

PROPOSED PLAN AS MODIFIED



Proposed Plan as Modified

Copy for Council Meeting - 18 December

Local Development Plan

December 2013

Development Plan Scheme ▶ Main Issues Report ▶ Proposed Plan ▶
Modifications ▶ Adoption



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 2024 and beyond.

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

The challenge of achieving our Vision is not underestimated; its realisation will require the ongoing commitment of all parts of the public, private and voluntary sectors with an interest in the people and the environment of Perth and Kinross.

Councillor Ian Miller
Leader of the Council



Welcome to the Perth and Kinross Local Development Plan (LDP). It is the result of extensive dialogue and engagement between the Council, key stakeholders, communities and developers, and follows on from the earlier publication and engagement on the Main Issues Report published in October 2010, and the Proposed Plan published in January 2012.

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

Councillor John Kellas
Convenor Enterprise & Infrastructure Committee



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









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Settlement Map Legend

Site Reference	LDP Land Uses	Policy Reference	Designations	Policy Reference
	 Settlement Boundary			
	Residential			
H1 - H74	 Housing - proposal	Policy RD1	 Scheduled Monument	Policy HE1
	 Significant Housing Planning Consent		 Conservation Area	Policy HE3
Op1 - Op24	 Opportunity - proposal		 Garden and Designed Landscape	Policy HE4
E1 - E38	 Employment - proposal	Policy ED1A	 Special Area of Conservation	Policy NE1A
	Employment - existing	Policy ED1A	 Special Protection Area	Policy NE1A
	Motor Mile	Policy ED1C	 Site of Special Scientific Interest	Policy NE1B
MU1 - MU8	 Mixed Use - proposal	Policy ED1B	 National Scenic Area	Policy NE1B
	Tourism	Policy ED4	 Green Belt	Policy NE5
RT1	 Park and Ride - proposal		 Pipeline Consultation Zone	Policy EP4
	Cross Tay Link Road band of search		 Lunan Valley Catchment Area	Policy EP6
	Transport Infrastructure	Policy TA1	 Loch Leven Catchment Area	Policy EP7
	New Road			
	Indicative New Road			
	Retail			
	Town and Neighbourhood Centre	Policy RC1		
	City Centre Secondary Uses	Policy RC2		
	Commercial Centre	Policy RC3		
	Indicative Landscaping			
	Open Space	Policy CF1		
	Perth Lade Green Corridor	Policy NE6		
	★ Waste Management Site	Policy EP9		

1. Introduction

1.1 The Development Plan

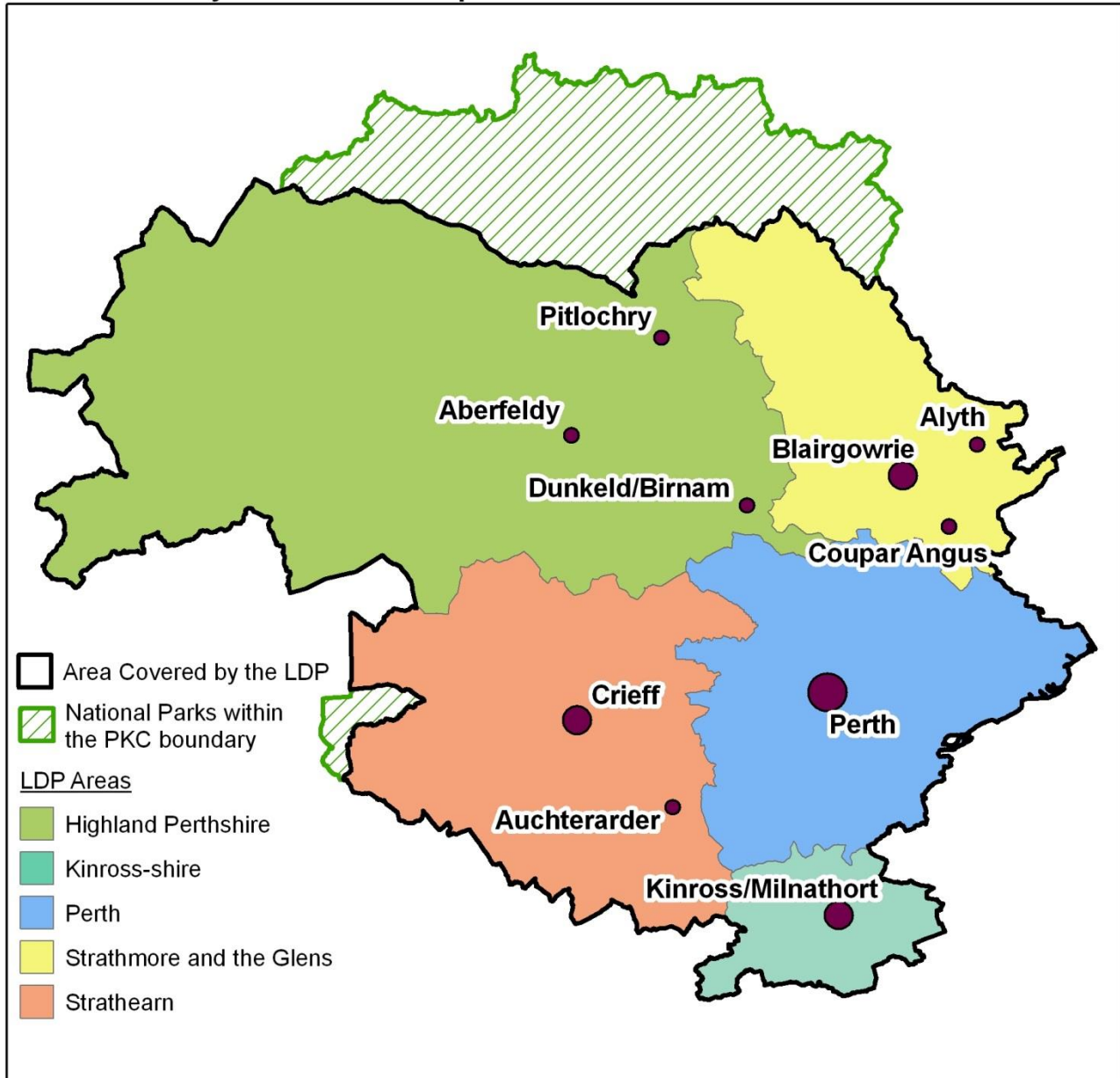
- 1.1.1 The Scottish Government believes that the planning system is essential to achieving its central purpose of sustainable economic growth. This involves promoting and facilitating development while protecting and enhancing the natural and built environment.
- 1.1.2 A main delivery tool is the Development Plan which provides guidance to developers and investors and allows stakeholders, including the general public, to be involved in shaping the future of their area. The Development Plan provides the framework against which planning applications are assessed.
- 1.1.3 For the majority of Perth and Kinross, the Development Plan consists of two linked documents: the Strategic Development Plan (SDP) and the Local Development Plan (LDP). Both of these documents can be supported by statutory Supplementary Guidance. The Development Plan is not developed in isolation from other Council, public agencies or Government plans and strategies but gives the land use planning context to the issues which arise from these documents.
- 1.1.4 The Strategic Development Plan (TAYplan) is jointly prepared by Angus, City of Dundee, Fife and Perth & Kinross Councils and considers strategic issues of cross boundary significance. The Local Development Plan must be consistent with the Strategic Development Plan approved by the Scottish Ministers in June 2012. Further details of TAYplan can be found at the following link: www.tayplan-sdpa.gov.uk/.

1.2 The Local Development Plan

- 1.2.1 The Local Development Plan will be the Council's statutory corporate document that guides all future development and use of land. It will act as a catalyst for changes and improvements in the area and shape the environment and economy of Perth and Kinross. The LDP will be reviewed at a maximum of five year intervals to ensure that an up to date Plan is in place to guide future development in the area. The LDP will replace the following Local Plans:
- Perth Area Local Plan (1995) Including Alteration 2000
 - Perth Central Area Local Plan (1997)
 - Eastern Area Local Plan (1998)
 - Highland Area Local Plan (2000)
 - Strathearn Area Local Plan (2001)
 - Kinross Area Local Plan (2004)
- 1.2.2 **Note:** An area around and including St Fillans is contained within the Loch Lomond and the Trossachs National Park and part of northern Perthshire including the Blair Atholl area and Upper Glenshee is contained within the Cairngorms National Park. The National Park Authorities are responsible for preparing the Local Development Plan within the Park boundary. The areas within the National Parks have therefore been excluded from the Perth and Kinross Local Development Plan.



Area covered by the Local Development Plan



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1.3 The Plan

1.3.1 The Plan sets out how we aim to work towards our vision for Perth and Kinross. It shows which land is being allocated to meet the area's development needs to 2024 and beyond and it sets out the planning policies we will apply in promoting the sustainable growth of the area over this period.

1.3.2 The Plan contains a spatial strategy which explains our overall view of where development should go and the principles behind that. We have identified future development sites and the scale of development we expect to see on each of the identified sites. We have also specified what developers require to do when designing and delivering development, emphasising the need for masterplans, for all the major sites. Our policies explain what uses are acceptable in different areas and set out the requirements for different types of development. More information and advice is contained in Supplementary Guidance, both statutory and non statutory. Statutory Guidance is that which has been referenced in the Plan, consulted upon as required by the Development Planning Regulations, sent to Scottish Ministers and formally adopted by the Council. Non statutory guidance is that which is not referenced in the Plan or formally consulted upon. Both types of guidance can relate to a specific site or to a specific type of development. An



Action Programme will be prepared, which sets out what actions are required for the policies and proposals in the Plan to be delivered, who is responsible for them and the expected timescale for doing this. The Action Programme will be monitored and updated regularly and published every two years.

1.4 Strategic Environmental Assessment (SEA)

1.4.1 The development of the Proposed Plan has been informed by the SEA which is required under the Environmental Assessment (Scotland) Act 2005. The SEA provides information to support the development of the Plan but it is not part of the Plan itself. The central aim of the SEA is to help ensure that the environment is given the same level of consideration as social and economic factors within the Plan. The Environmental Report and its Addendum No 2 was published and consulted on in tandem with the Proposed Plan. All of the modifications incorporated in the adopted Plan were considered and it was concluded that none would have a significant effect on the environment when considered against the overall effect of the Plan.

1.5 Habitats Regulation Appraisal (HRA)

1.5.1 A Habitat Regulations Appraisal for a development plan is mandatory under The Conservation (Natural Habitats, & c.) Regulations 1994, as amended. A Habitat Regulations Appraisal was prepared for the Proposed Plan and all of the modifications incorporated in the adopted Plan were screened and assessed and it was concluded that none were likely to have a significant effect on a European site.

1.6 How to use the Plan

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

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

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

1.6.4 If you are interested in a particular topic then reference should be made to the Policy Section. The Contents page at the beginning of the document sets out the order of the various topics.

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



2. The Vision and Objectives

2.1 Introduction

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

2.1.2 *"By 2032 the TAYplan region will be sustainable, more attractive, competitive and vibrant without creating an unacceptable burden on our planet. The quality of life will make it a place of first choice where more people choose to live, work, study and visit, and where businesses choose to invest and create jobs."*
TAYplan, 2012, Strategic Development Plan, p6

2.2 The Local Development Plan Vision Statement

2.2.1 The Vision recognises the considerable strengths of our area and the many challenges it faces. We recognise the area has experienced significant population growth in recent years and that this trend is likely to continue. There is a need to embrace this opportunity and ensure that the area's prosperity continues and improves; that the benefits are more widely and equitably shared; and that our environment is protected and improved. Our vision is of a Perth and Kinross which is dynamic, attractive and effective which protects its assets whilst welcoming population and economic growth.

2.2.2 The majority of that growth focuses on Perth City and its Core area. This will build upon its key role as the hub of the area. It will ensure that the growth in employment opportunities keeps pace with population growth thereby creating the critical mass to deliver improved retail, leisure and cultural facilities to serve the City and its hinterland. This will be complemented by development focused on the burghs of Kinross, Aberfeldy, Pitlochry, Crieff, Auchterarder and Blairgowrie with increased prosperity in the smaller towns, villages and rural communities.

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

2.2.4 Our rural spaces are not just the source of our food and other raw materials; they supply and support our tourism industry, various economic enterprises and a wide range of environmental assets. Consequently, a well cared-for rural environment is a social and economic asset vital to the wellbeing of all of us and our future prosperity.

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

2.2.6 Our area – highly valued for the beauty of its natural and built environment – is a great place to live, work and visit, and should be developed in a way that does not detract from its attractiveness nor places an unsustainable burden on future generations. We want to put a Plan in place that will enable us to live a Zero Waste lifestyle, maximising the value from waste resource.

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



2.3 Local Development Plan Key Objectives

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

We want to improve the distinctiveness of our towns, villages and neighbourhoods. We want growth to be undertaken sensitively and in keeping with our environment whilst providing enough dynamism to keep communities viable and prosperous.

A well cared-for rural environment is a social and economic asset vital to the wellbeing of the area's citizens and to its future prosperity.

Place	Housing	Climate	Infrastructure	Economy	Biodiversity
Livable with new and regenerated neighbourhoods	Well designed and built with a quality built and natural environment	Resilient and adapted with communities resilient to a changing climate	Well served with public and private investment appropriate to the areas needs	Thriving with a flourishing and diverse local economy	Connecting with green networks providing sustainable long term management
<p>Produce a more efficient settlement pattern by ensuring that the location of new development contributes to reducing the need to travel.</p> <p>Protect and enhance the cultural and historic environment.</p> <p>Ensure that new development enhances the environment and embraces the principles of sustainable design and construction.</p> <p>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.</p>	<p>Accommodate population and household growth and direct that growth to appropriate locations.</p> <p>Ensure a continuous seven year supply of developable housing land.</p> <p>Seek to ensure that the housing land supply accommodates the needs of the various sectors of the market.</p>	<p>Improve the longterm resilience and robustness of the natural and built environment to climate change.</p> <p>Ensure that development and land uses make a positive contribution to helping to minimise the causes of climate change and adapting to its impacts.</p>	<p>Identify and provide for new and improved social and physical infrastructure to support an expanding and changing population.</p> <p>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.</p> <p>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.</p>	<p>Provide the framework to increase the economic sustainability of Perth and Kinross by maintaining and providing locally accessible employment opportunities.</p> <p>Ensure a continuous seven year supply of developable economic development land.</p> <p>Provide a flexible policy framework to respond to changing economic circumstances and developing technology.</p> <p>Promote the vitality and viability of shopping centres and reduce the potential loss of shoppers to retail centres outwith Perth and Kinross.</p>	<p>Conserve and enhance habitats and species of international, national and local importance.</p> <p>Identify and promote green networks where these will add value to the provision, protection, enhancement and connectivity of habitats, recreational land and landscape in and around settlements.</p>

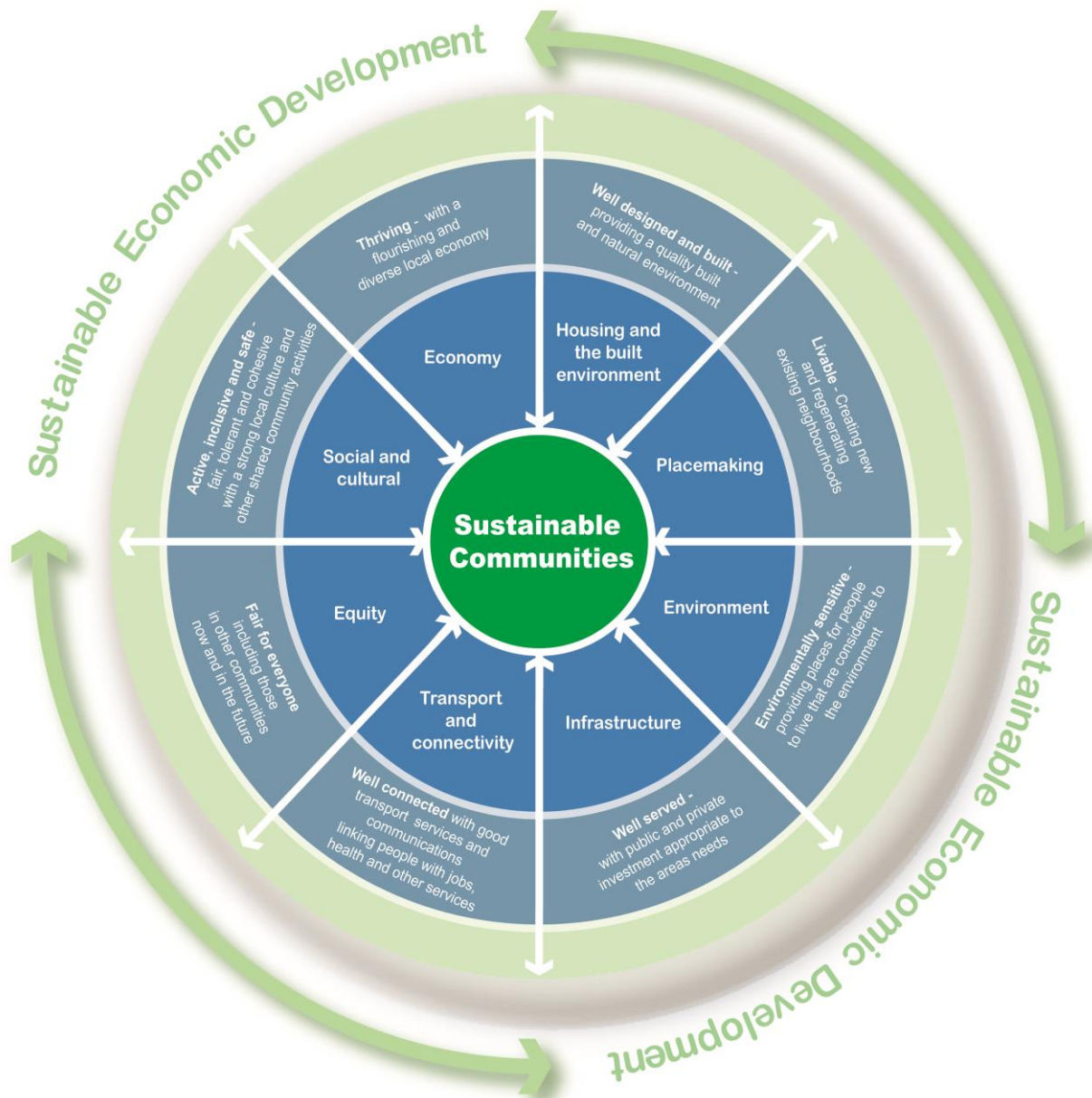


2.4 Strategy

Sustainable Economic Growth

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

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



The Challenges

2.4.3 The main purpose of the planning system is to make decisions about future development, and the use of land in our towns, cities and countryside. It decides where development should happen, where it should not and how development affects its surroundings. It balances competing demands to make sure that land is used and developed in the public's long-term interest. The effect of our plan should be to help increase sustainable economic growth. This means that the plan should help build a growing economy, but at the same time protect our environment for future generations and make sure that communities can enjoy a better quality of life. Consequently, delivering the Plan's vision for Perth and Kinross has a range of challenges which must be addressed and turned into opportunities.

Demographic Change

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

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

What is the impact of the current economic downturn?

2.4.6 As suggested by the previous paragraphs the level of in-migration to Perth and Kinross has been dependent upon a mobile population. The level of affluence and the availability of mortgage finance facilitated mobility amongst the population. However, the current economic downturn has had a major effect on the availability of mortgages reducing the mobility of the population. Therefore the biggest driver of population growth in Perth and Kinross, in-migration, is likely to be curtailed in the short and possibly medium term. The projected increase in the average age of our population will require new homes and services to be appropriately located and will have implications for the design of new development.

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

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

Climate Change

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

2.4.10 It is crucial that we adapt to our changing climate and how we balance competing and conflicting demands to ensure that land is used in the best way for the long-term. Decisions still need to be made now and many of these decisions will last for many decades. These decisions need to be robust under uncertainty, allow flexibility and scope for adjustments as the climate impacts become more certain. Consequently, the Plan factors climate change into both the suite of policies and the spatial strategy by ensuring we minimise adverse effects, build resilient



communities while lessening people's need to travel to get to work or shop, and supporting the development of renewable and low carbon energy.

Creating Quality Places

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

Infrastructure Needs and Constraints

2.4.12 The increase in the population of Perth and Kinross together with a change in the household composition has meant that much of our infrastructure is at capacity; thus constraining and impacting upon the viability of new development across our area.

2.4.13 To deliver sustainable development, essential infrastructure needs to be in place or at least be capable of being delivered to support the development. Whilst all development sites require a degree of infrastructure investment, where infrastructure costs are high this could render many developments uneconomic. Overcoming these infrastructure constraints will require co-operation between the public and private sector and it will be essential that those who may benefit from the investment in infrastructure also share the cost of its provision.

2.4.14 It is recognised that the provision of infrastructure in the current economic climate presents one of our greatest challenges to the delivery of our Plan. It is clear that in addition to developer contributions, other funding models are required. Some are tried and tested, such as joint ventures between the public and private sectors and others such as Tax Incremental Funding mechanisms are new.

Use of Resources

2.4.15 Agricultural land provides an important role in food and other resource production. The quality of such land is graded according to its value, and that which is recognised to be of the highest quality requires to be protected from redevelopment unless there is no alternative.

2.4.16 In order to address potential energy scarcity issues in the future, development needs to be located and designed in a way that maximises energy efficiency. The benefit of development which delivers more secure and diverse energy supplies will also need to be recognised.



3. Policies

3.1 Introduction

3.1.1 Policies should be read in their entirety.

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

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

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

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

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

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



3.2 Placemaking

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

Policy PM1: Placemaking

Policy PM1A

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

The design, 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 PM1B

All proposals should meet all the following placemaking criteria:

- (a) Create a sense of identity by developing a coherent structure of streets, spaces, and buildings, safely accessible from its surroundings.
- (b) Consider and respect site topography and any surrounding important landmarks, views or skylines, 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 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.
- (h) Incorporate green infrastructure into new developments and make connections where possible to green networks.



Policy PM1C

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

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

Policy PM2: Design Statements

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

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

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

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

Policy PM3: Infrastructure Contributions

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

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

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.

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

Policy PM4: Settlement Boundaries

For settlements which are defined by a settlement boundary in the plan, development will not be permitted, except within the defined settlement boundary.



3.3 Economic Development

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

Policy ED1: Employment and Mixed Use Areas

Policy ED1A

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

- (a) Proposals should not detract from the amenity of adjoining, especially residential, areas.
- (b) The local road network should be suitable for the traffic generated by the proposals.
- (c) There should be good walking, cycling and public transport links to new employment generating uses.
- (d) Proposals for retail uses in employment areas will not generally be acceptable unless they are ancillary to an acceptable use on the site.
- (e) Proposals for waste management facilities can be considered to be acceptable subject to detailed site specific considerations.
- (f) Proposals should not result in adverse impacts, either individually or in combination, on the integrity of any European designated site.

Note: Supplementary guidance prepared in relation to Policy TA1: Transport Standards and Accessibility Requirements will explain when a travel and transport assessment is required.



Policy ED1B

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

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

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

Policy ED1C

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

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

Policy ED2: Communications Infrastructure

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

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

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

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

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

Policy ED3: Rural Business and Diversification

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

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



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

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

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

Policy ED4: Caravan Sites, Chalets and Timeshare Developments

Policy ED4A: Existing Caravan Sites

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

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

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

Policy ED4C: Chalets, Timeshare and Fractional Ownership

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

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

In all cases:

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

Development proposals will only be approved where they will not result in adverse impacts, either individually or in combination, on the integrity of the River Tay Special Area of Conservation. Where proposals are located close to a watercourse, which is part of or connects to the Special Area of Conservation, a Construction Method Statement should be provided for all aspects of the development to protect the watercourse from the impact of pollution and sediment, so as to ensure no adverse effects on the qualifying interests of the Special Area of Conservation. Other studies including an otter survey, drainage impact assessment and species protection plan, where appropriate, may be required.



Policy ED5: Major Tourism Resorts

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

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3.4 Retail and Commercial Development

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

Any new retail/leisure/commercial development should be easily accessible by public transport, foot and bicycle. The commercial centres have varying degrees of accessibility by these modes but any future development should help improve their accessibility. The following table provides a description of each centre, summaries of existing commitments and describes the role that any future development should support:

Commercial Centre	Current Characteristics	Future Role
St Catherine's Retail Park, Perth	Retail park of 25 units with a mix of bulky goods, fashion, leisure and large foodstore with filling station. It is situated in an edge of city centre location and is close to road network. North and south sections of the retail park are under separate ownership. Recent consents to the northern section have included modernisation of existing units; a partial relaxation of goods that can be sold; some stand alone restaurant units and a foodstore to trade from one of the vacant units.	Provides an accessible location for bulky goods/large floorspace retailing and allows for linked trips due to its close proximity with Perth city centre. Any future reconfigurations or development should preserve this function, and retain larger unit sizes. Beyond existing consents, any future expansion should be modest in scale and improve links with the city centre.
Crieff Road, Perth	Range of separate businesses either side of Crieff Road (A85) at western	Located adjacent to an area of predicted substantial population



	edge of city and to the east of the A9. Current operators include a large foodstore with filling station, a large DIY retail warehouse, a car dealership and some business/retail units along Strathtay Road.	growth suggests potential scope for increase in retail/leisure/commercial floorspace and enhanced community functions. Opportunities for another large foodstore are very limited following approval of Sainsbury's foodstore at the former auction mart across the A9. Planned improvements to the A9/A85 junction will result in greater accessibility.
Dunkeld Road, Perth	Consists of large foodstore with filling station, a fast food restaurant and a row of ground floor retail units just off Dunkeld Road. Row of units currently consists of 2 convenience stores, post office, bookmakers, bakers, take away and a vacant unit.	Located in an urban location in close proximity of Perth city centre the location offers some scope for expansion or improvement of services especially the gap site between the units that face Dunkeld Road and the McDonalds fast food restaurant.
Highland Gateway, Perth	Commercial Centre consisting of 8 units located at a busy intersection of the A9 trunk road. The original and primary purpose of the centre was to provide a tourist visitor attraction and 6 tourist related retail units with 3 required to sell tourist retail goods. Consent was granted to allow the visitor centre unit to be split into two units; one for the sale of convenience goods and the second for the sale of comparison goods. The convenience floorspace is occupied by a foodstore and an ancillary cafe.	Provides a visible and accessible location for travellers and commuters along the A9. Its main function is to act as a gateway retail location to the Scottish Highlands for the sale of tourist related goods. Any future reconfigurations and development should preserve this function.

3.4.7 The following section sets out the retail policy framework for Perth and Kinross, in line with SPP.

Policy RC1: Town and Neighbourhood Centres

Within the areas identified as Town and Neighbourhood Centres, the Council will encourage uses within Class 1 (retail) of the Town and Country Planning (Use Classes) (Scotland) Order 1997. Within defined Town Centres the Council will support development where larger retail floorplates are created and/or which creates additional retail floorspace. Within the areas identified as Neighbourhood Centres, the Council will support development which creates additional retail floorspace of a scale which is commensurate with the role of the centre within the established retail hierarchy.

The Council will also encourage ground floor uses within Classes 2 and 3 (building societies, estate agents, restaurants and cafes 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) There is a high and continuous degree of public contact involved in the normal day to day running of the use.
- (b) Changes of use away from the above uses on the ground floor will be discouraged unless it can be demonstrated that the proposal would not be detrimental to the character, vitality and viability of the centre and it can be demonstrated that there is no commercial demand for the existing use.
- (c) An attractive shop frontage treatment is provided which is appropriate to the prime retail location.
- (d) Residential amenity is protected.
- (e) 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.



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.

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

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

Policy RC2: Perth City Centre Secondary Uses Area

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

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

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 RC3: Commercial Centres

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

Policy RC4: Retail and Commercial Leisure Proposals

The location for retail and commercial leisure facilities should follow a sequential approach in which locations for such development are considered in the following order:

- town centre,
- edge of town centre,
- other commercial centres identified in the development plan,
- 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 an impact assessment will be at the discretion of the Council.

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

- (a) It can be demonstrated that a proposal helps meet quantitative and qualitative deficiencies in existing provision.
- (b) It is supported by a favourable sequential assessment.
- (c) It is of an appropriate scale.



- (d) It provides improved distribution and accessibility of shopping provision.
- (e) It provides for accessibility to public transport and non car modes of transport.
- (f) Any detrimental effects identified in the transport assessment are mitigated.
- (g) It has been demonstrated that there will be no significant impact (individual or cumulative) on any of the centres within the network of centres.

For all proposals outwith 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 floorspace allowed.

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.

Policy RC5: Retail Obligations and Controls

Proposals to modify planning obligations and other planning controls that control floorspace 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. Proposals will only be acceptable where:

- (a) It can be demonstrated that there will be no significant impact (individual or cumulative) on any town centre.
- (b) It can be demonstrated that the proposal helps meet quantitative or qualitative deficiencies in existing provision.
- (c) It can be demonstrated that there will be no change to the role or function of the centre in the network of centres.
- (d) It is supported by a favourable sequential assessment, that demonstrates that no other suitable site in a sequentially preferable location is available or is likely to become available in a reasonable time.
- (e) It is of an appropriate scale.
- (f) Any detrimental impacts identified in the transport assessment are mitigated.

Any significant changes in the evolving role and function of a centre should be addressed through the next review of the Local Development Plan rather than changes being driven by individual applications.



3.5 Residential Development

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

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

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

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

Policy RD1: Residential Areas

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

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

- (a) Infill residential development 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, home working, tourism or leisure activities.
- (e) Proposals for improvements to community and educational facilities.

Policy RD2: Pubs and Clubs – Residential Areas

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



Policy RD3: Housing in the Countryside

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

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

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

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.

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 RD4: Affordable Housing

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

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

The details of provision, including tenure, house size and type, will be a matter for agreement between the developer and the Council and based upon local housing need and individual site characteristics. 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 provision of the SPP and PAN 02/2010. This Supplementary Guidance informs the amount and type of affordable housing appropriate to each case.



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

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

Policy RD5B: New sites

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

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

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

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

Policy RD6: Particular Needs Housing Accommodation

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

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

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



3.6 Transport and Accessibility

- 3.6.1 National Planning Framework 2 recognises Perth as a key strategic node in the Scottish transport network because of its location at the heart of the trunk road and rail network linking North and North East Scotland to the central belt.
- 3.6.2 SPP identifies a need to shift to more sustainable modes of transport to help meet the Scottish Government's greenhouse gas emission targets. Tackling congestion will also help support sustainable economic growth. SPP requires that planning authorities should support development that reduces the need to travel and facilitates travel by walking, cycling and public transport and freight movement by rail and water.
- 3.6.3 Perth and Kinross is subject to significant development pressures, particularly in relation to the supply of residential and employment land around Perth. This demand, coupled with topography constraints and very limited investment in the road network, has led to significant congestion problems at various locations during peak travel times. A large part of Perth and Kinross is rural and not well served by public transport and this has led to a reliance on the private car as a means of transport. The future development of Perth and Kinross requires major road infrastructure investment as well as improvements to walking, cycling and public transport routes. A vision for the future transport network has been developed in Perth & Kinross Councils 'Shaping Perth's Transport Future – A Transport Strategy for Perth and the wider region' (2010). The overarching vision is to *“provide a transport system in and around Perth that will support sustainable economic growth, protect and improve the environment and improve social inclusion and accessibility.”*
- 3.6.4 The following section sets out the transport and accessibility policy framework for Perth and Kinross, in line with the SPP and the Regional Transport Strategy.



Policy TA1: Transport Standards and Accessibility Requirements

Policy TA1A: Existing Infrastructure

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

Policy TA1B: New Development Proposals

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

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

In certain circumstances developers may be required to:

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

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

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

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

Cycling and Walking

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

Car Parking

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

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

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

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



3.7 Community Facilities, Sport and Recreation

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

3.7.2 Community sport and recreation facilities contribute to this cultural identity offering opportunities for a wide range of social interaction and are important to local identity. They also help support healthier living and active travel. Playing fields, including those within educational establishments, which are required to meet existing or future needs are identified within the Plan.

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

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

Policy CF1: Open Space Retention and Provision

Policy CF1A: Existing areas

The Plan identifies Sports Pitches, Parks and Open Space. These are areas of land which have value to the community for either recreational or amenity purposes. 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 SportsScotland has demonstrated that there is a clear excess of sports pitches to meet current and anticipated future demand in the area, and that the site could be developed without detriment to the overall quality of provision.

Policy CF1B: Open Space within New Developments

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

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

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

Opportunities should be pursued through the development process to create, improve and avoid fragmentation of green networks and core path networks.

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

- The quantity, quality and accessibility of open space required for proposed developments.
- Whether on site or off site provision is most appropriate.



- Maintenance arrangements.
- Financial contributions for off site provision.

Policy CF2: Public Access

Development proposals that would have an adverse impact upon the integrity of any core path, disused railway line, asserted right of way or other well used route will be refused. Development proposals that would affect unreasonably public access rights to these features will be refused unless these adverse impacts are adequately addressed in the plans and suitable alternative provision is made.

Policy CF3: Social 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.

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3.8 The Historic Environment

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

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

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

Policy HE1: Scheduled Monuments and Non-Designated Archaeology

Policy HE1A: Scheduled Monuments

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

Policy HE1B: Non-Designated Archaeology

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

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

Policy HE2: Listed Buildings

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

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

Enabling development may be acceptable where it can be shown to be the only means of retaining a listed building. The layout, design, materials, scale, siting and use of any development which will affect a listed building or its setting should be appropriate to the building's character, appearance and setting.



Policy HE3: Conservation Areas

Policy HE3A: 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 to its appearance, character and setting.

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

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

Policy HE3B: Demolition within Conservation Areas

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

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

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

Policy HE4: Gardens and Designed Landscapes

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 HE5: Protection, Promotion and Interpretation of Historic Battlefields

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

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



3.9 The Natural Environment

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

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

Development which could have a significant effect on a site designated or proposed under the Habitats or Birds Directive (Special Areas of Conservation and Special Protection Areas) or 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.

Policy NE1B: 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 NE1C: Local Designations

Development which would affect an area designated by the Planning Authority 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.

Policy NE2: Forestry, Woodland and Trees**Policy NE2A**

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, 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 Forestry and Woodland Strategy;
- (d) encourage the protection and good management of amenity trees, or groups of trees, important for 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 Forestry and Woodland Strategy.

Policy NE2B

Tree surveys, undertaken by a competent person, 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 Woodland Removal. 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 is preparing as Supplementary Guidance a Forestry and Woodland Strategy which will provide 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 landuses;
- enhance landscapes through sensitive restructuring or removal of inappropriately sited and commercially unviable forest blocks;
- encourage sustainable forestry that contributes to adaptation and mitigation of a changing climate;
- enhance habitat connectivity both within and between river catchments using the most appropriate species and or land management options;
- conserves and expand riparian woodlands using appropriate 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.
- To identify trees and woodlands in the Perth and Kinross area where nature conservation is of primary importance.

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Policy NE3: 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 Tayside Biodiversity Partnership Planning Manual 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. Large developments that will have an impact on the environment may require an Environmental Impact Assessment;
- (b) demonstrate all adverse effects on species and habitats have been avoided wherever possible. A Landscape Plan may be required to demonstrate the impact of the development and how good design and site layout can enhance the existing biodiversity;
- (c) include mitigation measures and implementation strategies where adverse effects are unavoidable;
- (d) enter into a Planning Obligation or similar to secure the preparation and implementation of a suitable long-term management plan or a site Biodiversity Action Plan, together with long-term monitoring.

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.

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.))

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

Policy NE4: Green Infrastructure

The Council will require all new development to contribute to the creation, protection, enhancement and management of green infrastructure by the:

- (a) incorporation of green infrastructure into new developments, particularly where it can be used to mitigate any negative environmental impact of the development and link green infrastructure to the wider green network;
- (b) incorporation of high standards of environmental design;
- (c) protection of the countryside from inappropriate development whilst supporting its positive use for agriculture, recreation, biodiversity, health, education and tourism;
- (d) protection, enhancement and management of open spaces and linkages for active travel or recreation, including links between open spaces and the wider countryside and the provision of new connections where required;



- (e) protection, enhancement and management of existing species and habitats and the creation of new habitats and wildlife corridors, including trees, hedgerows and woodlands where appropriate;
- (f) protection, enhancement and management of watercourses, waterbodies, floodplains and wetlands which are important contributors to the network of blue and green corridors for the alleviation of flood risk, wildlife, recreation and the amenity needs of the community.

Note: Supplementary Guidance will be prepared expanding on how development can comply with this policy. This will also define the network and provide a vision for how it will develop, provide a spatial representation of the network and identify opportunity areas where the network could be improved.

Policy NE5: Green Belt

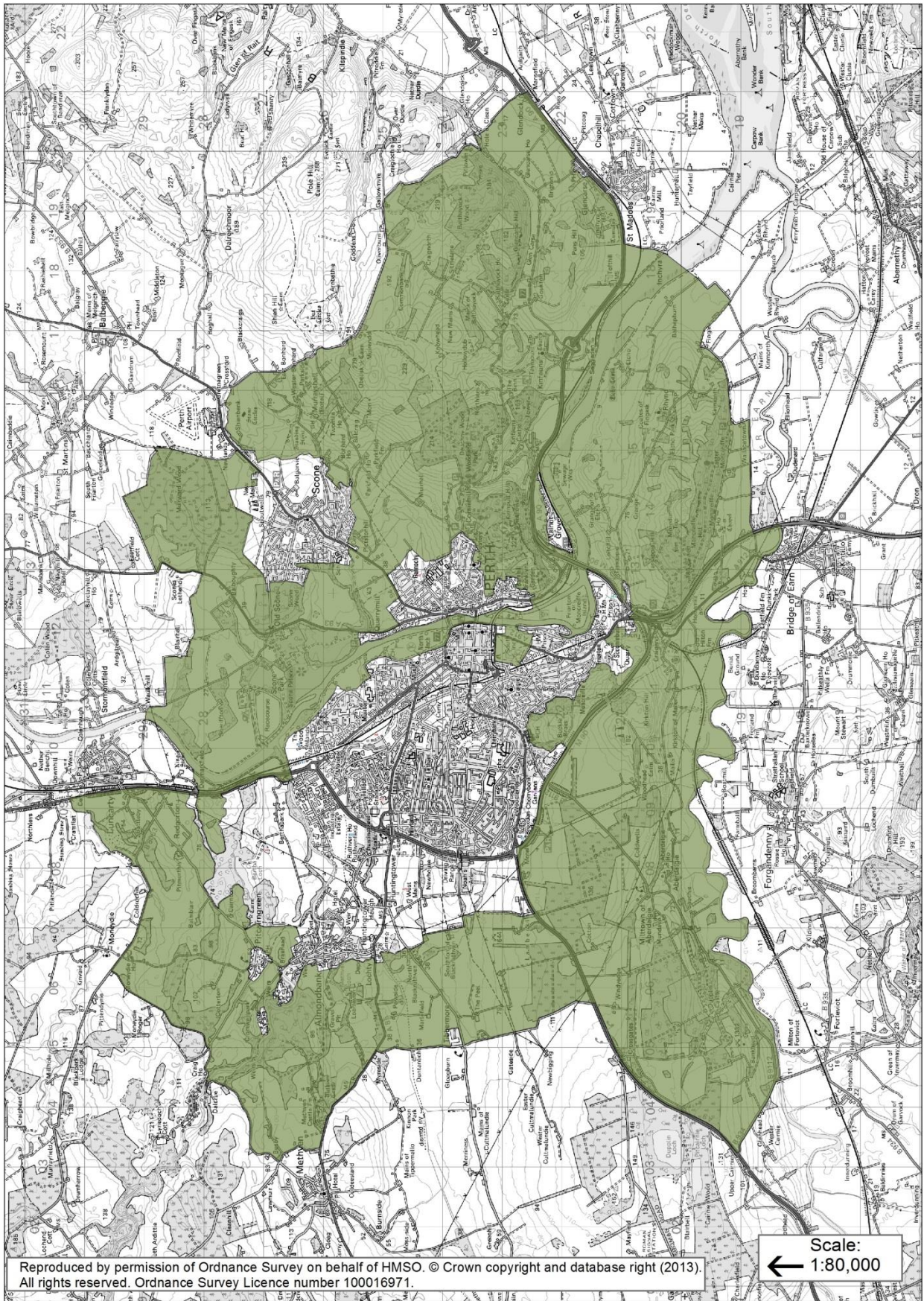
Within the area designated as Green Belt, development will only be permitted where:

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

- Notes:**
1. The Housing in the Countryside Policy RD3 does not apply in the Green Belt.
 2. The Council, in partnership with landowners and others, will seek to prepare Supplementary Guidance which will take the form of a management plan for the Green Belt with the aim of developing the following:
 - A sustainable rural economy
 - Increased recreational usage
 - Landscape enhancement where appropriate
 - Improved path network providing links to the wider countryside
 - Links to relevant Green Networks within settlements



Green Belt



Policy NE6: Perth Lade Green Corridor

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

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

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3.10 Environmental Resources

3.10.1 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 climate change and stimulate investment in new jobs and businesses. Planning has an important role in the delivery of new renewable and low carbon energy infrastructure in locations where the local environmental impact is acceptable. Similarly planning has an important role to play in ensuring we have sufficient minerals available to the construction industry.

3.10.2 However, the development or protection of our environmental resources is different from other forms of development in that:

- it can only take place where the resource (e.g. water, soil, landscape) is found to occur;
- it is transitional and cannot be regarded as a permanent land use even though operations may occur over a long period of time;
- wherever possible any mineral workings or renewable energy development should avoid any adverse environmental or amenity impact; where this is not possible development needs to be carefully controlled and monitored so that any adverse effects on local communities and the environment are avoided or mitigated to acceptable limits; and
- when operations cease land needs to be reclaimed to a high standard and to a beneficial and sustainable after-use so as to avoid dereliction, and to bring marked benefits to communities and/or wildlife.

3.10.3 The following policies set out the framework for managing resource use in Perth and Kinross:

Policy ER1: Renewable and Low Carbon Energy Generation

Policy ER1A: New proposals

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

- (a) The individual or cumulative effects on biodiversity, landscape character, visual integrity, the historic environment, cultural heritage, tranquil qualities, wildness qualities, water resources, aviation, telecommunications and the residential amenity of the surrounding area.
- (b) The contribution of the proposed development towards meeting carbon reduction targets.
- (c) The effects on the elements listed in criterion (a) of the connection to the electricity distribution or transmission system.
- (d) The transport implications, and in particular the scale and nature of traffic likely to be generated, and its implications for site access, road capacity, road safety, and the environment generally.
- (e) The hill tracks and borrow pits associated with any development.
- (f) The effects on carbon rich soils.
- (g) Any positive or negative effects they may have on the local or Perth & Kinross economy including tourism and recreation interests either individually or cumulatively.
- (h) In the case of large-scale onshore wind energy developments, their fit with the spatial framework for wind energy developments.

Proposals for the development of renewable and low carbon sources of energy by a community will be supported provided it has been demonstrated that the factors (a) - (h) itemised above have been fully considered.

Policy ER1B: Extensions of Existing Facilities

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

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



Note: Supplementary Guidance will provide a spatial framework for large-scale wind energy developments, and further explain the locational, technological, environmental, and design requirements for developers to consider in making their applications for a range of other renewable and low carbon energy generating developments, including: small-scale wind energy developments and single turbines, hydro-schemes, woody biomass, landfill gas, energy from waste, anaerobic digestion, energy storage, large photovoltaic arrays, and micro-generation.

Policy ER2: Electricity Transmission Infrastructure

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

Policy ER3: Minerals and Other Extractive Activities – Safeguarding

Policy ER3A: Sterilisation of Mineral Deposits

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

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

Policy ER3B: Advance Extraction

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

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

Policy ER4: Minerals and Other Extractive Activities - Supply

Policy ER4A: Extraction

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

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

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

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

ER4B: Restoration

Restoration, after use and aftercare proposals will require to be agreed in advance of operations. 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 financial bonds for restoration will be required.

ER4C: Efficiency and Waste

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

Policy ER5: Prime Agricultural Land

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

Note: Small scale is generally single buildings.

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

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

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

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



3.11 Environmental Protection and Public Safety

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

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

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

Policy EP1: Climate Change, Carbon Reduction and Sustainable Construction

Sustainable design and construction will be integral to new development in Perth and Kinross. Applications for development may require a Sustainability Statement to demonstrate how developments will uphold sustainable construction principles and contribute to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions. New buildings should also include low and zero-carbon generating technologies (LZCGT) to off-set a proportion of emissions arising from the use of the buildings, as specified in the table below. Some relevant buildings must be accompanied by a sustainability statement and all buildings must receive an appropriate sustainability label as per the Building Standards Technical Handbook Section 7 – Sustainability.

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

	Domestic	Non-domestic
2012	<p>Bronze Active This is the baseline level for sustainability achieved where the dwelling meets the functional standards set out in Sections 1-6 of the Technical Handbook and includes a minimum 2% carbon dioxide emissions abatement through the use of Low and Zero-Carbon Generating Technology.</p>	<p>Bronze Active This is the baseline level for sustainability achieved where the building meets the functional standards set out in Sections 1-6 of the Technical Handbook and includes a minimum 2% carbon dioxide emissions abatement through the use of Low and Zero-Carbon Generating Technology.</p>
2016	<p>Silver Active Where the dwelling complies with the Silver Active level in each of the 8 aspects below and includes Low and Zero-Carbon Generating Technology:</p> <p><i>Aspect 1 - Carbon dioxide emissions;</i> <i>Aspect 2 - Energy for space heating;</i> <i>Aspect 3 - Energy for water heating;</i> <i>Aspect 4 - Water use efficiency;</i> <i>Aspect 5 - Optimising performance;</i> <i>Aspect 6 - Flexibility and adaptability;</i> <i>Aspect 7 - Wellbeing and security;</i> <i>Aspect 8 - Material use and waste.</i></p> <p>New buildings should include a minimum 3% carbon dioxide emissions abatement through the use of Low and Zero-Carbon Generating Technology</p>	<p>Silver Active Carbon dioxide emissions equivalent to a 50% improvement on the 2007 standards. A minimum 3% of this emissions improvement should come from the use of Low and Zero-Carbon Generating Technology.</p>
2020	<p>Gold Where the dwelling complies with the Gold level in each of the 8 aspects below:</p>	<p>Gold Carbon Dioxide emissions equivalent to a 75% improvement</p>



	<p>Aspect 1 - Carbon dioxide emissions; Aspect 2 - Energy for space heating; Aspect 3 - Energy for water heating; Aspect 4 - Water use efficiency; Aspect 5 - Optimising performance; Aspect 6 - Flexibility and adaptability; Aspect 7 - Wellbeing and security; Aspect 8 - Material use and waste</p> <p>New buildings should include a minimum 5% carbon dioxide emissions abatement through the use of Low and Zero-Carbon Generating Technology.</p>	<p>on the 2007 standards. A minimum 5% of this emissions improvement should come from the use of Low and Zero-Carbon Generating Technology.</p>
2022	<p>Platinum Carbon Dioxide emissions equivalent to a 100% improvement on the 2007 standards including a minimum 6% carbon dioxide abatement through the use of Low and Zero-Carbon Generating Technology.</p>	
<p>All new development will be required to provide satisfactory arrangements for the storage and collection of refuse and recyclable materials as an integral part of its design. Major developments should include communal facilities for waste collection and recycling where appropriate. New homes and workplaces should allow for the provision of high-speed broadband access to enable provision of next generation broadband.</p> <p>Note: Supplementary Guidance will expand on the above requirements including:</p> <ul style="list-style-type: none"> • identifying the type of building which will require to submit a sustainability statement; • where combined heat and power technologies may be appropriate. <p>Policy EP1A The council is committed to ensuring that development minimises disturbance to, and the loss of, carbon rich soils, including peatland, which are of value as carbon stores. Development will only be permitted on areas of undisturbed 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 outweigh any potential detrimental effect on the environment.</p>		



Policy EP2: New Development and Flooding

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

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

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

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

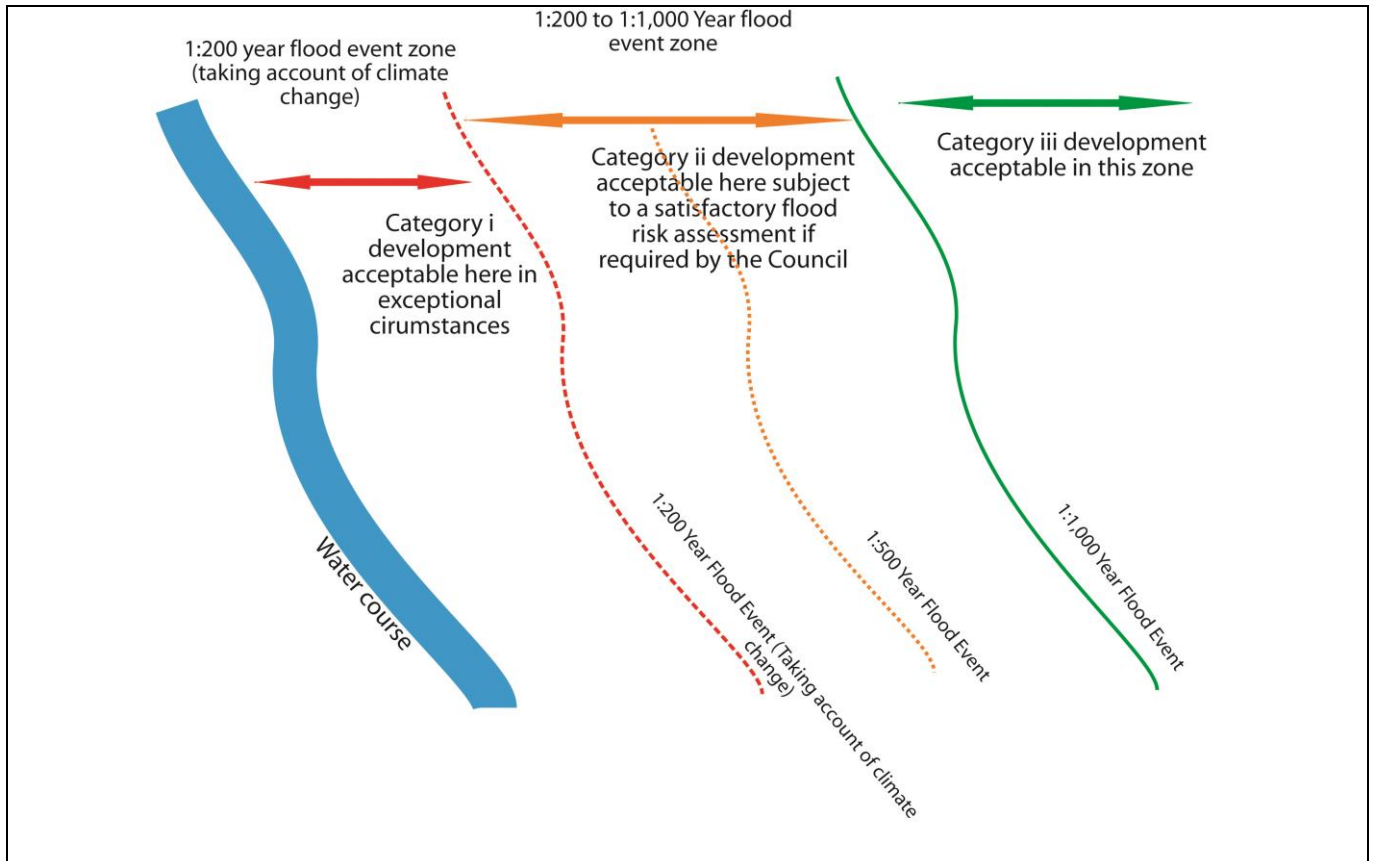
To allow for adaption to increased flood risk associated with climate change, development should not:

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

Note: Please refer to the further detailed guidance on flood risk and flood risk assessment which is contained within the Supplementary Guidance accompanying this plan.

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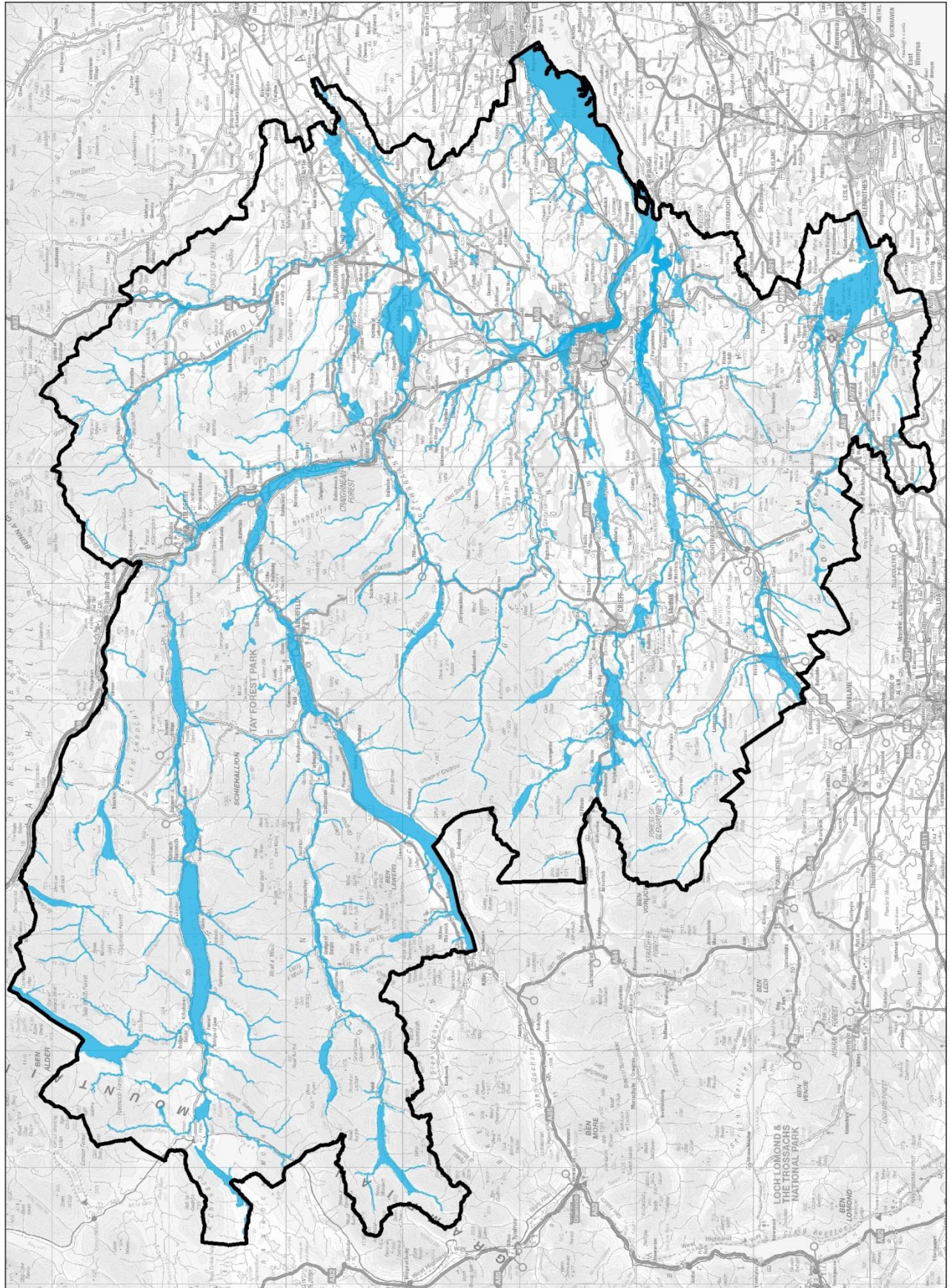




<p>Category i Medium to High Flood Risk</p>	<p>Category ii Low to Medium Flood Risk</p>	<p>Category iii No Flood Risk</p>
<p>(annual probability of watercourse, tidal or coastal flooding greater than 0.5% or 1:200)</p>	<p>(annual probability of watercourse, tidal or coastal flooding in the range 0.1%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



Indicative Flood Risk Areas



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Scale: ← 1:480,000



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

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 and any relevant associated Area Management Plans will be refused planning permission unless the development is judged by the Council to be of significant specified benefit to society and/or the wider environment.

Policy EP3B: Foul Drainage

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

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

Policy EP3C: Surface Water Drainage

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

Policy EP3D: Reinstatement of Natural Watercourses

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

Policy EP4: Health and Safety Consultation Zones

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 EP5: Nuisance from Artificial Light and Light Pollution

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

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

Policy EP6: Lunan Valley Catchment Area

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

- (a) there will be a presumption against built development except: within settlements; for renovations or alterations to existing buildings; and developments necessary for economic need which the developer can demonstrate will have no adverse impact on the environmental assets of the area nor are likely to result in an unacceptable increase in traffic volumes;



- (b) recreational pursuits like power water sports, likely to cause disturbance in and around sites of nature conservation interest, will be discouraged;
- (c) tree planting should be predominantly native species, including Scots Pine, except in cases where it can be proved that the landscape diversity will be improved by the use of a more varied range of species. All planting should be designed to complement the landscape.

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 with their application for planning consent and adopt the principles of best available technology, not entailing excessive costs, to the satisfaction of the Planning Authority in conjunction with SEPA.

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:

- (d) Drainage from all development should ensure no reduction in water quality.
- (e) 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.
- (f) 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 1: Policy RD3: Housing in the Countryside is limited to economic need, conversions or replacement buildings within the Lunan Valley Catchment Area.

Note 2: Development within the catchment must comply with the general drainage policies as well as policies relating to the catchment area. Supplementary Guidance details the procedures to be adopted for drainage from development in the Lunan Valley area (produced by SEPA/SNH and the Council).

Note 3: Supplementary Guidance 'River Tay Special Area of Conservation' provides a 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 EP7: Drainage within the Loch Leven Catchment Area

Note: Development within the catchment must comply with the general drainage policies as well as policies relating to the catchment area. To ensure there are no adverse impacts, either individually or in combination, on water quality in Loch Leven SPA.

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

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

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

- (a) where drainage can be diverted outwith the catchment; or



(b) where the developer is able to implement acceptable mitigation measures consistent with the Council's published Supplementary Guidance.

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

Policy EP7C: For proposed developments which are likely to breach policies EP7A and EP7B, unless mitigation measures can be implemented that are capable of removing 125% of the phosphorus likely to be generated by the development from the catchment; and the proposed development is otherwise acceptable in terms of Council policy, then they will be refused. The requirements of this policy may be secured by means of legal agreements 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: Supplementary Guidance details the procedures to be adopted for drainage from development in the Loch Leven area (produced by SEPA/SNH & the Council).

Policy EP8: Noise Pollution

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

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

Policy EP9: Waste Management Infrastructure

Policy EP9A: Existing Waste Management Infrastructure

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

Policy EP9B: New Waste Management Infrastructure

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

- (a) the proposal accords with the principles of the Zero Waste Plan and makes a positive contribution to the provision of a network of waste management installations;
- (b) an outline of the main alternatives available in terms of location, technology and design and an indication of the main reasons for the applicant's choice, taking into account the environmental, social and economic effects is supplied;
- (c) the developer, in considering alternative site locations, takes account of potential impacts of alternative project options in respect of any adverse effects on different groups of the population;
- (d) potential impacts on pollution and noise in respect of any adverse effects on the community are taken into account;
- (e) applicants demonstrate in their application documents how the design process was conducted and how the proposed design evolved. Applicants should set out the reasons why the favoured choice has been selected;
- (f) the proposal takes account of waste arisings, current and planned waste infrastructure and identifies need;
- (g) the location offers a good standard of accessibility;



- (h) the proposal provides a sufficient landscape buffer and screening, where appropriate;
- (i) the proposal is located 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 development with respect to emissions including: air, noise, odour, dust, litter, vermin, birds, insects, leachate and surface water. It will also be necessary to mitigate any visual impact, traffic impact, impact on the natural or built heritage, and the water resource. Cumulative impacts will also be considered; and
- (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.

The Environmental Statement (ES) for each project should include the above information. The applicant should provide environmental information proportionate to the infrastructure where EIA is not required.

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

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

Policy EP10: Management of Inert and Construction Waste

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

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

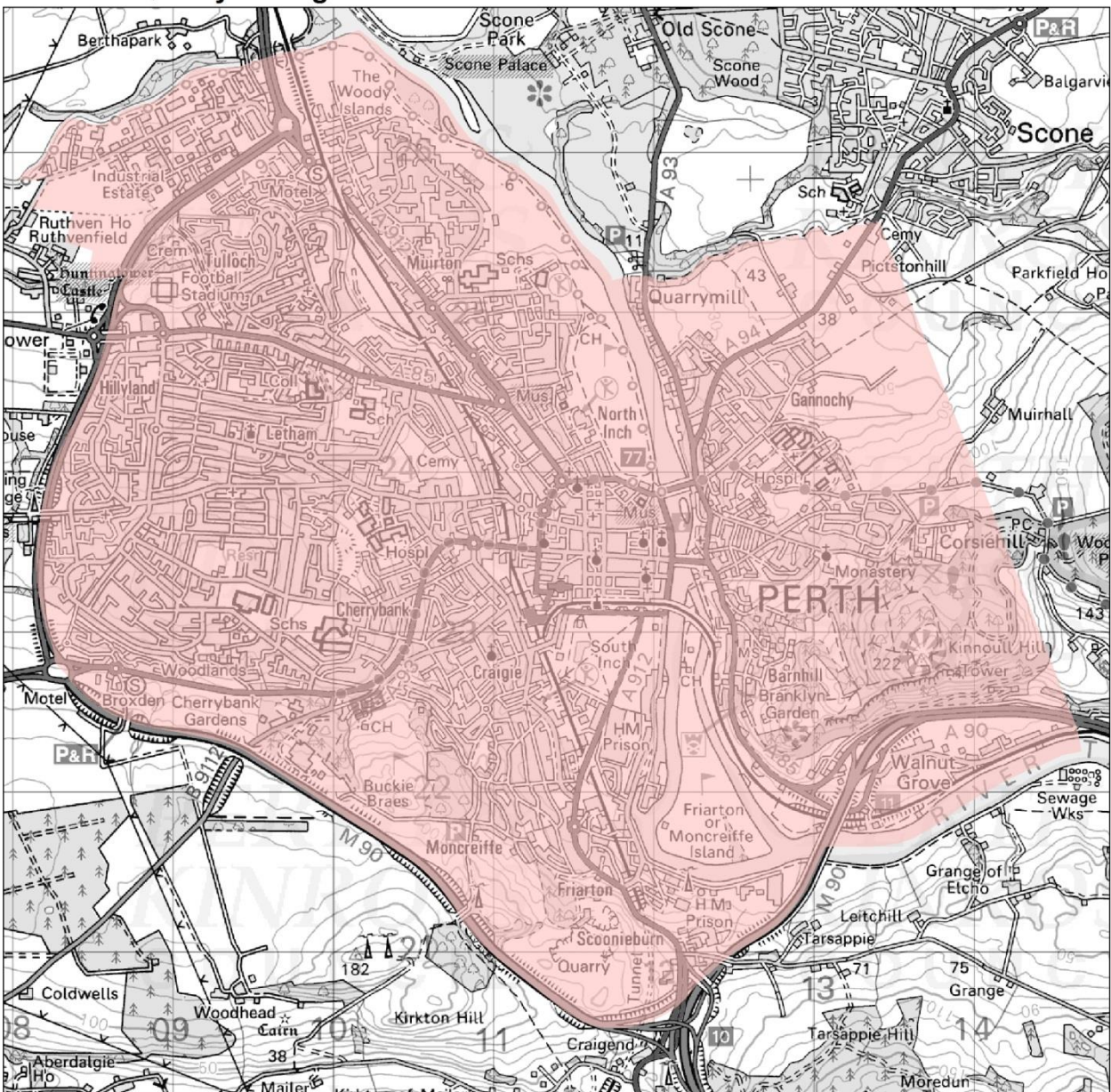



Policy EP11: Air Quality Management Areas

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

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

Perth Air Quality Management Area



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Policy EP12: Contaminated Land

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

Consideration will be given to proposals for the development of contaminated land, as defined under Part IIA, Section 78A(2) of the Environmental Protection Act 1990, where it can be demonstrated to the satisfaction of the Council that appropriate remediation measures can be incorporated in order to ensure the site/land is suitable for the proposed use 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 EP13: 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", and Supplementary Guidance will define the areas where consultations will take place and consider prejudicial developments including incompatible activities and navigational obstructions.

Policy EP14: Blairingone Ground Conditions

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



Policy EP15: Development within the 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, Fortingall, Grantully/Strathtay/Little Ballinluig, Logierait, Tummel Bridge, Concraigie, Craigie and Kinloch, 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: Supplementary Guidance 'River Tay Special Area of Conservation' provides a 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.

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4. Perth and Kinross Spatial Strategy

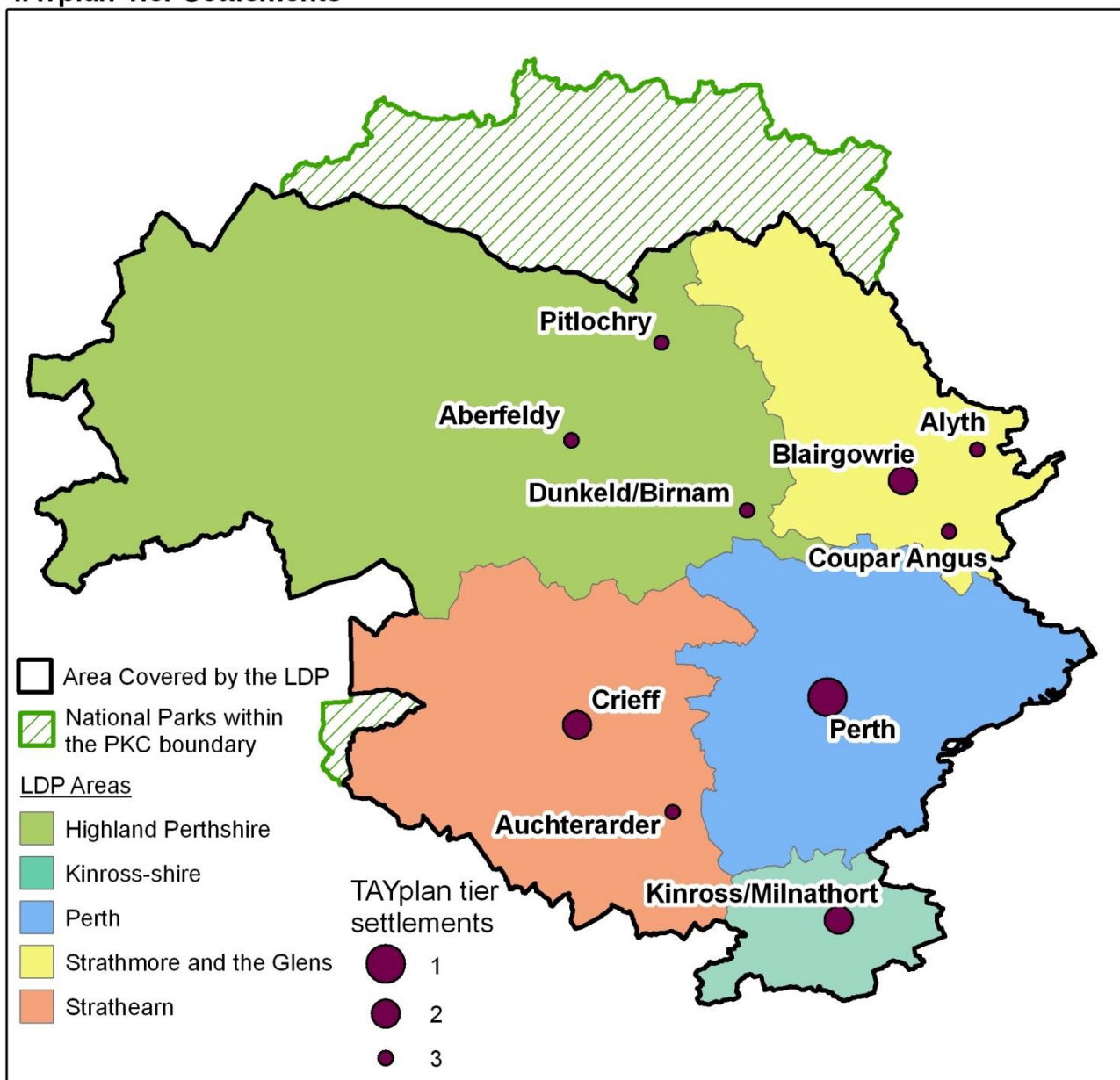
4.1 Introduction

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

4.2 TAYplan Spatial Strategy

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

TAYplan Tier Settlements



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

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

4.3 Local Development Plan Spatial Strategy

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

Employment Land Strategy

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

4.3.3 To ensure there is readily available employment land:

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

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

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



Retail Strategy

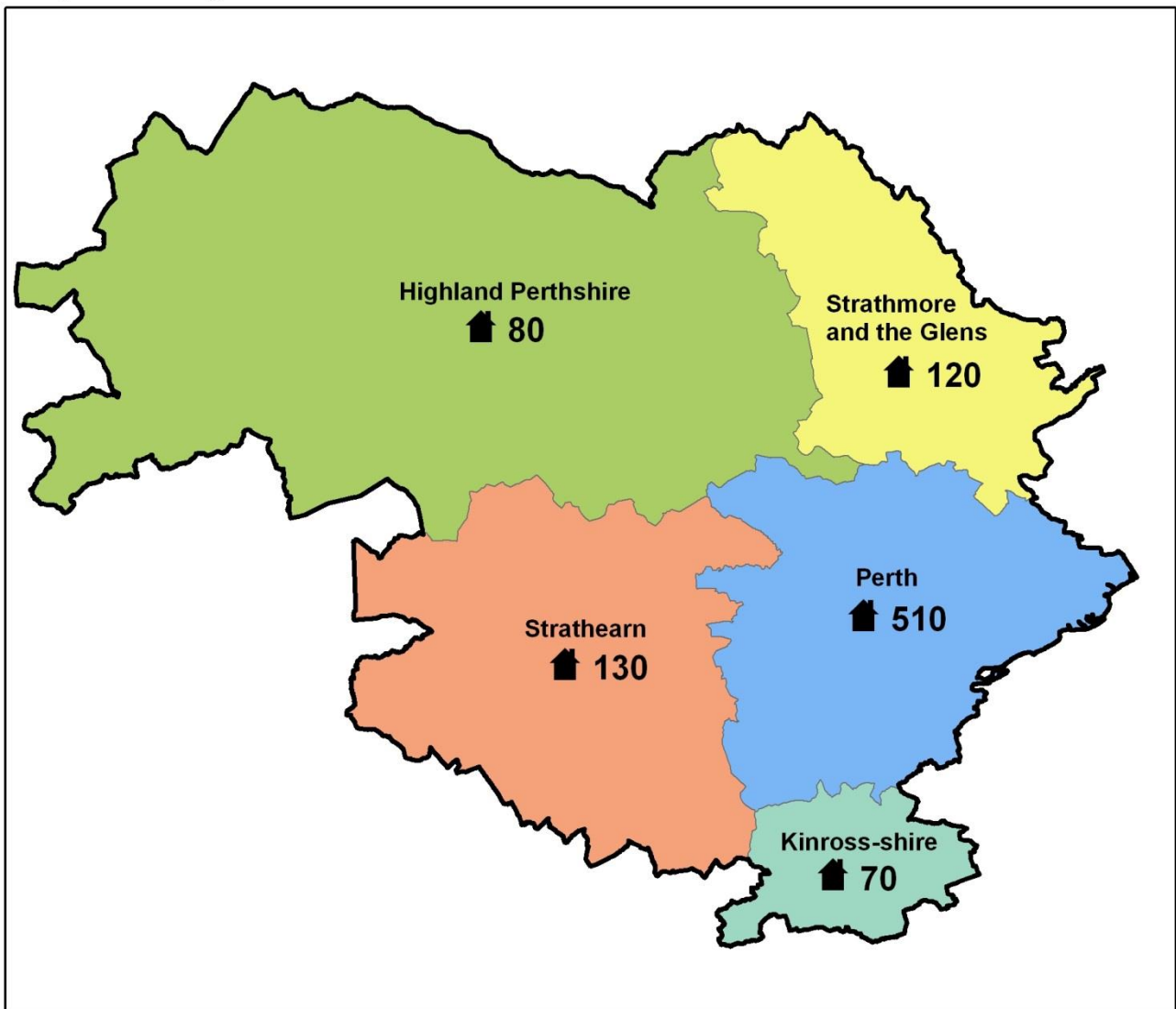
4.3.5 The Plan seeks to support the vitality and viability of the network of centres.

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

Housing Land Strategy

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

TAYplan Average Annual LDP Area Build Rates



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4.3.8 With the current economic downturn fundamentally impacting on the housing market, targets for the overall number of houses become less important than ensuring an adequate supply of housing land is available to respond to any upturn in the market. Scottish Planning Policy states that an effective supply of land for at least 5 years should be maintained at all times. The Council is keen to ensure that housing land supply is more than able to respond to any upturn in the housing market. Accordingly, whilst the Plan seeks to identify a minimum of a 5 year supply of



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

TAYplan 2010-24 requirement Effective Housing Land Supply Shortfall

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

- 4.3.9 It is for the Local Development Plan to consider whether in exceptional cases of environmental capacity local circumstances warrant any adjustments to the TAYplan housing land requirement. The Strategic Environmental Assessment has assessed the impact of accommodating the level of growth resulting from the projected increase in population. Whilst the potential for a significant environmental impact arising from increased levels of demand was identified as an issue across the whole of Perth and Kinross, the level of environmental constraint is particularly high in the Kinross-shire area. This is primarily due to the potential for a significant adverse environmental impact on Loch Leven. As a result, and in accordance with the precautionary principle, 10% of the requirement arising in this area is to be reallocated to the Perth HMA where there are more opportunities to accommodate additional development without having a significant environmental impact.
- 4.3.10 The Plan also recognises the important contribution to the overall supply which comes from windfall sites, i.e. those sites that are not specifically identified for development but which become available for development during the life of the Plan. It is expected that more than 10% of the land supply will be met by windfall sites.
- 4.3.11 Small Sites, i.e. sites of less than 5 houses, traditionally make a significant contribution to housing land supply but, with the exception of Highland Perthshire, no allowance is made for them in the housing land requirement as they are generally viewed as offering a degree of flexibility. Within the Highland area, 30% of all completions between 2000 and 2009 were on sites of 5 or less, accordingly it is assumed that 15% of the overall requirement will come from this source in Highland Perthshire.

Greenfield Land

- 4.3.12 Scottish Government guidance and good planning practice encourage new development to utilise brownfield land where possible. However, the availability of brownfield sites in Perth and Kinross is extremely limited. As a result, much of the pressure for new development will be accommodated on greenfield land around the towns and villages of the area. Much of this land is prime quality agricultural land which is an important national resource. It is important that this resource is used sparingly and wisely. This can be achieved through higher density development but this must not be at the expense of good design.

Taking a Long Term View

- 4.3.13 Meeting the land requirements in the Perth Core area in particular will be a major challenge with land for over 4,000 houses to be identified. The preferred option is to identify a range of major strategic sites capable of accommodating new or expanded sustainable communities providing upward of 500 houses each. These new communities will require to make provision for not just housing but also social, community and employment uses. Most will require major infrastructure investment, and will take many years in the planning process which necessitates taking a long-term view beyond the life of this Plan. Many of these strategic allocations may not deliver effective land allocations until the later part of the Plan period and may continue to deliver Perth requirements for a further 10 to 20 years.



Reducing the Need to Travel

4.3.14 Perth and Kinross generated a higher level of emissions than the Scottish average due in part to the rural nature of the area and the limited public transport system in the remoter rural parts of Perth and Kinross.

4.3.15 Reducing the need to travel and ensuring good access to public transport and other more sustainable modes such as walking and cycling for necessary trips should begin to reduce greenhouse gas emissions. There remains a need to manage mobility (i.e. reduce the need to travel) and to rebalance the split between car and other modes. An efficient transport system is essential to maintain and foster the area's economy, and is a factor in economic performance.

4.3.16 The Plan seeks to reduce the need to travel through the spatial strategy by:

- ensuring most growth takes place in or close to existing settlements;
- ensuring employment and services are close to where people live;
- locating major expansion areas where improvements to public transport can best be delivered.

Adaptation to Climate Change: Flood Risk

4.3.17 Adaptation to risks and opportunities generated by our changing climate will be primarily achieved through guiding development to locations which do not flood, or increase flood risk elsewhere, and offer greater protection from impacts such as erosion, storms, water shortages and subsidence.

4.3.18 Flood risk management has been built into the spatial strategy to ensure that development does not take place in areas where there is flood risk or where it may affect flood risk elsewhere.

Waste

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

4.3.20 While the Plan will protect existing waste infrastructure sites, some of which have scope for expanding waste operation, it does not seek spatial locations or areas of search for waste facilities. This is due in part to current uncertainty about future requirements, technologies or scale of new facility required including opportunities for inter-authority working. Consequently, the scale and location of these will depend on working with others including private developers when they come forward with their preferred sites. The Council will prepare and publish Supplementary Guidance on waste infrastructure during the life of this Plan.



5. Perth Area Spatial Strategy

5.1 Spatial Strategy

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

Strategic Development Areas:

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

Perth Core Area:

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

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

Perth Green Belt

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

5.1.4 An objective of Green Belt policy will be to strictly control the spread of built development, increase the area's use for leisure and recreational purposes, particularly for managed public access, and facilitate the creation of green corridors with improved biodiversity.

5.1.5 National policy and guidance attaches great importance to the need to establish confidence in the permanence of Green Belts. The boundaries which define the area must be clear and generally follow permanent physical features. To create permanence, the Green Belt must allow sufficient



land for long-term expansion, possibly in excess of 30 years. The Green Belt is therefore as much about defining the long-term expansion of Perth and surrounding villages, as protecting its landscape setting. The proposed area generally follows the smaller area suggested by the Perth Green Belt Study prepared by David Tyldesley and Associates in June of 2000. The outer boundary identified follows roads, the River Earn and a small section of the Aberdeen to Glasgow railway. The inner boundaries are more complex since they define the limits of urban development in Perth and the surrounding villages. Areas such as those to the east of Scone lie outside the Green Belt as they are felt to have long-term development potential worthy of further examination in future Development Plans.

Employment Land

5.1.6 TAYplan endorses national policy indicating that the Plan identify a minimum 5 year supply of employment land within the principal settlements. The Local Plan monitoring report indicated that the loss of employment land to other uses particularly housing, was an issue. This restricted the supply of effective sites for firms who wished to expand or relocate with the consequential negative impact on growth. The Plan therefore contains a more robust policy to protect existing employment areas while allowing more flexibility in what is allowed in these areas making them more attractive to the market.

5.1.7 A 5 year supply of employment land for the Perth Area equates to around 70 hectares for the period to 2024. The majority of this will come forward through the development of the strategic development areas but other sites are identified in Perth and the core settlements to give increased choice and flexibility.

Site Ref	Location	Size (ha)	Type
Strategic Development Areas (TAYplan)			
E37	The James Hutton Institute Invergowrie	52.0 ha	Specialist employment uses, agriculture/food
	Oudenarde	34.0 ha	General employment use
Perth sites			
E3	Arran Road	18.3 ha	General employment use
E2	Broxden	4.0 ha	General employment use
MU1	Broxden	5.0 ha	Mixed use
Op8	Friarton	6.8 ha	Opportunity site
	Friarton Quarry	21.0 ha	Waste management uses
E38	Ruthvenfield Road	25.0 ha	General employment use
E1	The Triangle	6.8 ha	High amenity/car sales
Outwith Perth			
E4	Abernethy	0.5 ha	General employment use
E5 & E6	Almondbank Cromwell Park	2.0 ha	General employment use
	Binn farm		Waste management uses
E8	Burrelton	0.5 ha	General employment use
E9	Dalcurue	3.6 ha	General employment use
H27	Luncarty	5.0 ha	General employment use
MU3	Perth Airport	5.2 ha	Mixed use
MU4	Scone	3.0 ha	Mixed use
MU8	Abernethy	1.5 ha	Mixed use
Total		194.2 ha	

5.1.8 The total 5 year employment land supply for which sites have been identified in the Perth area to 2024 is 70 hectares and this is considered to be more than adequate. The table at paragraph 5.1.7 identifies sites which will meet that requirement. It also includes land, such as that at Oudenarde, which will contribute towards the effective land supply towards the end of that period and beyond. Some sites, including the James Hutton Institute at Invergowrie, are identified for specialist employment.



Housing

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

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

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

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

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

Site Ref	Location	House Numbers to 2024	House Numbers Beyond 2024
H9	Abernethy	16	
H13	Balbeggie	100	
H7	Bertha Park	750	2,500
H14 H72	Bridge of Earn	170	
H15	Oudenarde		400 additional
H17	Burrelton	20	
H20	Dunning	50	
H21	Errol Airfield/Grange	16	
H23	Glenfarg	33	
H24	Inchture	16	
H27	Luncarty	300	To be determined
MU3	Perth Airport	50	
	Perth sites	750	
H70	Perth West	550	
H73	Almond Valley Village	700	800
H29 Op22	Scone	450	350
H30 - 34	Stanley	280	To be determined
Totals		4,251	4,050+

Affordable Housing

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

Air Quality Management

5.1.13 In May 2006, the whole of Perth was declared an Air Quality Management Area (AQMA) as congesting traffic, specifically HGVs, was causing exceedences in acceptable levels of air quality. The Air Quality Management Plan was approved by The Scottish Government and adopted as



Council Policy in August 2009. All developments within or adjacent to the AQMA which has potential to affect air quality will be considered against Policy EP11: Air Quality Management Areas.

Transport Infrastructure

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

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

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

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

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

- (1) To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth there will be an embargo on planning consents for further housing for sites of 10 or more outwith Perth on the A93 & A94 corridors, until such time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites.
- (2) To prevent the increased congestion on the Crieff Road area of Perth, there will be an embargo on further planning consents for further development for sites of 0.5 ha or more outwith Perth on the A85 corridor, until such time as the construction of the new A9/A85 junction has commenced.

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

Education Infrastructure

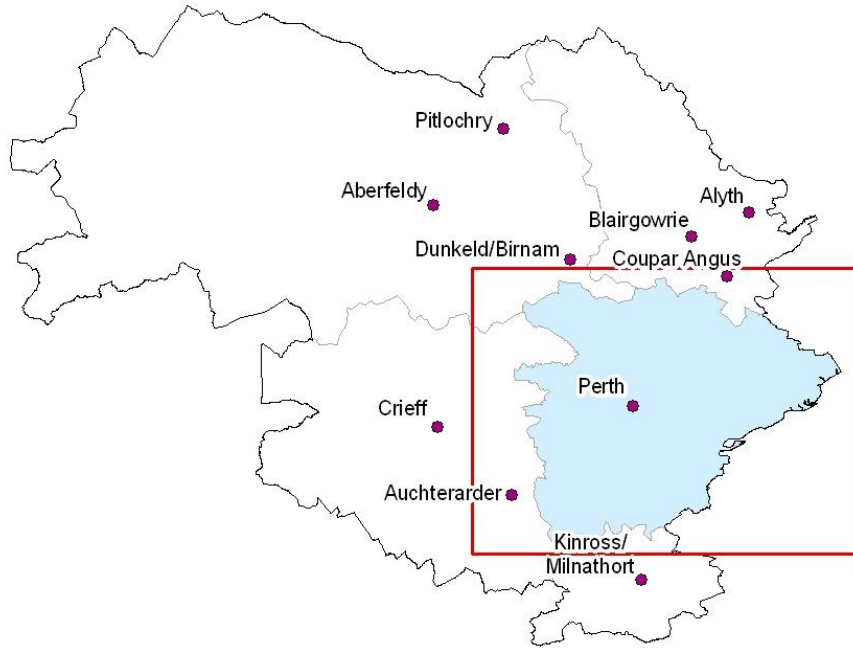
5.1.19 The school estate serving Perth in general has limited capacity to immediately support further growth. During the lifetime of the Plan the capacity of a number of schools will be increased to meet future demands. Development which takes place within school catchments with identified issues will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



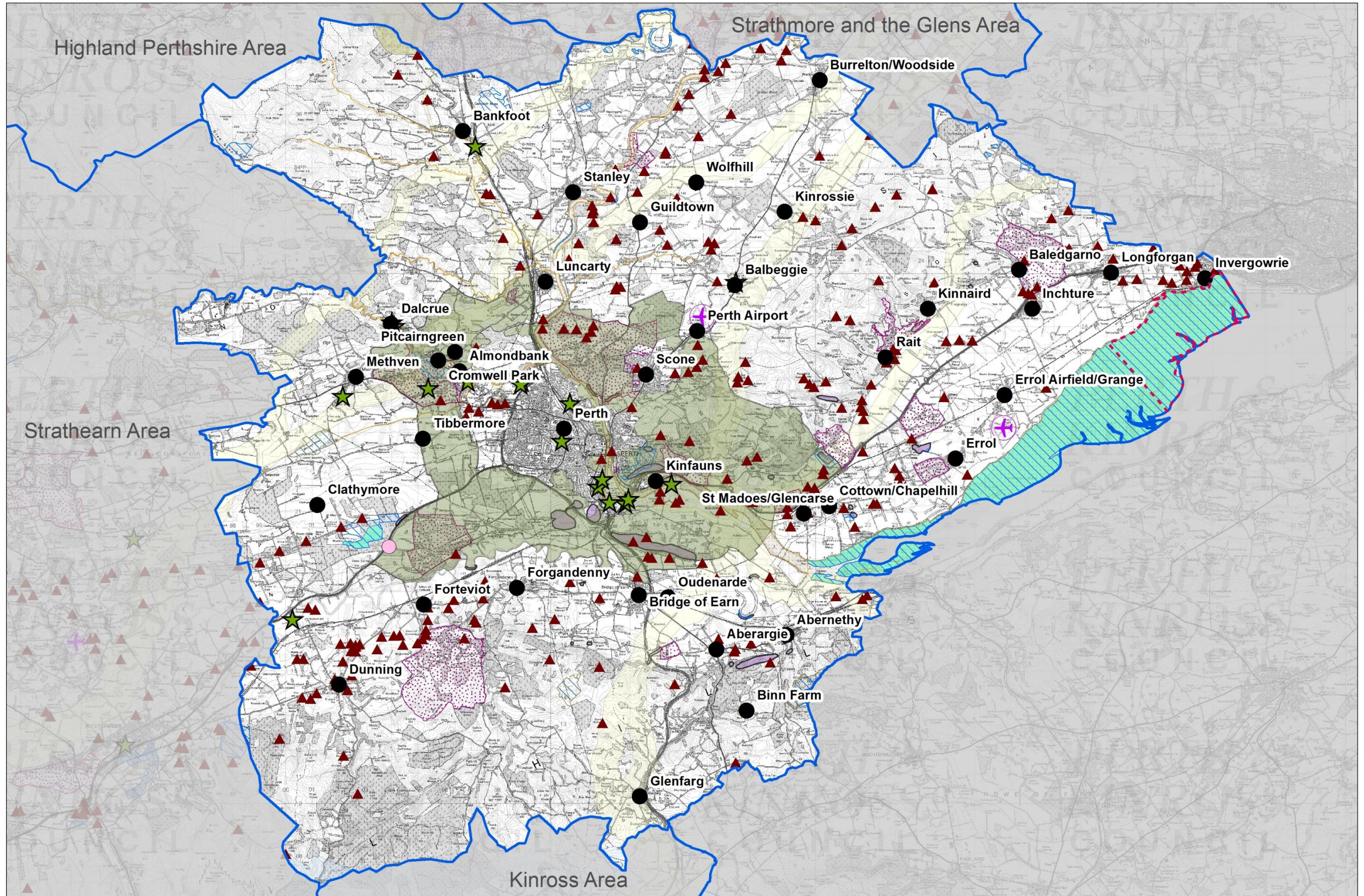
5.1.20 Within the strategic expansion areas the provision of new primary schools will be required. The individual requirement will be defined through the masterplan process. To meet the north-west expansion of Perth there will be a requirement for a new secondary school.

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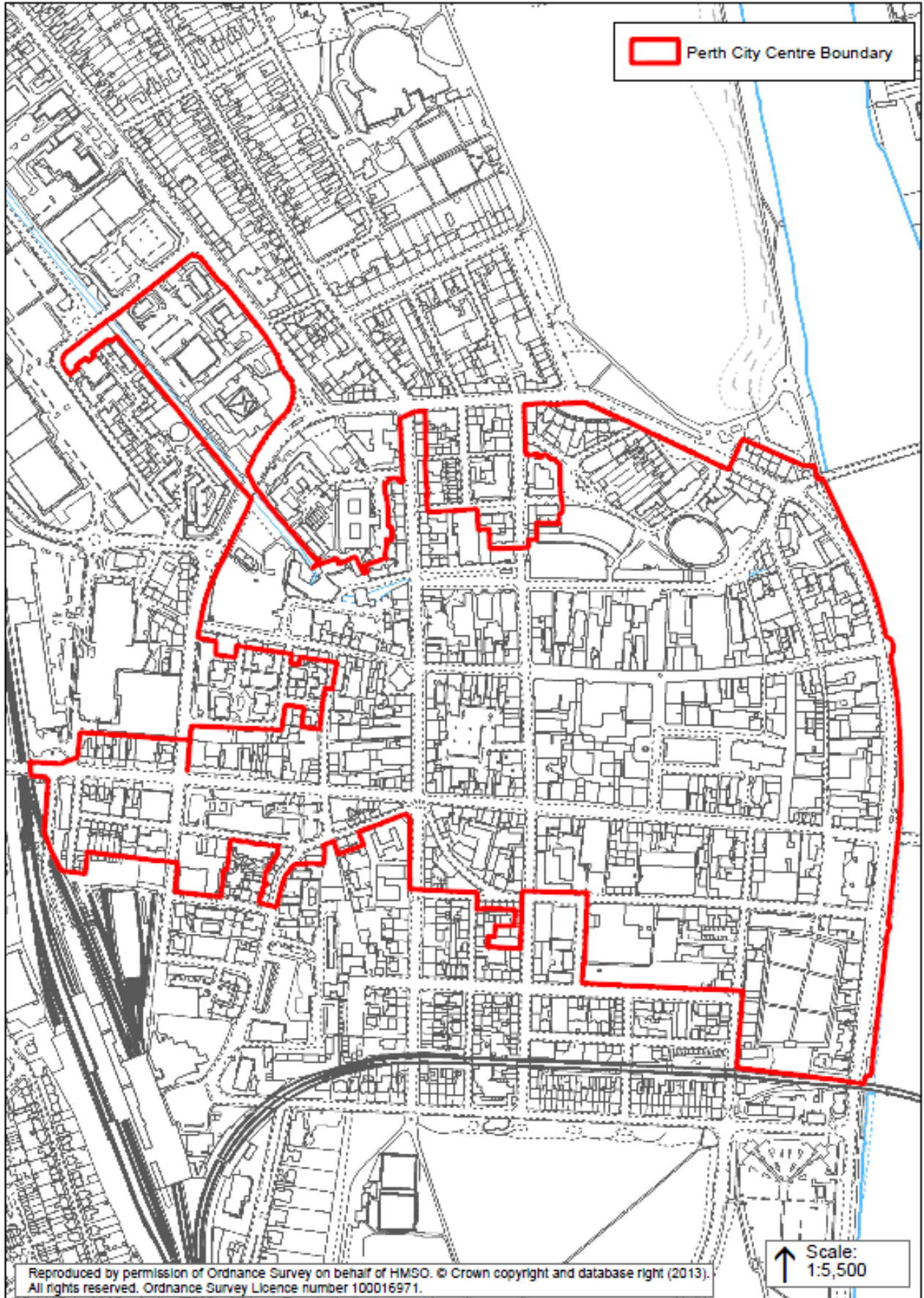
Perth Area



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↑ Scale:
1:140,000

Perth City Centre



5.2 Perth

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

5.2.1 Description

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

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

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

5.2.2 Spatial Strategy Considerations

The Plan identifies a Green Belt around Perth allowing sufficient land for long-term expansion to the north and west of the City. It will also strictly control the spread of built development in sensitive landscapes, particularly in the vicinity of Kinnoull and Corsie Hills. Conservation areas are designated for Perth Central and Kinnoull. Conservation area appraisals for these areas are included as Supplementary Guidance.

5.2.3 Employment and Housing Land

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

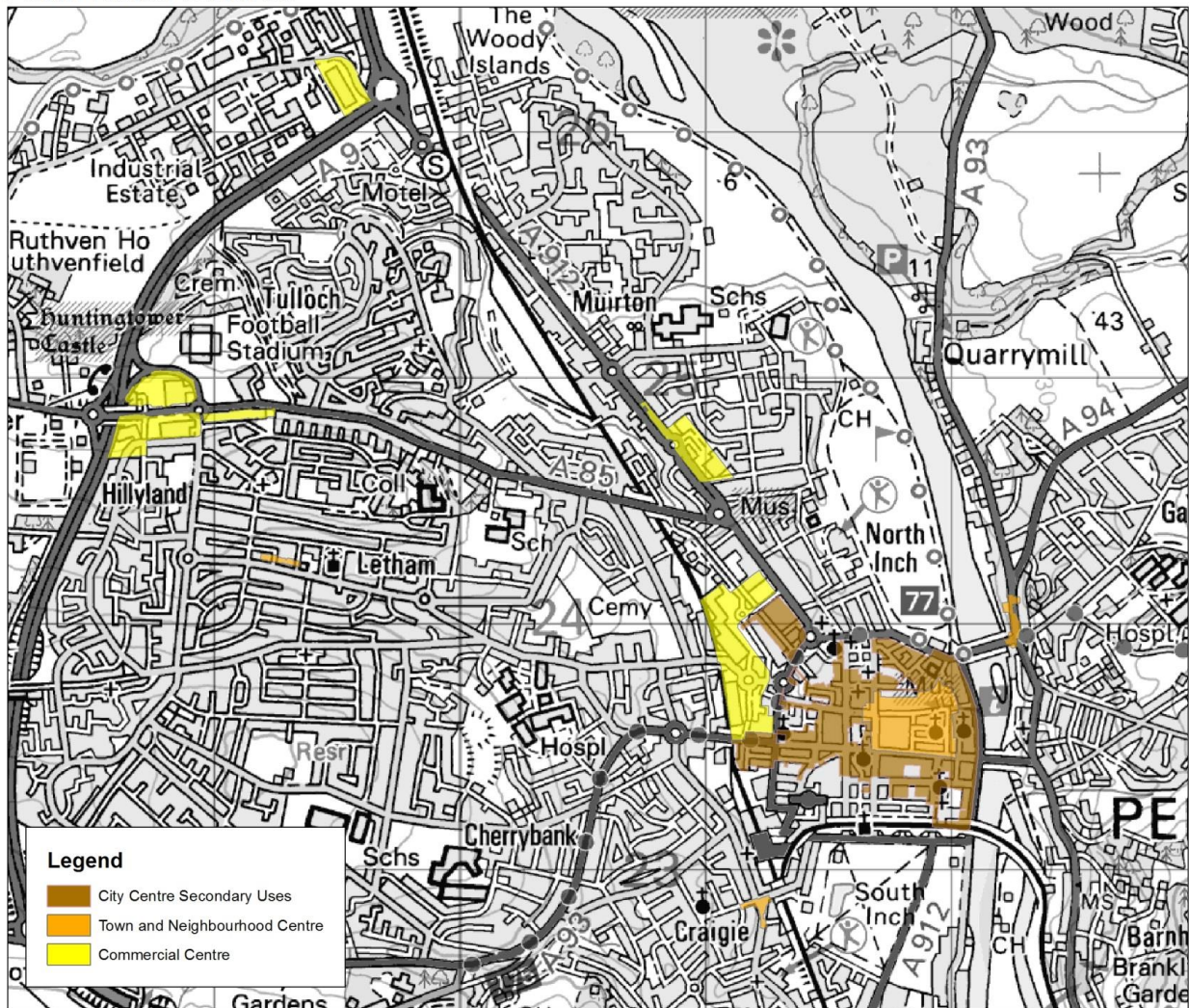
5.2.4 Retailing

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

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



Perth Retail Centres



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↑ Scale:
1:25,000

5.2.5 Infrastructure Considerations

All development will contribute towards the Perth transport infrastructure improvements as set out in Supplementary Guidance to be produced during 2014.

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

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

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



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

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

5.2.6 Long Term Strategic Development Areas

The Plan contains 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. The masterplans together with that for employment site E38 Ruthvenfield Road will require to be integrated to provide for economies of scale and linked service provision. As part of the above process the developers will be expected to demonstrate economic viability and that the site is capable of being delivered without undue strain on the public purse.

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

Ref	Location	Size	Number
H7	Berthapark	178 ha (est)	3,000+ In excess of 25 ha employment land
Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ A masterplan will be required for the comprehensive development of this site setting out the phased release of both the housing, community and employment land. ⇒ Flood Risk Assessment which should also investigate the risk of flooding from the Tay and Bertha Loch. ⇒ The open space which abuts the River Almond must be defined by a Flood Risk Assessment and protected in perpetuity as a flood storage area. ⇒ 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. ⇒ Development shall be phased with the delivery of the Cross Tay Link Road. The first phase of development (for not more than 750 homes and a secondary school) shall not commence until the first phase of the Cross Tay Link Road, linking the site to the A9/A85 junction, has been provided. ⇒ Facilities to enable the expansion area to be connected to Perth's bus network. ⇒ Network of paths and cycle routes providing good active travel links to Perth and Almondbank. ⇒ Green corridors in particular networks to link site with Perth and the wider countryside. ⇒ Protection and enhancement of biodiversity. ⇒ Integration of existing landscape framework into the development, the site and in particular the protection of ancient woodland so that it forms the backdrop to the development. ⇒ New secondary school with potential to provide an all-through school/campus. ⇒ Park and Ride site. ⇒ The extraction of any viable mineral resources prior to development. ⇒ Investigation of the provision of a district heating system and combined heat and power infrastructure utilising renewable resources. 			



Ref	Location	Size	Number
H70	Perth West	60 ha	A maximum of 550 with employment space and/or primary school
Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ A masterplan will be required for the comprehensive development of this site setting out the phased release of housing, community and employment land. ⇒ Development not to commence before the A9/A85 junction improvements are complete. ⇒ Flood Risk Assessment ⇒ Facilities to enable connection to Perth's bus network. ⇒ Network of paths and cycle routes providing good active travel links to Perth ⇒ Green corridors in particular networks to link the site with Perth and the wider countryside. ⇒ Enhancement of biodiversity. ⇒ Integration of existing landscape framework into the development. ⇒ New Primary School provision to be considered. ⇒ Investigation of the provision of a district heating system and combined heat and power infrastructure using renewable resources. <p>Note: The area of white land to the south of H70 is excluded from the Green Belt and included within the settlement boundary so as to preserve its development potential, which could come forward through a planning application during the plan period.</p>			

Ref	Location	Size	Number
H73	Almond Valley Village	150 ha (est)	Approximately 1500
Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ A masterplan will be required for the comprehensive development of this site setting out the phased release of both the housing and community land. ⇒ Flood Risk Assessment ⇒ Delivery of a suitable road access through the site from Site E38 into Site H7 across the River Almond (phasing details to be agreed). ⇒ Facilities to enable connection to Perth's bus network. ⇒ Network of paths and cycle routes providing good active travel links to Perth and Almondbank. ⇒ Green corridors in particular networks to link the site with Perth and the wider countryside. ⇒ Enhancement of biodiversity. ⇒ Integration of existing landscape framework into the development. ⇒ New Primary School provision. ⇒ Investigation of the provision of a district heating system and combined heat and power infrastructure using renewable resources. ⇒ A Construction Method Statement shall be provided 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. ⇒ Where a development 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. 			

Mixed Use Sites

Ref	Location	Size	Uses
MU1	Broxden, Glasgow Road	9.6 ha 4.5 ha 5.0 ha	200 Residential General employment uses Mixed Use
Site Specific Developer Requirements <ul style="list-style-type: none"> ⇒ A masterplan will be required for the comprehensive development of this site setting out the phased release of both the housing and employment land. ⇒ Flood Risk Assessment required for all watercourses and overtopping of ponds, which will 			



define the open space which will be protected in perpetuity, and to ensure that development does not increase the risk of flooding elsewhere particularly on the Craigie burn in areas such as Murray Place, Queens Avenue, Queen Street and Windsor Terrace. Extent of functional flood plain to be determined.

- ⇒ Cycle paths, core paths and rights of way to be incorporated into masterplan and designed to improve active transport links to Perth.
- ⇒ Built form and layout to respond appropriately to the slope on this visually prominent site and open space to provide a green wedge into the city and links to the Green Belt.
- ⇒ Paths within the site linking to the wider core path network.
- ⇒ Enhancement of biodiversity and habitats.
- ⇒ Financial contribution to education provision in line with the Council's supplementary guidance.

Employment Sites

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

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

Site Specific Developer Requirements

- ⇒ Design of any proposals required to be of a sufficiently high standard for this prominent site.
- ⇒ Flood Risk Assessment required which will define the developable area of the site.

Ref	Location	Size	Uses
E2	Broxden	4.0 ha	General employment uses

Site Specific Developer Requirements

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

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

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

Site Specific Developer Requirements

- ⇒ Junction improvements may be required at Bute Drive/Arran Road.
- ⇒ Flood Risk Assessment required which will define the developable area of the site.

Ref	Location	Size	Uses
E38	Ruthvenfield Road	25 ha	General employment uses

Site Specific Developer Requirements

- ⇒ A masterplan will be required for the comprehensive development of this site setting out the phased release of the employment land.
- ⇒ Masterplan and phasing to incorporate a suitable road access through the site into Site H73 (Almond Valley Village) and thence into Site H7.
- ⇒ The developable area of the site is likely to be constrained by flood risk. A flood risk assessment will be required.
- ⇒ Perth Area contribution to road infrastructure (A9/A85 junction improvements required at commencement of development) (phasing details to be agreed).
- ⇒ Facilities to enable expansion area to be connected to Perth's bus network.
- ⇒ Integration of existing landscape framework into the development to the site and in particular



the protection of woodland so that it forms the backdrop to the development.

- ⇒ Integration of existing landscape framework into the development to the site.
- ⇒ Network of paths and cycle routes providing good active travel links to Perth and Almondbank.
- ⇒ Green corridors in particular along the Lade and River Tay to link the site with Perth and wider countryside.
- ⇒ Enhancement of biodiversity.
- ⇒ Investigation of the provision of a district heating system and combined heat and power infrastructure utilising renewable resources.

Residential Sites

Ref	Location	Size	Number
H1	Scott Street/Charles Street	N/A	50

Site Specific Developer Requirements

- ⇒ Design to take account of conservation area location.

Ref	Location	Size	Number
H2	St John's School, Stormont Street	0.3 ha	50

Site Specific Developer Requirements

- ⇒ Design to take account of conservation area location.
- ⇒ Consideration to be given to conversion of existing building.

Ref	Location	Size	Number
H3	Gannochy Road	2.62 ha	50

Site Specific Developer Requirements

- ⇒ 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 required which will define the developable area of the site.
- ⇒ Investigate the potential for providing on-site community facilities.

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

Site Specific Developer Requirements

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



Ref	Location	Size	Number
H71	Newton Farm	6.0 ha	100
Site Specific Developer Requirements			
<ul style="list-style-type: none"> ⇒ A masterplan will be required for the comprehensive development of the site setting out the phased release of the housing areas and incorporating the restoration of the culverted section of the Newton Burn to its natural state where this is practicable. The masterplan should be informed by a flood risk assessment, which will identify which areas of the site are suitable for development. ⇒ Junction improvements A9/A85. ⇒ Cycle paths, core paths and rights of way incorporated into masterplan and designed to improve active transport links to Perth. ⇒ Enhancement of biodiversity. 			

Opportunity Sites

Ref	Location	Size	Uses
Op8	Friarton Road	6.8 ha	General employment uses
Site Specific Developer Requirements			
<ul style="list-style-type: none"> ⇒ Contribution to access improvements. ⇒ Landscaping improvements to western edge of site. ⇒ Flood Risk Assessment required which will define the developable area of the site. 			

Mixed Use Opportunity Sites

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

Ref	Location	Size	Uses
Op1	Caledonian Road School	N/A	The prime objective is to retain the listed building
Site Specific Developer Requirements			
<ul style="list-style-type: none"> ⇒ Listed buildings and associated listed structures to be retained. Any alterations (including internal works) will require listed building consent. ⇒ Any new use will need to be compatible with the existing general character of the buildings and the spaces and features within them. 			

Ref	Location	Size	Uses
Op2	Thimblelow Car Park	0.8 ha	Residential, retail, car park
Site Specific Developer Requirements			
<ul style="list-style-type: none"> ⇒ Design to create urban form and streetscape compatible with surrounding conservation area. ⇒ Buildings to be up to 3/4 stories high along Old High Street but could be up to 5 stories high along Caledonian Road. ⇒ Corner feature to be created at Old High Street/Caledonian Road. ⇒ Buildings to be hard to pavement edge on Old High Street. ⇒ Flood Risk Assessment required which will define the developable area of the site and which ensures that no built development takes place on the functional flood plain or within an area of known flood risk. ⇒ Scheme to incorporate an element of public car parking. 			

Ref	Location	Size	Uses
Op5	Canal Street (former Beatties Toys)	N/A	Secondary city centre uses
Site Specific Developer Requirements			
<ul style="list-style-type: none"> ⇒ Bring existing building into active use. ⇒ Redevelop site to reflect urban form and be compatible with surrounding conservation area. 			



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

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

City Centre Improvement Sites

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

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

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5.3 Aberargie

5.3.1 Description

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

5.3.2 Spatial Strategy Considerations

The settlement boundary has been drawn to allow limited further development. Flood risk from the River Farg is an issue which will require further investigation.

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

5.3.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

Drainage from all development should connect to Public Drainage System.

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


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

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



Aberargie



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5.4 Abernethy

5.4.1 Description

Abernethy with an estimated population of around 1470, is located in the Tay valley between the foot of the Ochil Hills and the Perth - Edinburgh railway line. The village grew around a central main street with long riggs leading north and south. Topography (the 50m contour line is the limit for development to the south) and the railway influenced further linear expansion but more recent development has consolidated the settlement along the Newburgh Road and Back Dykes.

5.4.2 Spatial Strategy Considerations

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

5.4.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

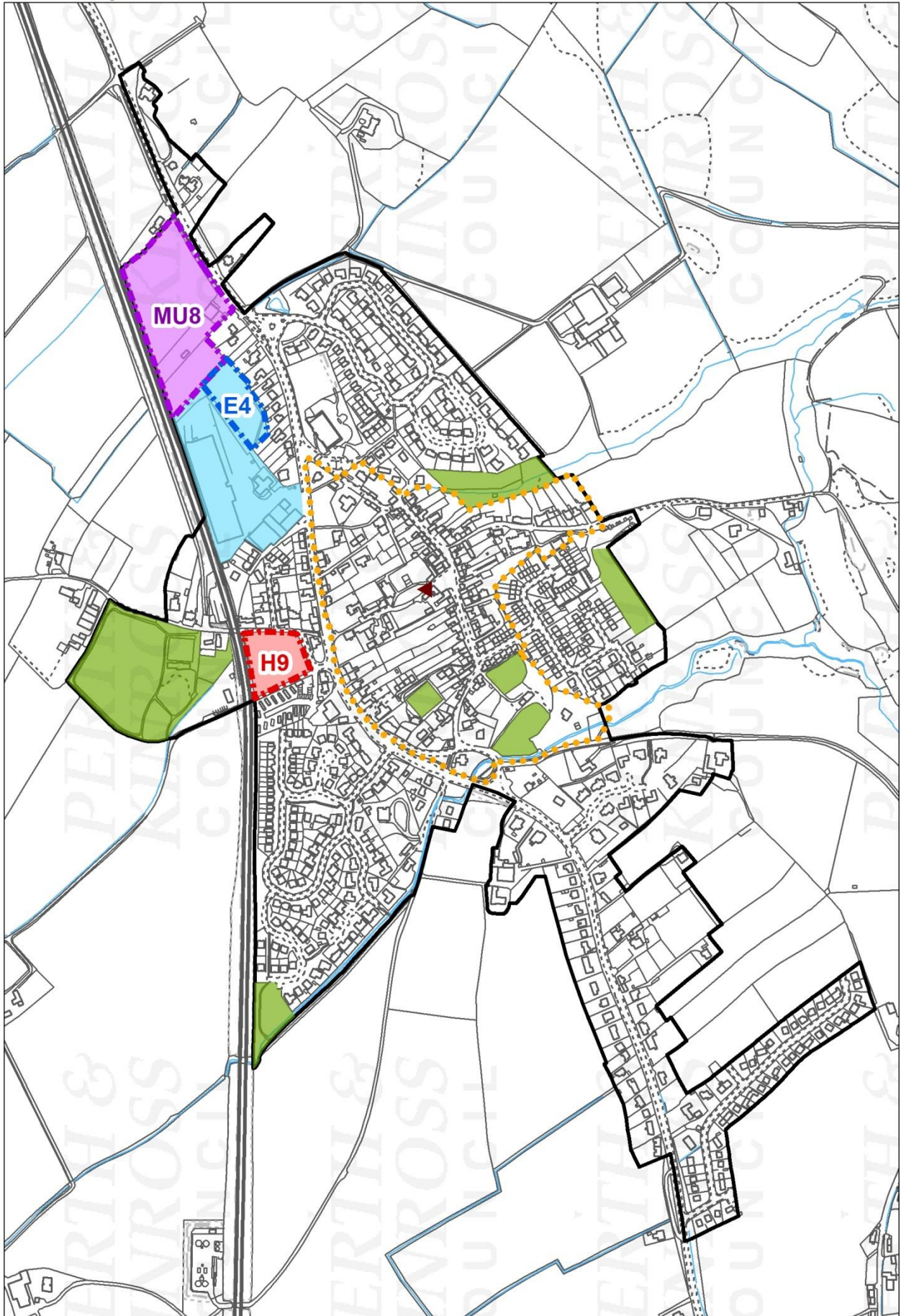
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Abernethy



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Employment Site

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

Part of this site has a current planning permission.

Site Specific Developer Requirements
 ⇒ Development must be compatible with residential amenity.

Residential Site

Ref	Location	Size	Number
H9	Station Road	0.6 ha	16

Site Specific Developer Requirements

- ⇒ Enhancement of biodiversity.
- ⇒ Improvement of woodland on western boundary.
- ⇒ Retention of stone boundary wall.
- ⇒ This site may require to be phased to ensure sufficient space is available in the primary school.
- ⇒ Flood Risk Assessment and no development should take place on a functional flood plain or within an area of known flood risk.
- ⇒ A feasibility study to assess the potential for channel restoration by removing the culvert.

Mixed Use Site

Ref	Location	Size	Uses
MU8	Newburgh Road (North)	1.5 ha	Housing and employment land

Site Specific Developer Requirements

- ⇒ A mix of housing types and sizes including low cost housing.
- ⇒ Flood Risk Assessment.
- ⇒ The existing culvert opened and layout to deal with surface water from steep southern slopes.
- ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.
- ⇒ Develop gateway improvement to settlement from the East to ensure the built form and layout strengthens the character of the settlement and creates an attractive eastern village boundary.
- ⇒ Enhancement of biodiversity.
- ⇒ This site may require to be phased to ensure sufficient space is available in the primary school.



5.5 Almondbank, Pitcairngreen and Cromwell Park

5.5.1 Description

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

5.5.2 Spatial Strategy Considerations

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

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

5.5.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

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

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

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

Employment Sites

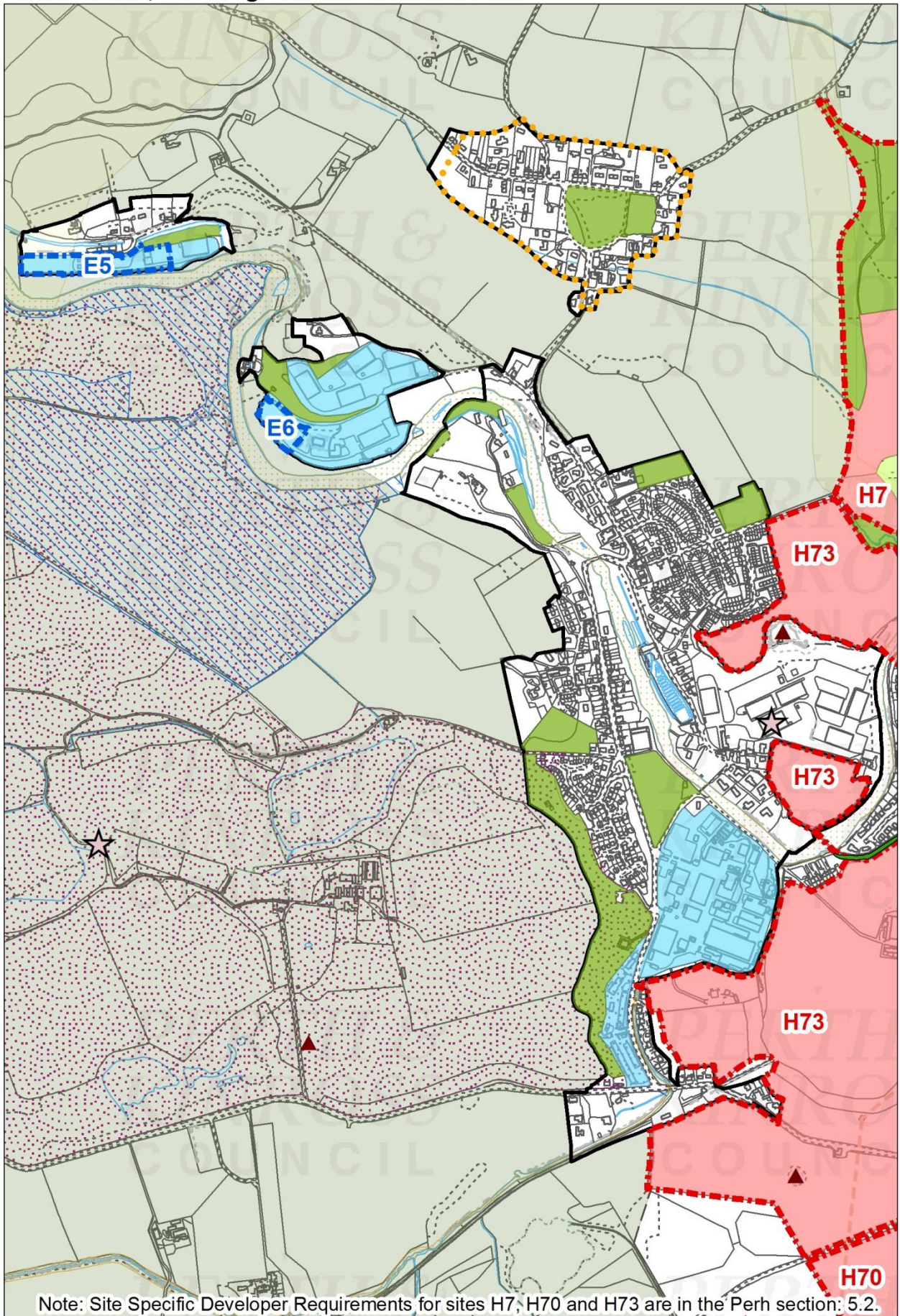
Ref	Location	Size	Uses
E5	West Cromwell Park	1.4 ha	General employment uses
E6	Cromwell Park	0.6 ha	

Site Specific Developer Requirements

- ⇒ Flood Risk Assessment.
- ⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.



Almondbank, Pitcairngreen and Cromwell Park



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5.6 Balbeggie

5.6.1 Description

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

5.6.2 Spatial Strategy Considerations

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

5.6.3 Infrastructure Considerations

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

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

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

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

Residential Site

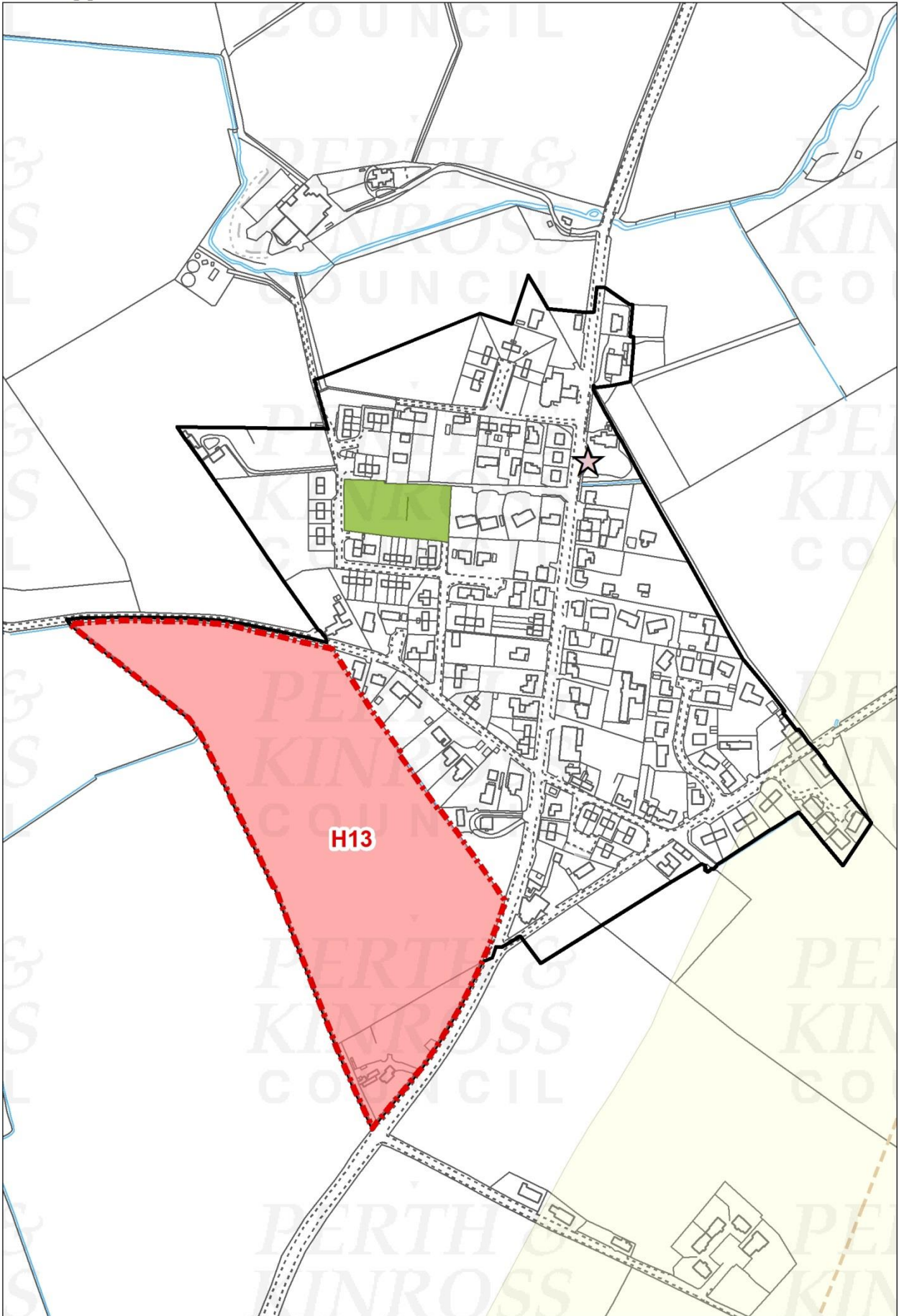
Ref	Location	Size	Number
H13	St Martins Road	6.5 ha	100

Site Specific Developer Requirements

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



Balbeggie



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5.7 Baledgarno

5.7.1 Description

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

5.7.2 Spatial Strategy Considerations

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

5.7.3 Infrastructure Considerations

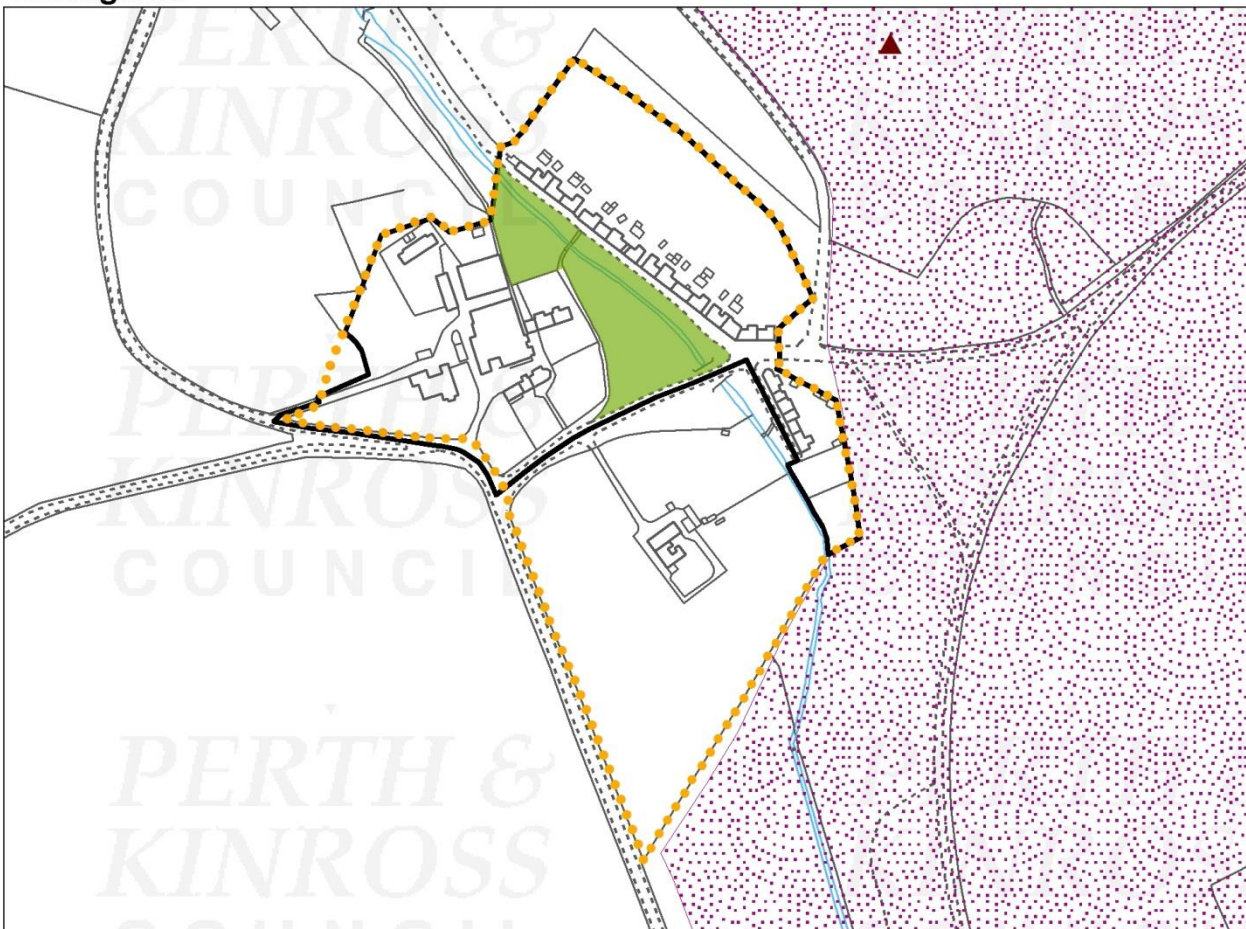
Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

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

Baledgarno



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5.8 Bankfoot

5.8.1 Description

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

5.8.2 Spatial Strategy Considerations

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

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

A Construction Method Statement shall be provided 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.

Where a development 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.

5.8.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

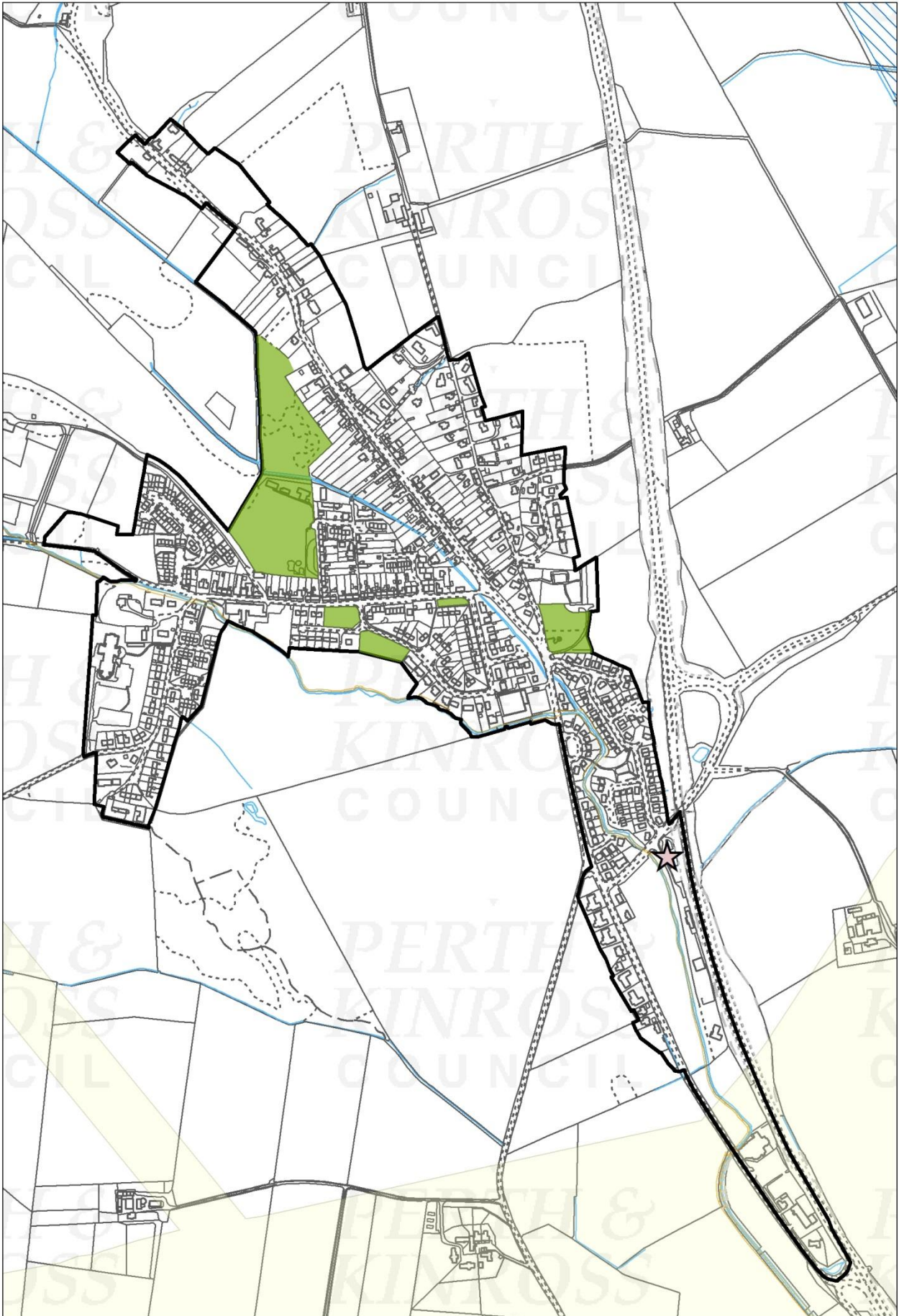
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Bankfoot



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5.9 Binn Farm

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

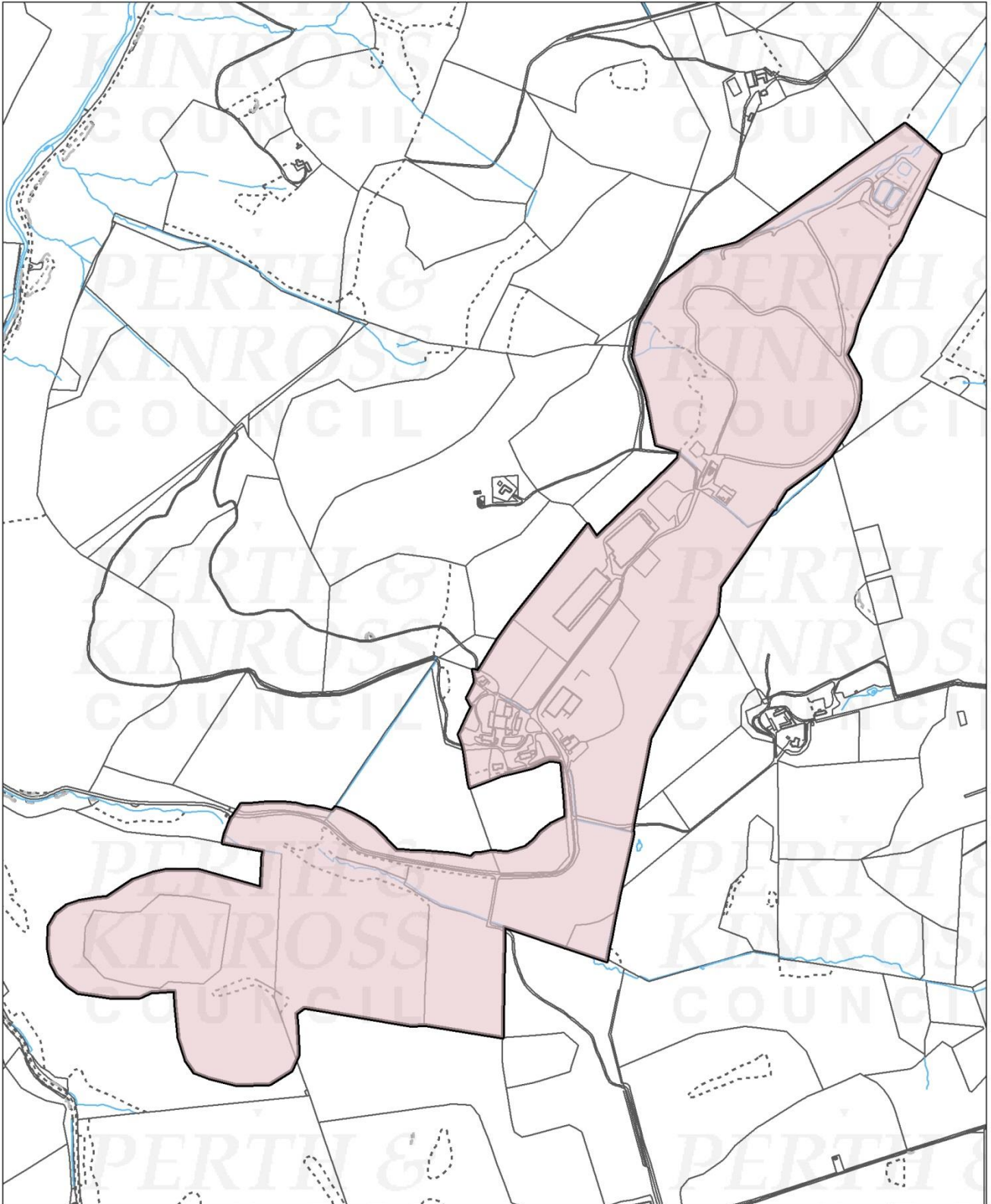
Note: A masterplan will be developed by way of Supplementary Guidance which at a minimum will:

- justify the site boundaries
- 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
- address the array of consequential traffic matters and explain how these will be dealt with.

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Binn Farm



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5.10 Bridge of Earn and Oudenarde

5.10.1 Description

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

5.10.2 Spatial Strategy Considerations

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

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

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

5.10.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014. This policy does not apply to Oudenarde which has a separate contributions package.

The development will be required to provide a new rail station, subject to this receiving funding and support from Transport Scotland.

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

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

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

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

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



Strategic Development Area

Ref	Location	Size	Number
H15	Oudenarde	123 ha	1,600
Site Specific Developer Requirements			
<ul style="list-style-type: none"> ⇒ Implementation of approved masterplan (supplementary guidance). ⇒ A Flood Risk Assessment will be required. No built development shall take place on the functional flood plain or within an area of known flood risk. 			

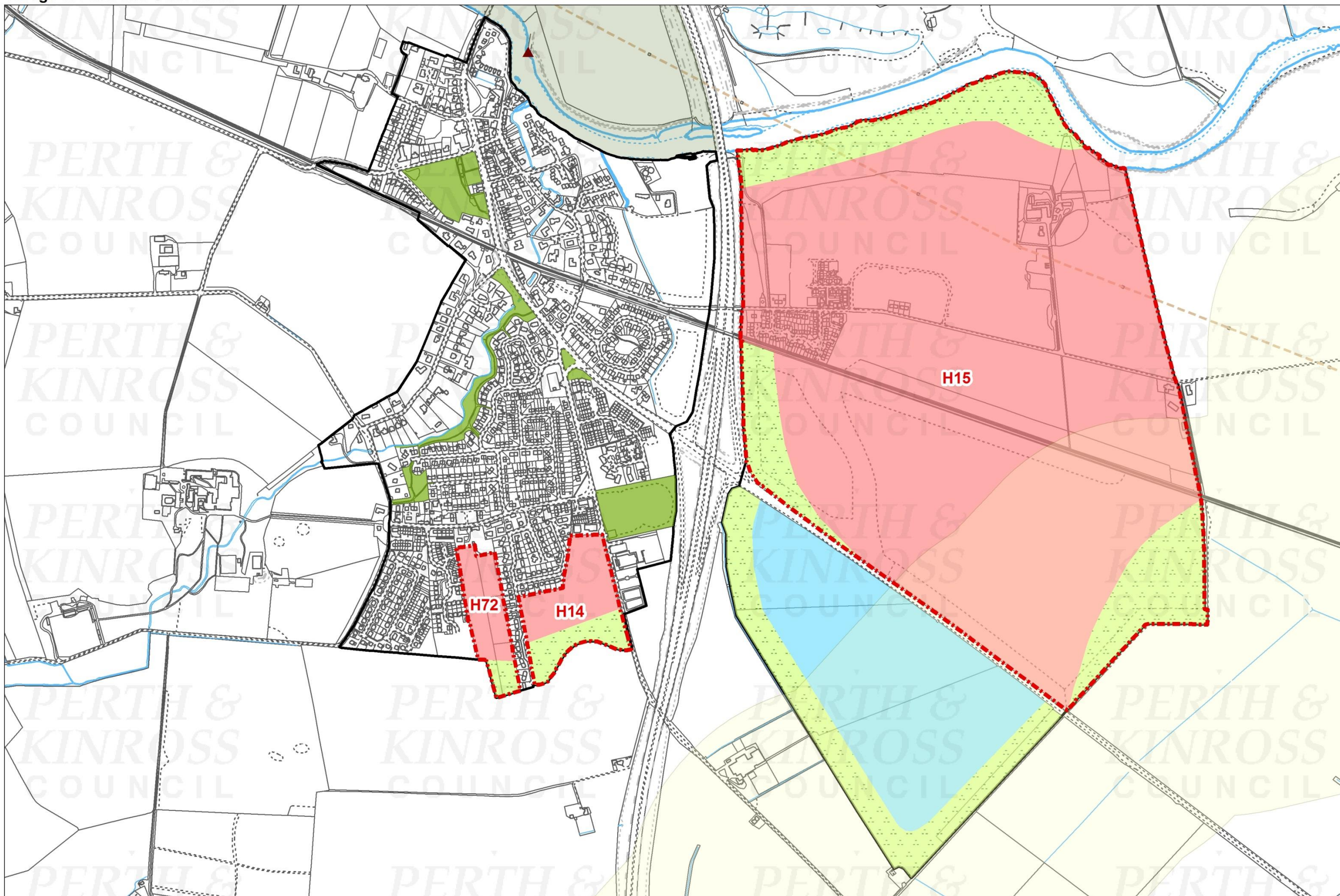
Residential Sites

Ref	Location	Size	Number
H14	Old Edinburgh Road/Dunbarney Avenue	5.2 ha	100
Site Specific Developer Requirements			
<ul style="list-style-type: none"> ⇒ Access should provide vehicular and pedestrian links from Old Edinburgh Road to The Meadows. ⇒ Development to be contained north of the ridge line and a suitable boundary treatment to create village edge, enhance biodiversity and create new habitats. ⇒ Financial contribution to education provision in line with the Supplementary Guidance. ⇒ Site will be phased to reflect the construction of the new school at Oudenarde. 			

Ref	Location	Size	Number
H72	Kintillo Road	2.9 ha	70
Site Specific Developer Requirements			
<ul style="list-style-type: none"> ⇒ Financial contribution to education provision in line with the Supplementary Guidance. ⇒ Site will be phased to reflect the construction of the new school at Oudenarde. ⇒ Landscaping to be provided along the southern site boundary to create an appropriate village edge, enhance biodiversity and create new habitats. 			



Bridge of Earn and Oudenarde



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5.11 Burrelton/Woodside

5.11.1 Description

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

5.11.2 Spatial Strategy Considerations

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

5.11.3 Infrastructure Considerations

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

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

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

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

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

Employment Site

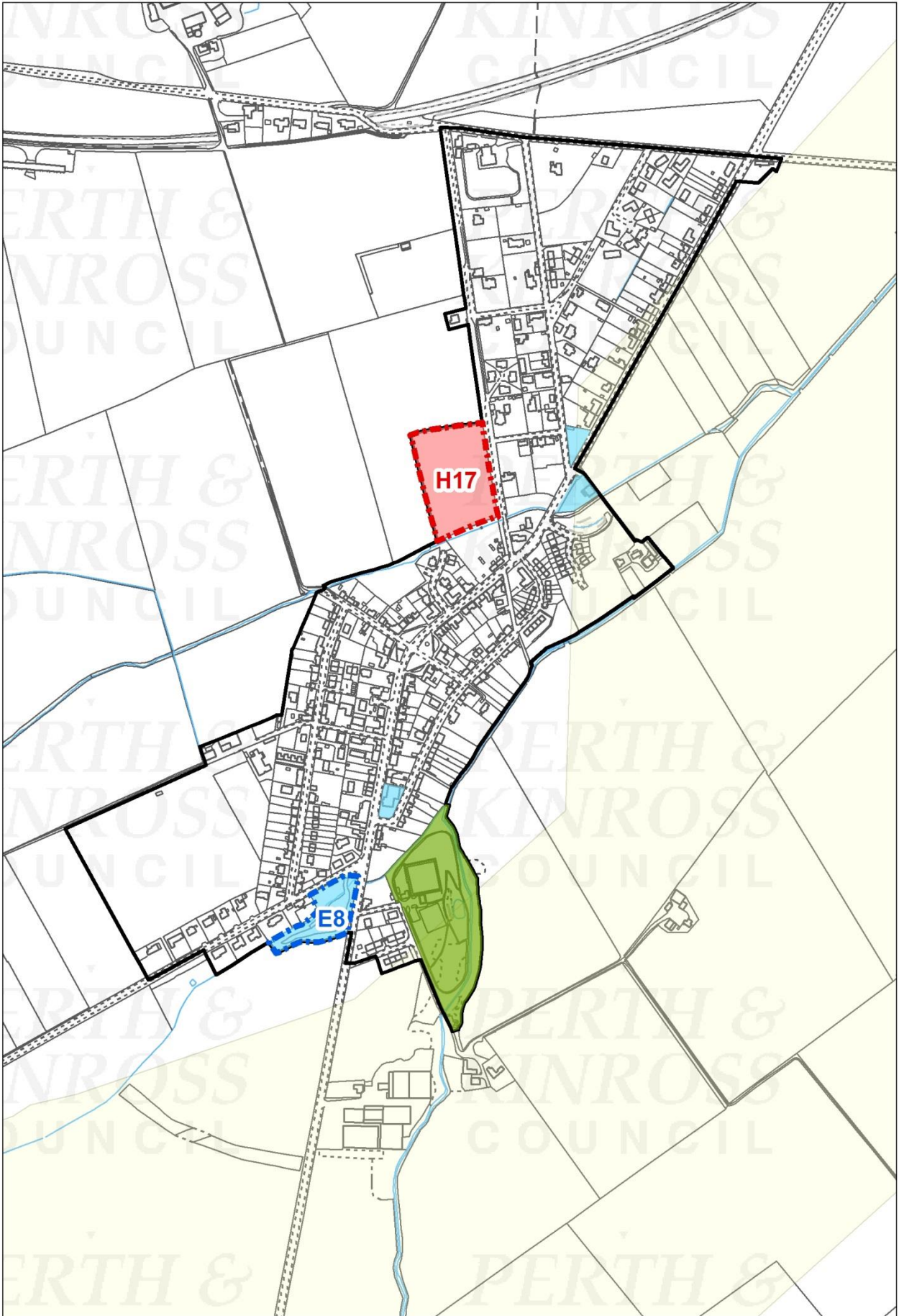
Ref	Location	Size	Uses
E8	Whitlea Road	0.5 ha	General employment uses
Site Specific Developer Requirements			
⇒ Uses to be compatible with adjoining residential uses.			
⇒ Landscape edge to southern boundary.			
⇒ A flood risk assessment will be required to inform the scale, layout and form of the development. No built development should take place on the functional flood plain or within an area of known flood risk.			


Residential Site

Ref	Location	Size	Number
H17	Church Road	1.3 ha	20
Site Specific Developer Requirements			
⇒ Vehicular access to Cameron Walk.			
⇒ Suitable boundary treatment to create village edge.			
⇒ Links to core path network on the west of the village.			
⇒ Enhancement of biodiversity.			
⇒ Flood Risk Assessment.			



Burrelton/Woodside



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5.12 Clathymore

5.12.1 Description

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

5.12.2 Infrastructure Considerations

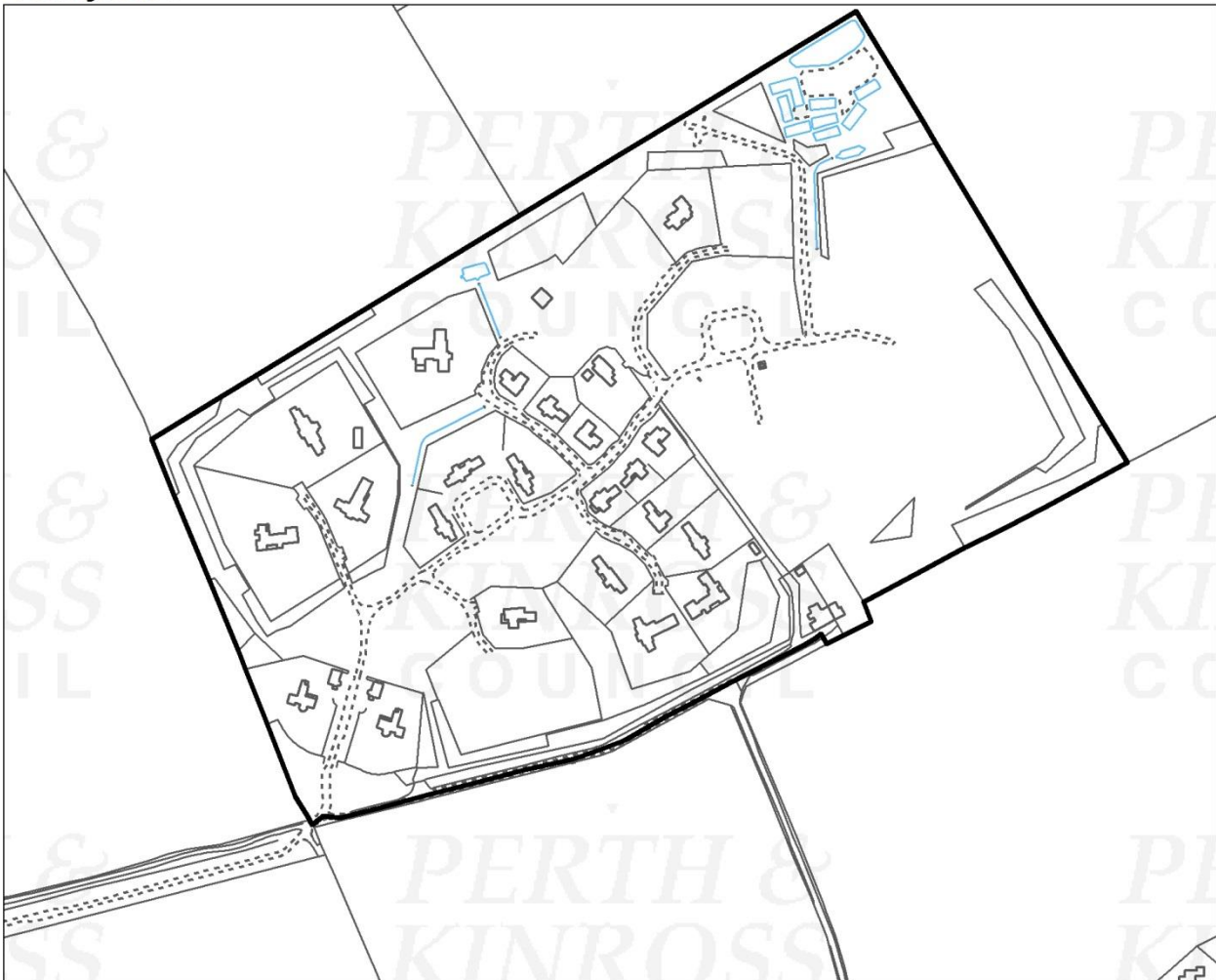
Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

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

Clathymore



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5.13 Cottown/Chapelhill

5.13.1 Description

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

5.13.2 Spatial Strategy Considerations

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

5.13.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

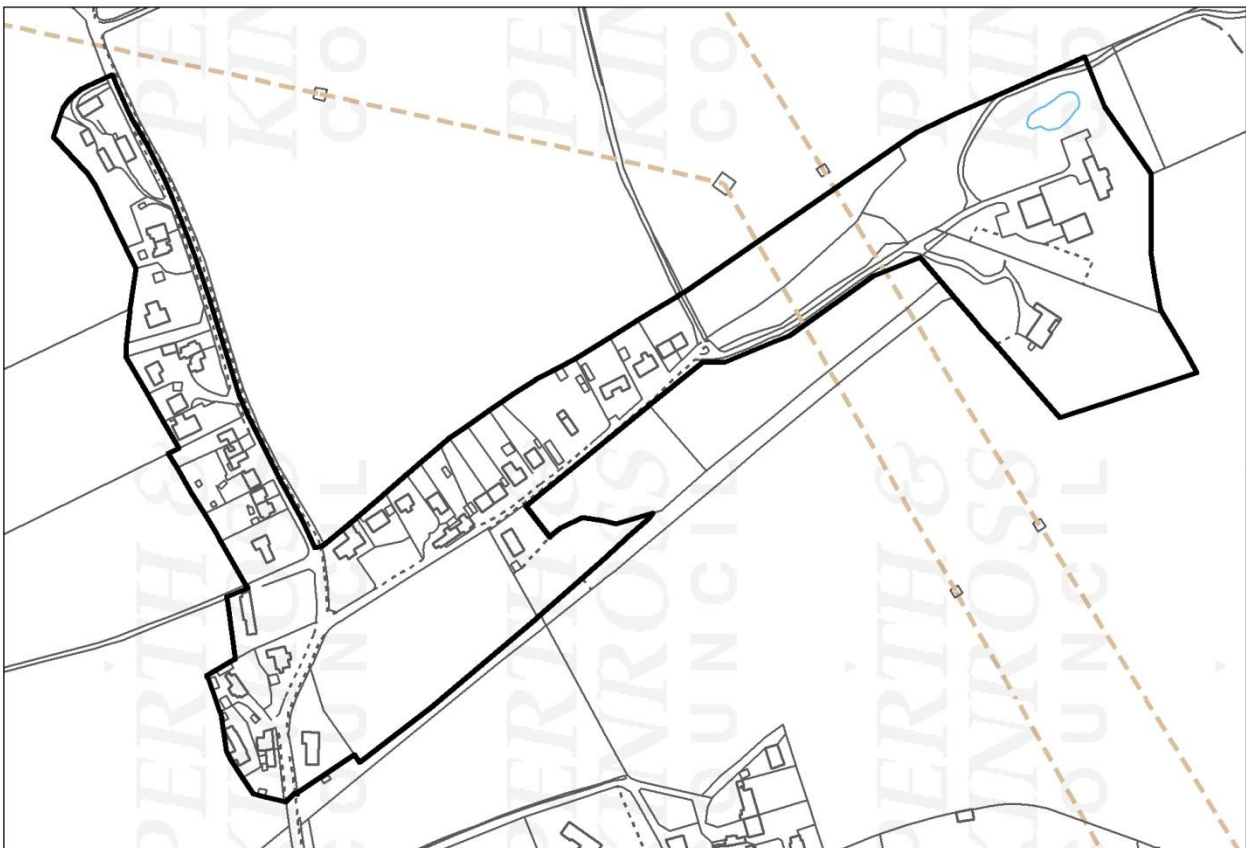
Drainage from all development should connect to Public Drainage System.

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

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

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

Cottown/Chapelhill



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5.14 Dalcrue

5.14.1 Description

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

5.14.2 Spatial Strategy Considerations

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

5.14.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

Drainage from all development should connect to Public Drainage System.

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

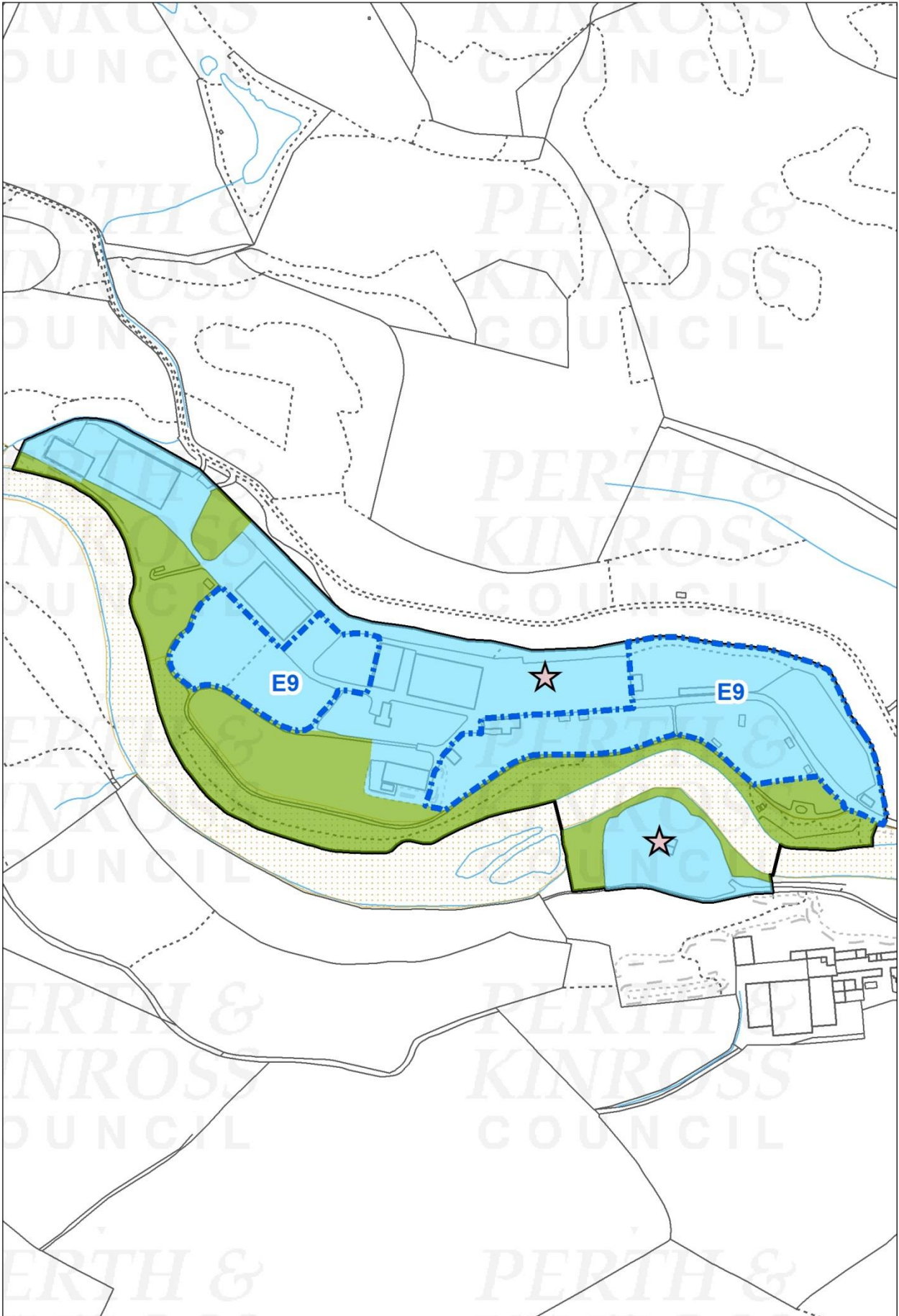
Any development of 5 or more houses will require to contribute towards affordable housing provision in accordance with the Council's Affordable Housing Policy.


Employment Site

Ref	Location	Size	Uses
E9	Dalcrue	3.6 ha	General employment uses
Site Specific Developer Requirements			
⇒ Flood Risk Assessment.			
⇒ Road and access improvements to the satisfaction of the Council as Roads Authority.			
⇒ Landscape framework improvements.			
⇒ Enhancement of biodiversity.			



Dalcrue



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5.15 Dunning

5.15.1 Description

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

5.15.2 Spatial Strategy Considerations

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

5.15.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

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

There are water storage issues which require investigation.

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

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

Residential Site

Ref	Location	Size	Number
H20	Auchterarder Road	1.9 ha	50
Site Specific Developer Requirements			
⇒ Flood Risk Assessment.			
⇒ Develop suitable access and internal road layout.			
⇒ Integrate line of mature trees along Auchterarder Road into layout and to ensure the built form and layout strengthens the character of the settlement and creates attractive village boundary.			
⇒ Largely off-road path to village centre through Rollo Park.			
⇒ Contribution to improvement of core paths network.			
⇒ Enhancement of biodiversity.			

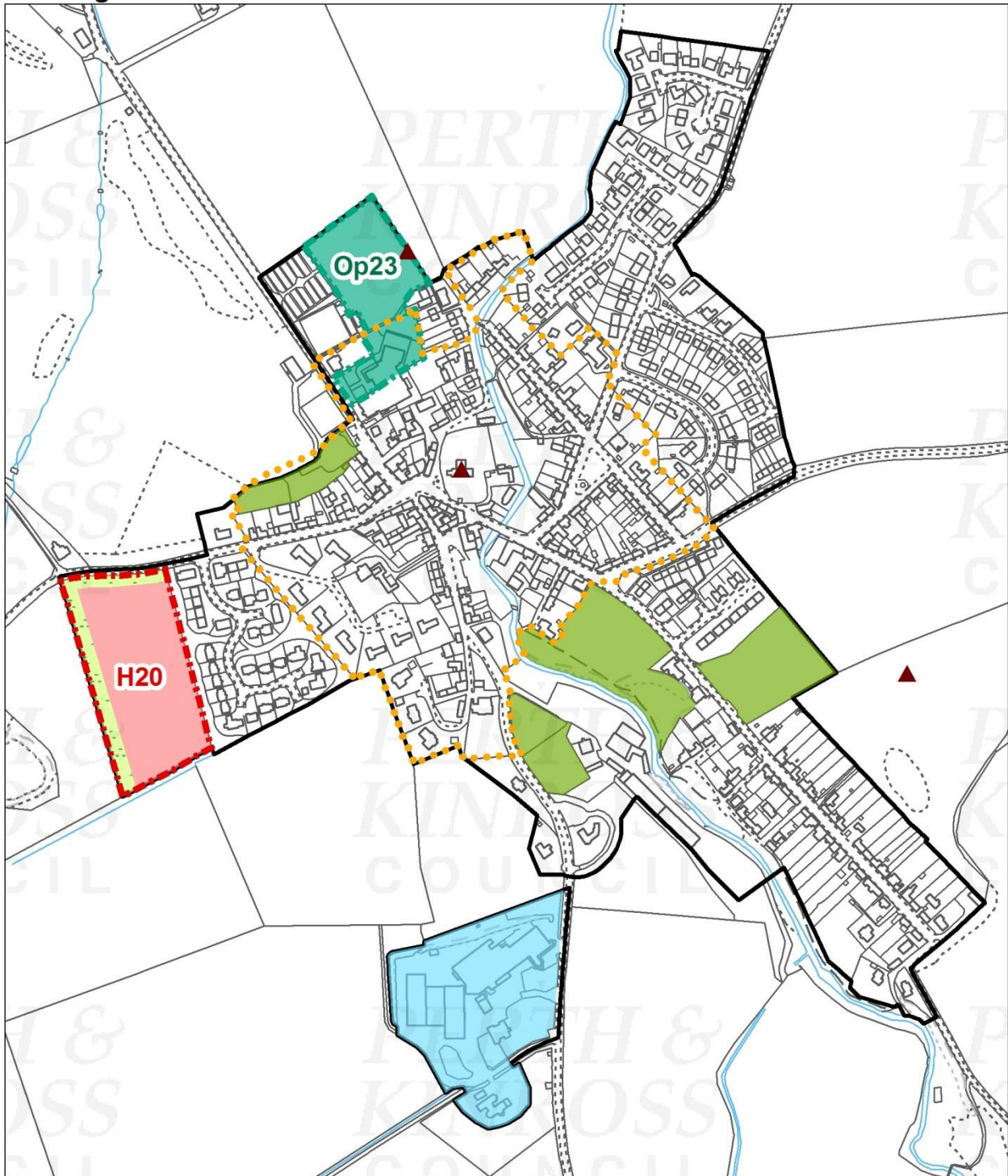


Opportunity Site

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

Site Specific Developer Requirements

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

Dunning

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5.16 Errol

5.16.1 Description

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

5.16.2 Spatial Strategy Considerations

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

5.16.3 Infrastructure Considerations

Developer contributions will be required towards transport infrastructure and details will be published as supplementary guidance during 2014.

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

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

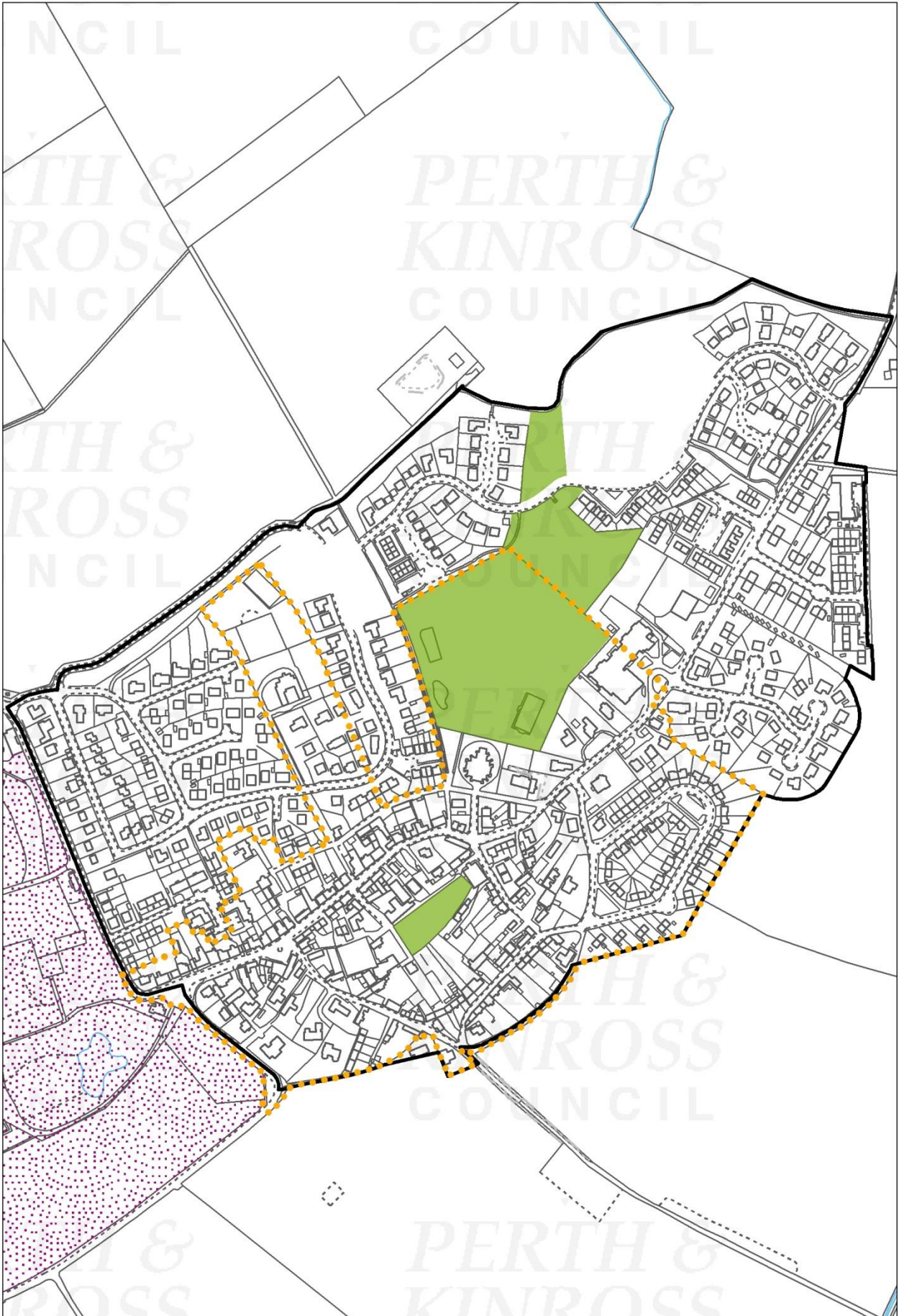
All development will be required to incorporate SUDS proposals and may require a Drainage Impact Assessment.

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

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



Errol



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