DA <i>Perth & Kinross Council's ownership of the site extends to 0.423ha</i>
E38	Site, Ruthvenfield Road, Perth <i>Perth & Kinross Council's ownership of the site extends to 7.141ha</i>

Site Reference	Description of Land Owned by the Planning Authority
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) 0.090ha and (ii) 0.046ha</i>
H24	Ground (Small Plot), Inchtute Park, Moncur Road, Inchtute, Perth, PH14 9RW <i>Perth & Kinross Council's ownership of the site extends to 0.02ha</i>
H33	Site at Linn Road, Stanley, Perth, PH1 4QS <i>Perth & Kinross Council's ownership of the site extends to 0.1944ha.</i>
H39	Site, Robertson Crescent, Pitlochry, PH16 5HD <i>Perth & Kinross Council's ownership of the site extends to 0.099ha</i>
H61	Play Area, Cairns Park, New Alyth, Blairgowrie, PH11 8NW <i>Perth & Kinross Council's ownership of the site extends to 0.26ha</i>
H64	Public Open Space, Elm Drive, Blairgowrie <i>Perth & Kinross Council's ownership of the site extends to 0.52ha</i>
H71	Site, Newton Farm, Perth, PH1 2SJ <i>Perth & Kinross Council's ownership of the site extends to 0.308ha.</i>

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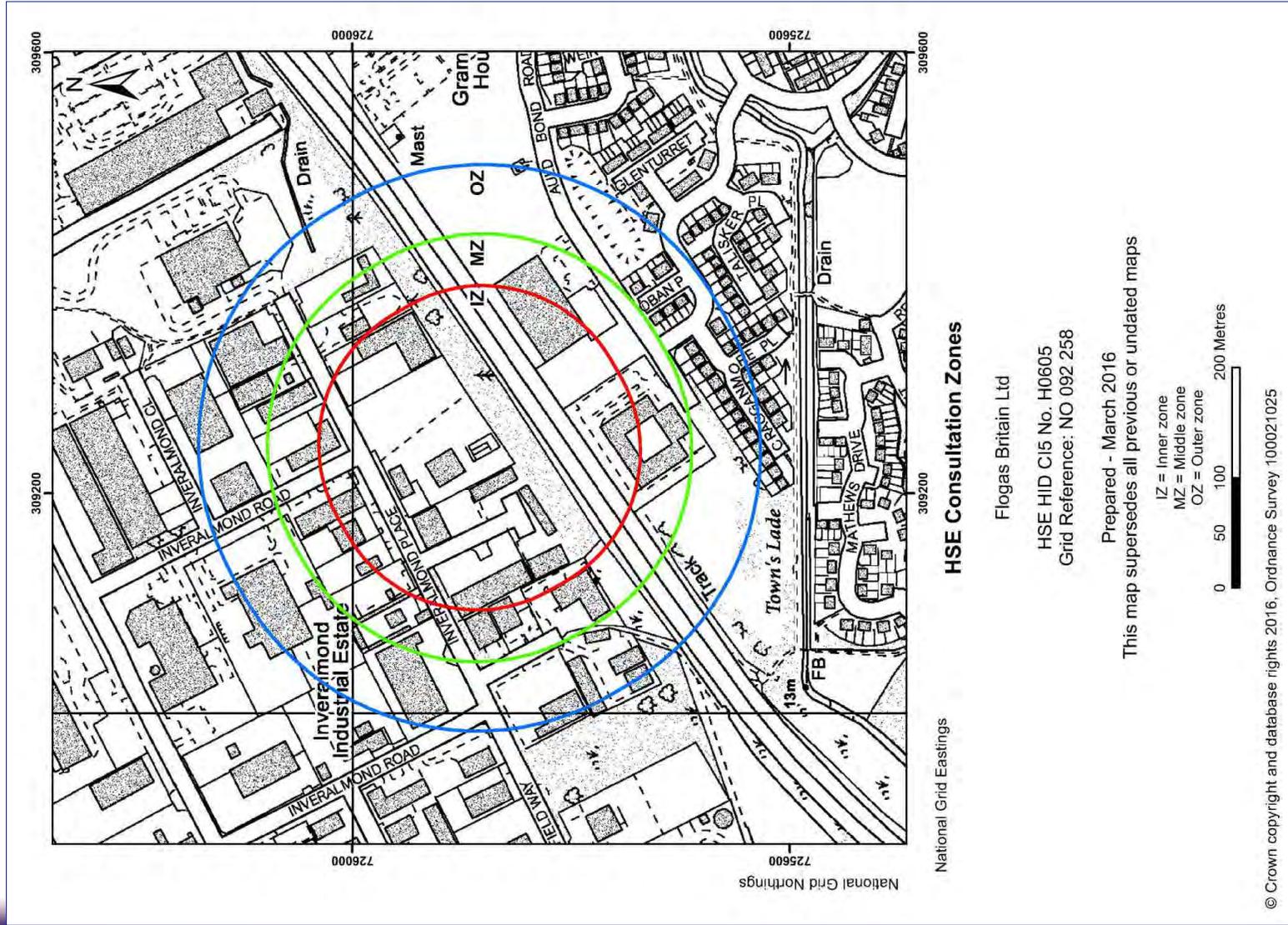


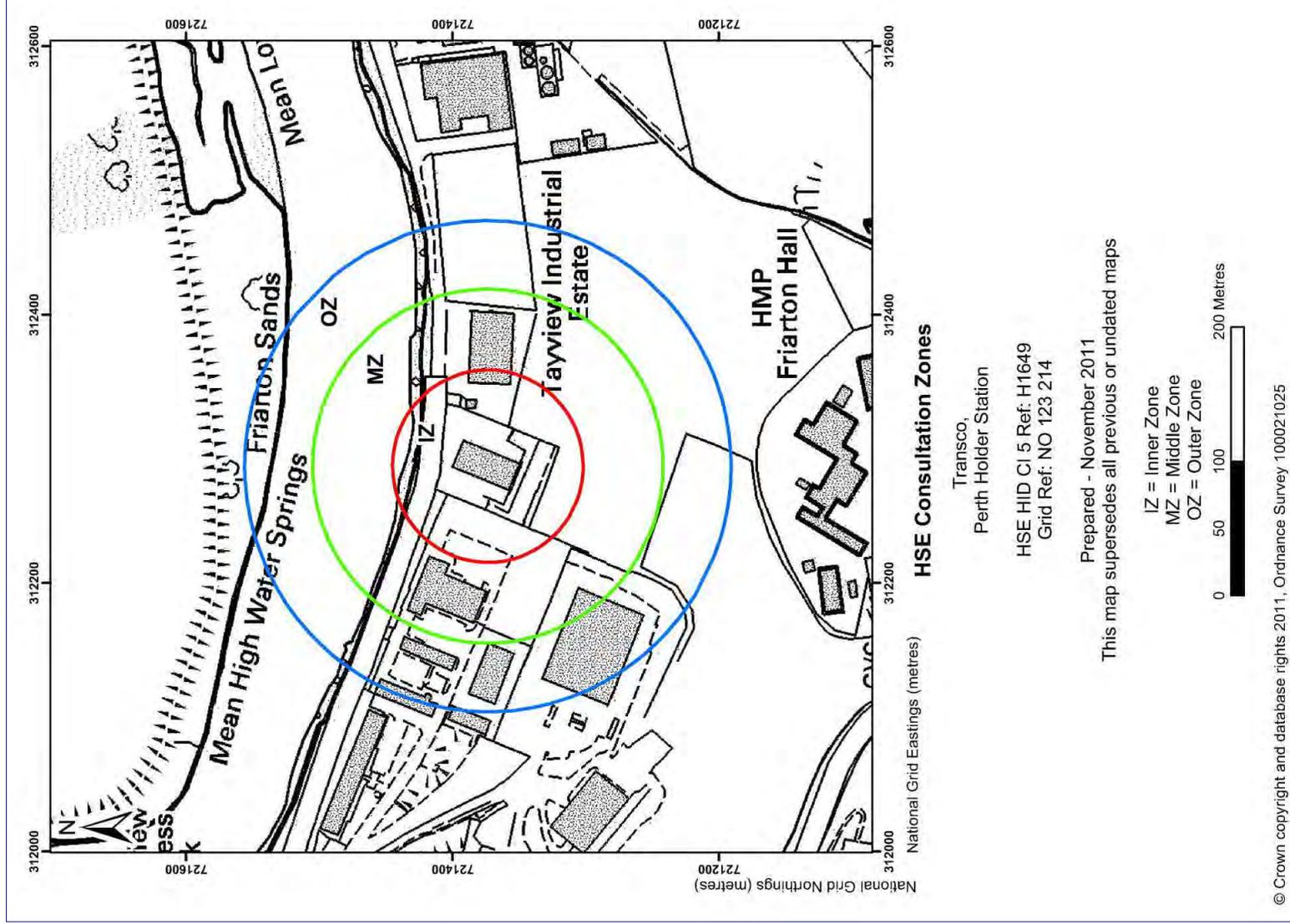
Site Reference	Description of Land Owned by the Planning Authority
H319	Site, Ruthvenfield, Perth, PH1 3JP <i>Perth & Kinross Council's ownership of the site extends to 2.169ha.</i>
MU4	Strip of ground adjacent to A94, Scone Park & Ride, Scone, Perth <i>Perth & Kinross Council's ownership of the site extends to 0.03ha.</i>
MU8	Strip of Ground, Newburgh Road, Abernethy <i>Perth & Kinross Council's ownership of the site extends to 0.11ha.</i>
MU73	Ruthvenfield PS & Playing Field, Ruthvenfield, Perth, PH1 3JP <i>Perth & Kinross Council's ownership of the site extends the whole site, 3.007ha.</i>
MU331	Perth Railway Station and PH2O, Perth, PH2 8HF <i>Perth & Kinross Council's ownership of the site extends to 3.831ha.</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 0.94ha.</i>

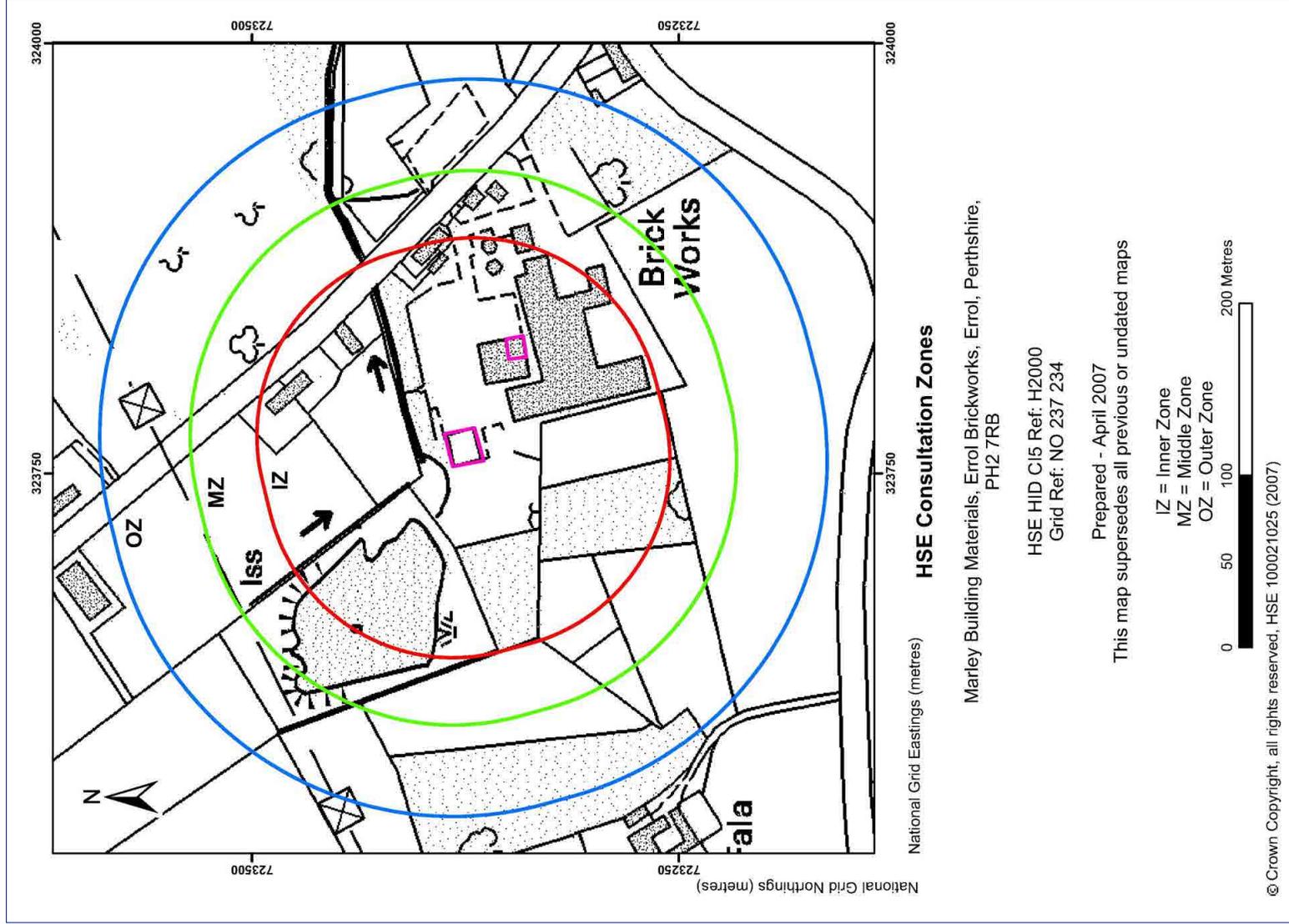
Site Reference	Description of Land Owned by the Planning Authority
Op4	(i) Perth Theatre & Car Park, 185 High Street, Perth (ii) Mill Street Car Park (West), 27/28 Mill Street, Perth (iii) Mill Street Car Park (East), Mill Street, Perth <i>Perth & Kinross Council's ownership of the site extends to 0.375ha.</i>
Op8	Ground, Nether Friarton, Perth, PH2 8DG <i>Perth & Kinross Council's ownership of the site extends to 2.36ha.</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, 0.589ha.</i>
Op22	Former Glebe School, Abbey Road, Scone, Perth, PH2 6LW <i>Perth & Kinross Council's ownership of the site extends the whole site, 3.81ha.</i>
Op23	Dunning Primary School, Station Road, Dunning, Perth, PH2 0RH <i>Perth & Kinross Council's ownership of the site extends to 0.36ha.</i>
Op175	City Hall, St John's Place, Perth, PH1 5SZ <i>Perth & Kinross Council's ownership of the site extends to the whole site, 0.216ha.</i>
Op338	St John's School, Stormont Street, Perth, PH1 5NW <i>Perth & Kinross Council's ownership of the site extends the whole site, 0.325ha.</i>

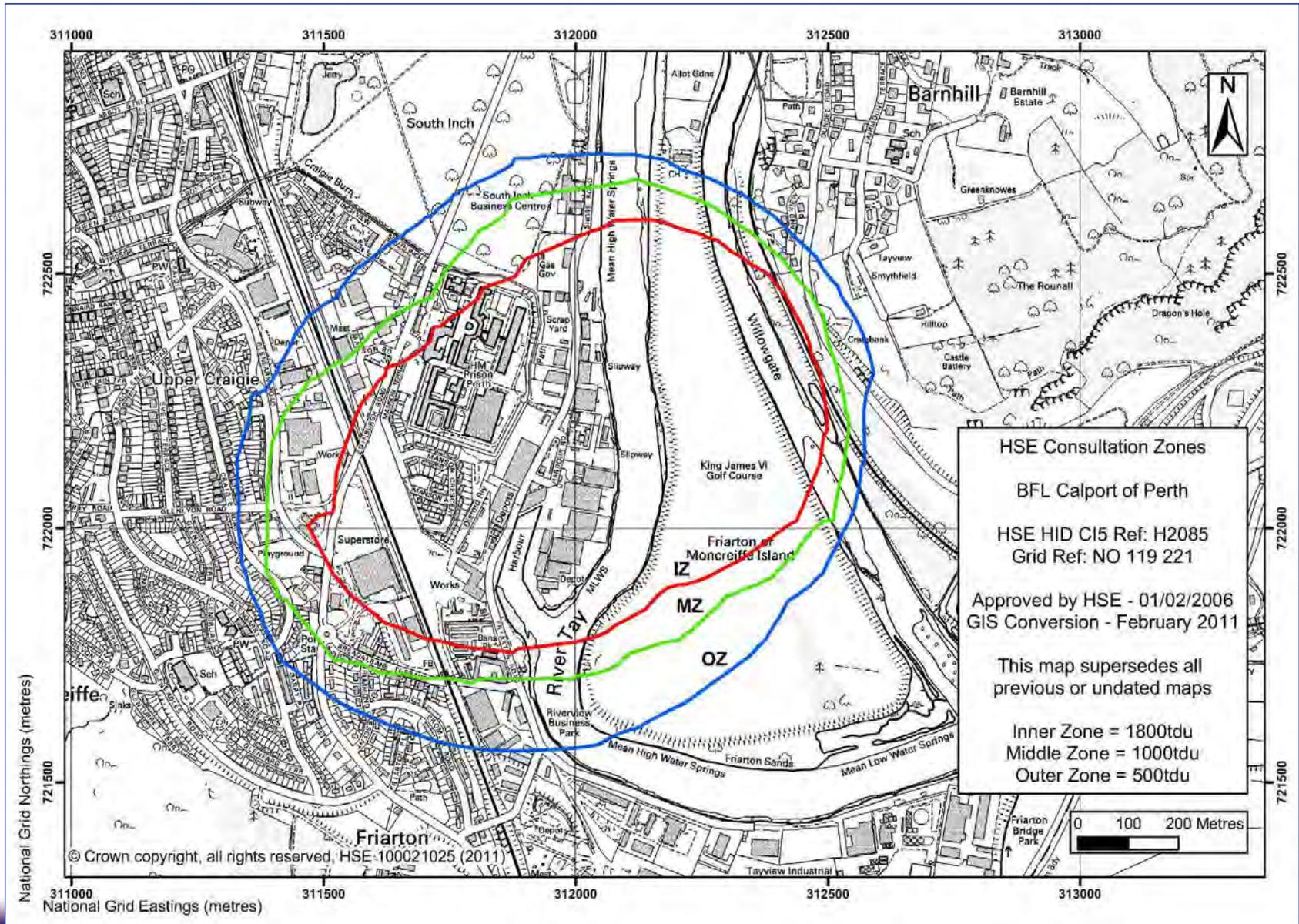


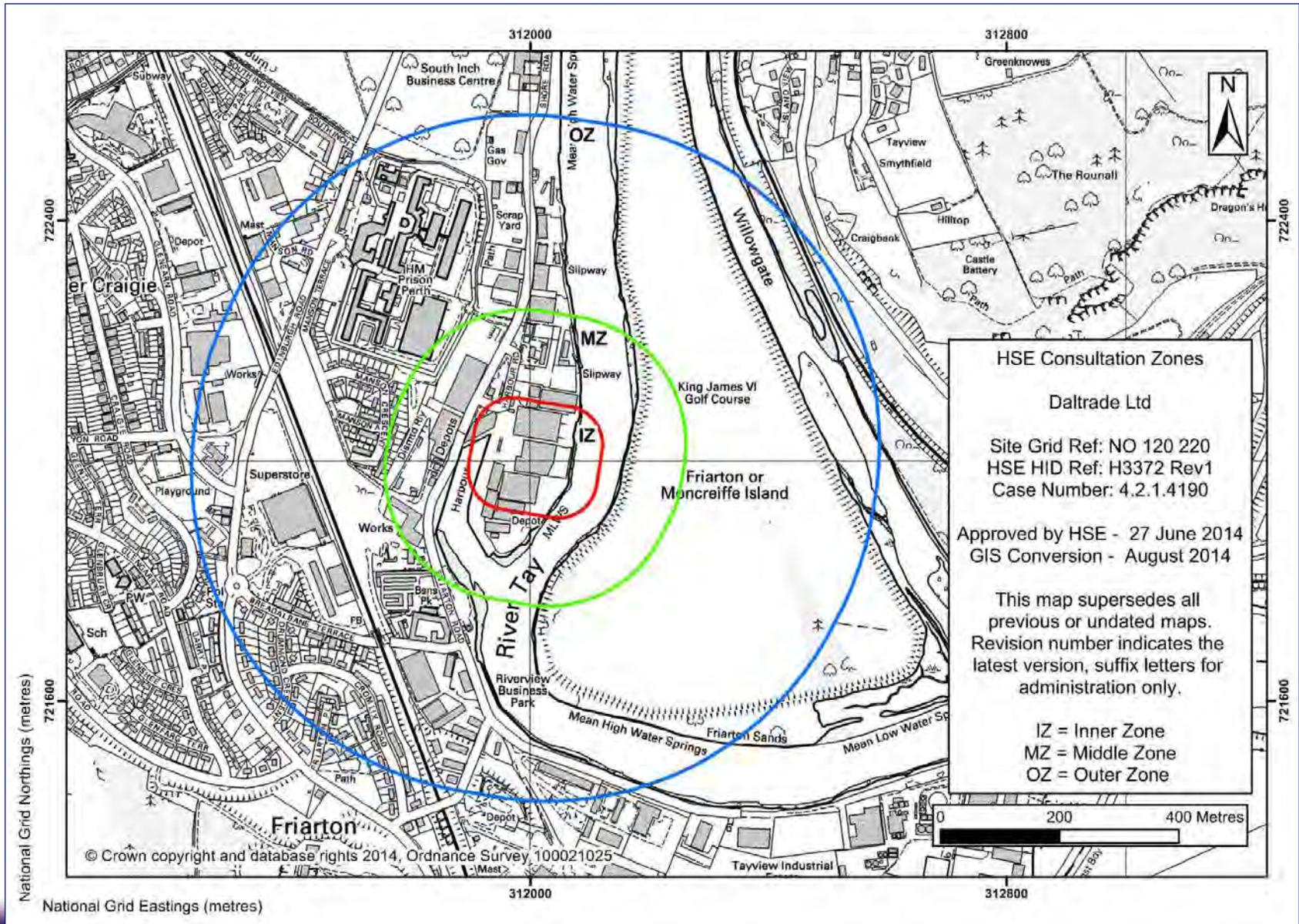
Appendix 3: HSE Consultation Zones

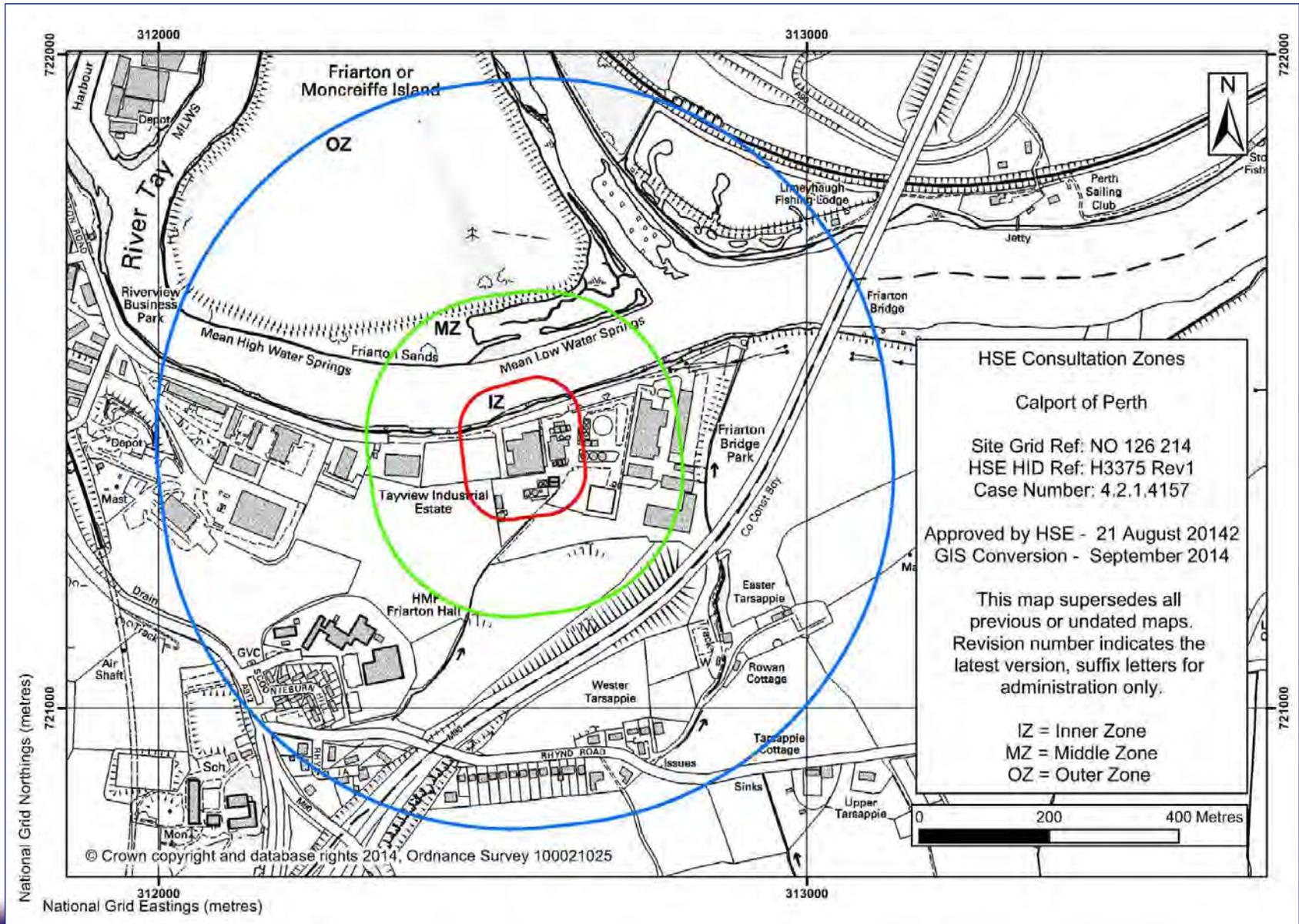


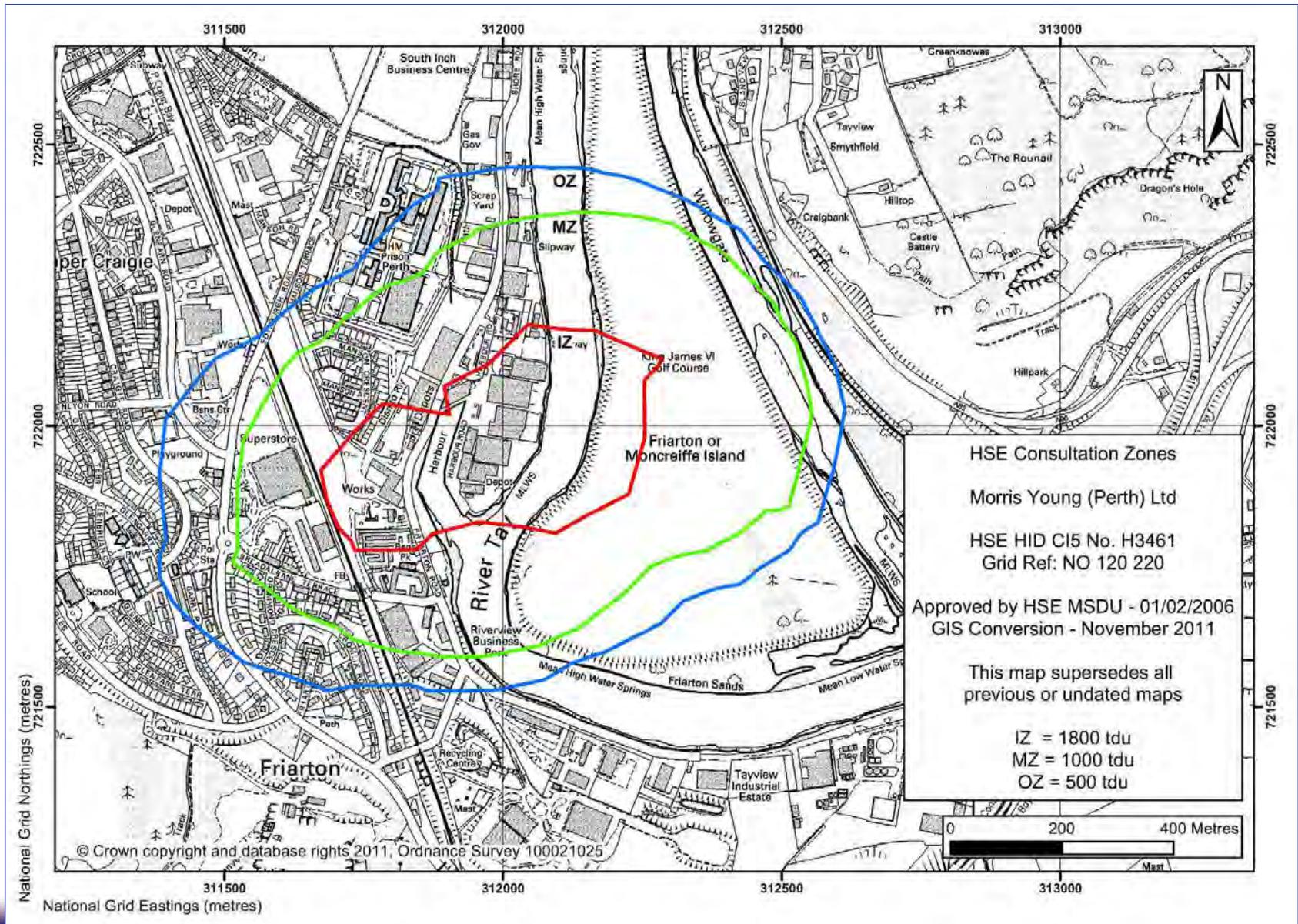


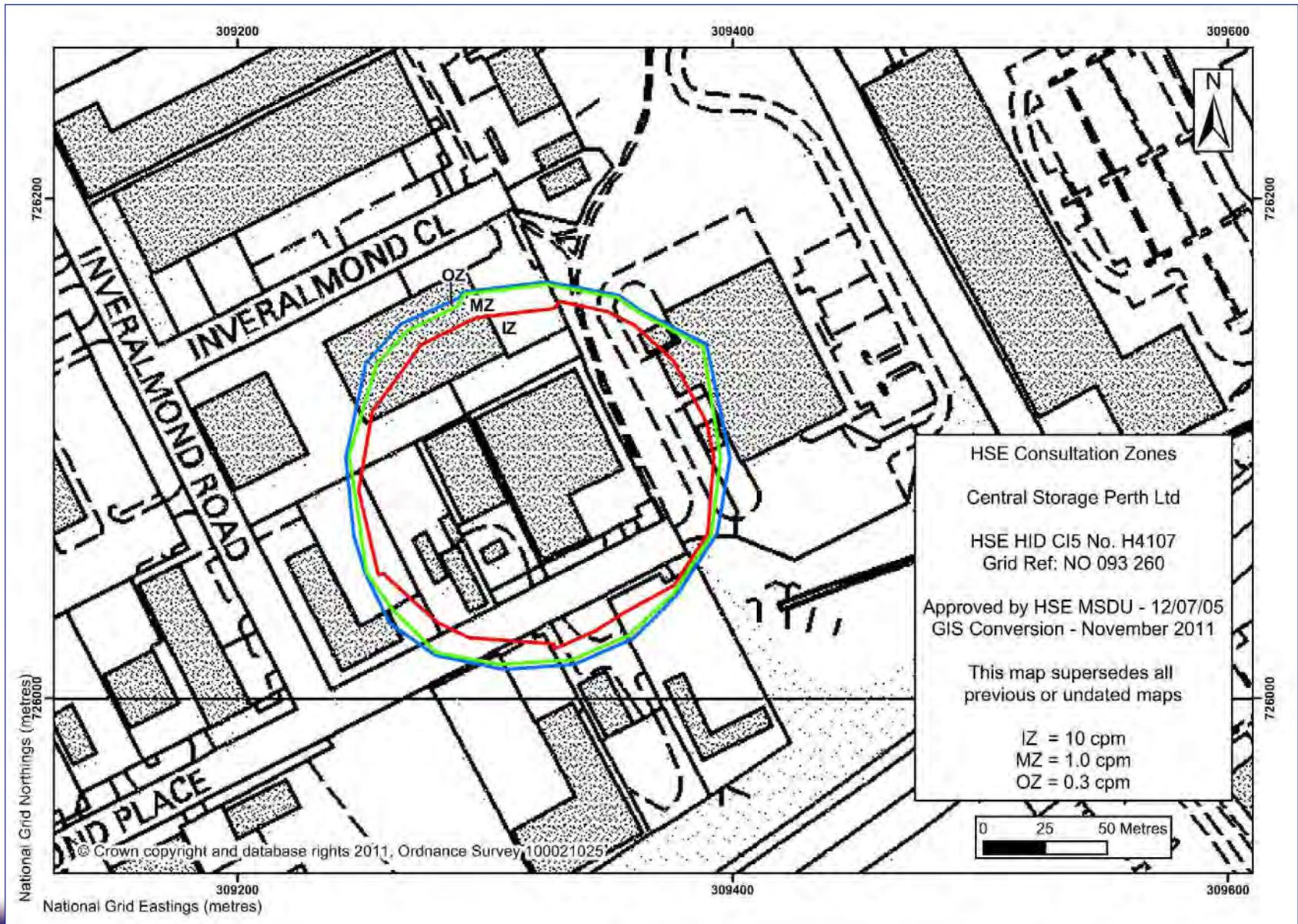


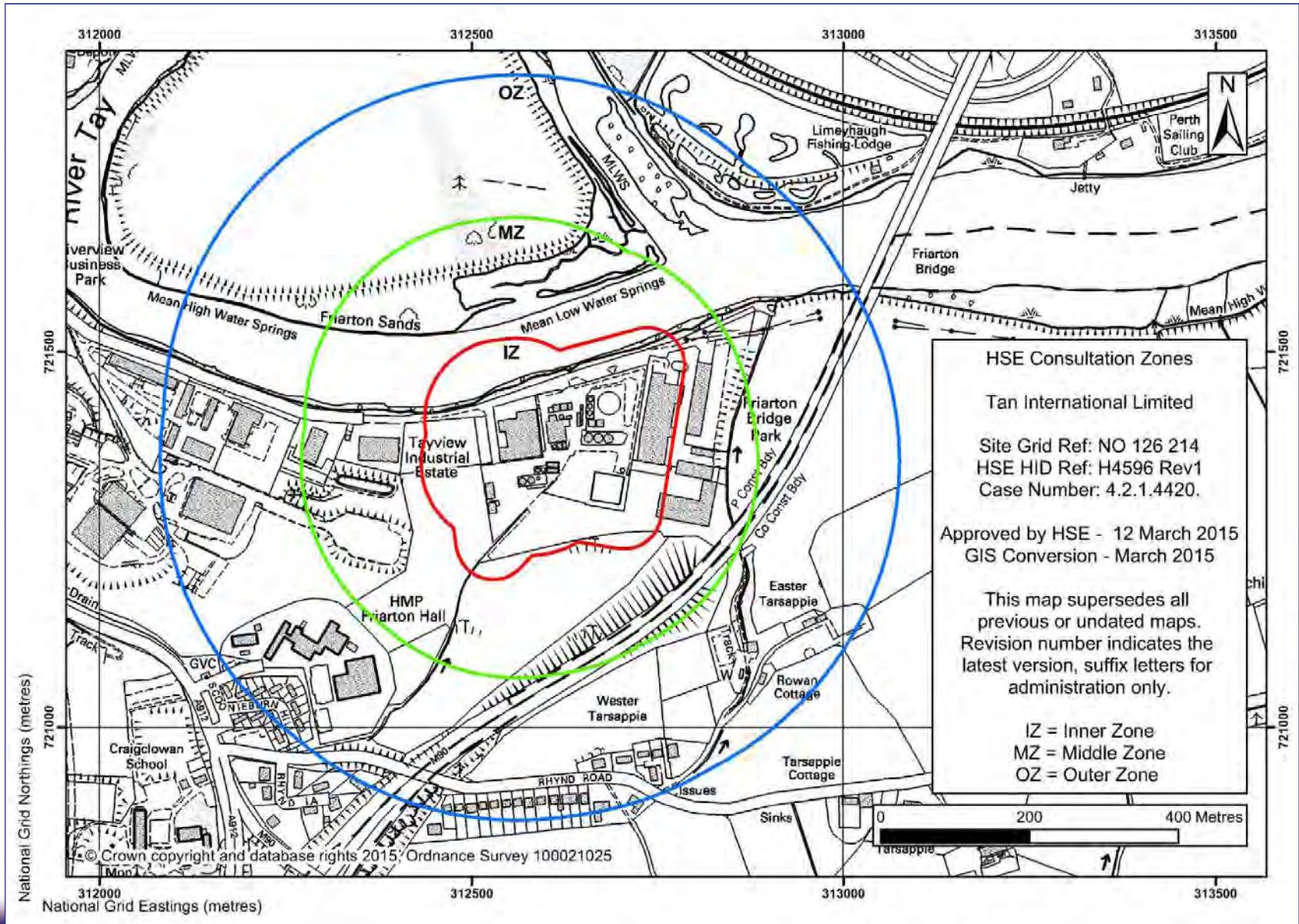












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اِن اَحْتِجَت اَنْتِ اَوْ اِي شَخْصٍ تَعْرِفُهُ نَسْخَةً مِنْ هَذِهِ الْوَثِيقَةِ بِلُغَةٍ اُخْرَى اَوْ تَصْمِيمٍ اُخْرٍ فَيُمْكِنُ الْحَصُولَ عَلَيْهَا (اَوْ عَلَي نَسْخَةٍ مَعْدَلَةٍ لِمُلَخَّصٍ هَذِهِ الْوَثِيقَةِ مَرْجُمَةً بِلُغَةٍ اُخْرَى) بِالاتِّصَالِ بِ:
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