

Perth and Kinross Council
Planning & Development Management Committee – 3 June 2020
Report of Handling by Head of Planning & Development (Report No. 20/96)

PROPOSAL: Erection of 10 dwellinghouses with associated infrastructure and landscaping (approval of matters specified in conditions of 18/01855/IPL)

LOCATION: Land NW of Schiehallion, Crook of Devon

Ref. No: [19/01673/AML](#)
Ward No: P8 - Kinross-shire

Summary

This report recommends approval of the application as the development is considered to comply with the relevant provisions of the Development Plan and there are no material considerations apparent which outweigh the Development Plan.

BACKGROUND AND DESCRIPTION OF PROPOSAL

- 1 This application relates to a paddock (0.9 hectares) laid to grass located on the northern edge of Crook of Devon, within the settlement boundary. It is bound to the: northeast by the Millennium footpath; southeast by a number of residential properties; southwest by the River Devon; and northwest lies the Nine Acres Scout Camp.
- 2 The site has an extant Planning Permission in Principle (Ref 18/01855/IPL) for residential development.
- 3 This application seeks approval of the matters specified in the conditions of the above Planning Permission in Principle (PPP), such that 10 detached dwellinghouses with a mix of detached and integral garages would be developed. Three dwellinghouses are proposed on the north boundary, taking access directly from an existing track. The remaining seven are to be accessed from a new road, adjacent to which would be a small landscaped seating area. Properties are to be a mix of 1 ½ and two storey dwellings.
- 4 The existing single access point to the paddock would see a new junction formed, with no additional vehicular links via neighbouring land.

NATIONAL POLICY AND GUIDANCE

- 5 The Scottish Government expresses its planning policies through The National Planning Frameworks, the Scottish Planning Policy (SPP), Planning Advice Notes (PAN), Creating Places, Designing Streets, National Roads Development Guide and a series of Circulars.

National Planning Framework

- 6 NPF3 is a long-term strategy for Scotland and is a spatial expression of the Government's Economic Strategy and plans for development and investment in infrastructure. Under the Planning etc. (Scotland) Act 2006 this is now a statutory document and material consideration in any planning application. The document provides a national context for development plans and planning decisions as well as informing the on-going programmes of the Scottish Government, public agencies and local authorities.

Scottish Planning Policy 2014

- 7 The Scottish Planning Policy (SPP) was published in June 2014 and sets out national planning policies which reflect Scottish Ministers' priorities for operation of the planning system and for the development and use of land. The SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances. It directly relates to:
 - The preparation of development plans;
 - The design of development, from initial concept through to delivery; and
 - The determination of planning applications and appeals.
- 8 The following sections of the SPP will be of particular importance in the assessment of this proposal:
 - Sustainability: paragraphs 24 – 35
 - Placemaking: paragraphs 36 – 57

Planning Advice Notes

- 9 The following Scottish Government Planning Advice Notes (PANs) and Guidance Documents are of relevance to the proposal:
 - PAN 40 Development Management
 - PAN 51 Planning, Environmental Protection and Regulation
 - PAN 61 Planning and Sustainable Urban Drainage Systems
 - PAN 68 Design Statements
 - PAN 75 Planning for Transport
 - PAN 77 Designing Safer Places

Creating Places 2013

- 10 Creating Places is the Scottish Government's policy statement on architecture and place. It sets out the comprehensive value good design can deliver. It notes that successful places can unlock opportunities, build vibrant communities and contribute to a flourishing economy and set out actions that can achieve positive changes in our places.

Designing Streets 2010

- 11 Designing Streets is the first policy statement in Scotland for street design and marks a change in the emphasis of guidance on street design towards place-making and away from a system focused upon the dominance of motor vehicles. It has been created to support the Scottish Government's place-making agenda, alongside Creating Places, which sets out Government aspirations for design and the role of the planning system in delivering these.

National Roads Development Guide 2014

- 12 This document supports Designing Streets and expands on its principles and is considered to be the technical advice that should be followed in designing and approving of all streets including parking provision.

DEVELOPMENT PLAN

- 13 The Development Plan for the area comprises the TAYplan Strategic Development Plan 2016-2036 and the Perth and Kinross Local Development Plan 2019.

TAYPlan Strategic Development Plan 2016-2036

- 14 TAYPlan sets out a vision for how the region will be in 2036 and what must occur to bring about change to achieve this vision. The vision for the area as set out in the plans states that:

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

Perth and Kinross Local Development Plan 2019

- 15 The Local Development Plan 2 (2019) (LDP2) was adopted by Perth and Kinross Council on 29 November 2019. The LDP2 sets out a vision statement for the area and states that, *"Our vision is of a Perth and Kinross which is dynamic, attractive and effective which protects its assets whilst welcoming population and economic growth."* It is the most recent statement of Council policy and is augmented by Supplementary Guidance.
- 16 The principal relevant policies are, in summary;
 - Policy 1A: Placemaking
 - Policy 1B: Placemaking
 - Policy 2: Design Statements
 - Policy 5: Infrastructure Contributions
 - Policy 15: Public Access
 - Policy 17: Residential Areas
 - Policy 20: Affordable Housing

- Policy 25: Housing Mix
- Policy 32: Embedding Low & Zero Carbon Generating Technologies in New Development
- Policy 40A: Forestry, Woodland and Trees: Forest and Woodland Strategy
- Policy 40B: Forestry, Woodland and Trees: Trees, Woodland and Development
- Policy 41: Biodiversity
- Policy 46A: Loch Leven Catchment Area
- Policy 46B: Loch Leven Catchment Area
- Policy 52: New Development and Flooding
- Policy 53A: Water Environment and Drainage: Water Environment
- Policy 53B: Water Environment and Drainage: Foul Drainage
- Policy 53C: Water Environment and Drainage: Surface Water Drainage
- Policy 53E: Water Environment and Drainage: Water Supply
- Policy 58A: Contaminated and Unstable Land: Contaminated Land
- Policy 60B: Transport Standards and Accessibility Requirements: New Development Proposals

SITE HISTORY

- 17 [19/00700/AML](#) Erection of 10 dwellinghouses, associated infrastructure and landscaping (approval of matters specified in conditions of 18/01855/IPL) Land 100 Metres North West Of Schiehallion Crook Of Devon – Application Withdrawn 10 September 2019
- 18 [18/01855/IPL](#) Renewal of permission 15/01110/IPL (residential development (in principle) Land 100 Metres North West Of Schiehallion, Crook Of Devon – Application Approved under Delegated Powers 14 December 2018
- 19 [15/01110/IPL](#) Residential development (in principle) Land 100 Metres North West Of Schiehallion, Crook Of Devon – Application Approved at Development Management Committee 14 October 2015

CONSULTATIONS

- 20 As part of the planning application process the following bodies were consulted:

External

- 21 **Fossoway and District Community Council:** Object and raise the following issues; overdevelopment of the site, foul drainage, no onsite affordable, increased traffic.
- 22 **Scottish Water:** No objection.

Internal

- 23 **Environmental Health (Contaminated Land):** No objection.

- 24 **Structures & Flooding:** No objection, comments made in relation to SUDs and greenfield runoff rates.
- 25 **Transport Planning:** No objection. Various discussions took place between agent and applicant to resolve concerns relating to passing places and vehicular turning.
- 26 **Development Negotiations Officer: No objection. Advise that** developer contributions are required in respect of affordable housing, but none for education.

REPRESENTATIONS

- 27 The following points were raised in the 6 representations;

- Inappropriate Housing Density
- Out of Character with the Area
- Over Intensive Development
- Over Looking
- Inappropriate design and materials
- Road Safety Concerns
- Traffic Congestion
- Lack of confirmation of foul drainage connection
- Impact on Core Path/Right of Way

- 28 These issues are addressed in the Appraisal section of the report.

ADDITIONAL STATEMENTS

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| 29 | EIA Screening Opinion | Not Required |
| | EIA Report | Not Required |
| | Appropriate Assessment | Not Required |
| | Design Statement / Design and Access Statement | Not Required |
| | Report on Impact or Potential Impact | <ul style="list-style-type: none"> • Tree survey • Otter survey |

APPRAISAL

- 30 Sections 25 and 37(2) of the Town & Country Planning (Scotland) Act 1997 (as amended) require the determination of the proposal to be made in accordance with the provisions of the Development Plan, unless material considerations indicate otherwise. The adopted Development Plan comprises the TAYplan Strategic Development Plan 2016–2036 and the Perth and Kinross Local Development Plan 2019. The relevant policy considerations are outlined in the policy section above and are considered in more detail below. In terms of other material considerations, this involves considerations of the Council's other approved policies and supplementary guidance as set out above.

Principle

- 31 The site is within the settlement boundary of Crook of Devon, specifically within an area zoned for residential and compatible uses under Policy 17 Residential Areas.
- 32 The site benefits from PPP (18/01855/IPL) for residential development. The proposal now seeks detailed approval for 10 dwellinghouses, consistent with the PPP. The principle of residential development on the site is therefore established and the detailed proposal is considered further in the following sections of the report.

Design and Layout

- 33 The site layout plan shows access taken from the northwest corner, with three of the plots fronting the existing track to the north. The remaining seven are accessed from a new road to be formed, within the site, which features a small turning head and a landscaped seating area.
- 34 The three dwellings to the north are 1 ½ storey, with a first floor accommodated within the roof space featuring dormers and rooflights. These dwellings have traditional detailing and proportions, forming a street frontage at the edge of the settlement. This is a positive approach, rather than if the buildings had turned their back on the street, facing into the site.
- 35 Within the site the 7 dwellings are located off the access road, with gravelled parking areas and detached/integral garages. They are a mix of 1 ½ and two storey properties, with design variations but following the same detailing and material finishes as the 3 which face the street.
- 36 All properties would see slate clad roofs, with stone/ off white render/ larch cladding to walls. This reflects and complements the wide range of existing finishes in the area.
- 37 The 2015 PPP included an indicative layout plan showing 9 detached dwellinghouses and a large surface water drainage attenuation pond/feature. This layout was not approved.
- 38 Neither of the PPP decisions restricted the number of dwellings, neither does LDP2 set a capacity range.
- 39 A supporting plot analysis shows plots range from 482 – 1211sq metres, with garden areas of 231 – 504sq metres. The sizes are considered acceptable, exceeding the standards of the Placemaking Supplementary Guidance, and are not out of context with existing house plots in the area. Overall the site layout proposed is considered low density.
- 40 It is thus considered that the layout is not overdevelopment and reflects the general character and layout of the surrounding built form. The design and scale of development proposed is therefore considered to comply with Policies

1A and B, which relate to placemaking, and the criteria outlined in Policy 17 for residential areas of LDP2.

Residential Amenity

- 41 The site is bound to the south and east by residential areas and dwelling positions along these boundaries have maintained a minimum of 9m set back from the site boundary, where upper floor facing windows are proposed.
- 42 Plot 5 has ground floor windows on the southeast elevation which serve a sitting room within 8metres of a neighbouring boundary and 27m of the property. It is however considered that the boundary planting proposed, and the intervening distance would result in an appropriate relationship.
- 43 In relation to loss of daylight and overshadowing of existing dwellings, particularly to the south and east, see shadow which may be cast by the development contained within the application site and not impact on existing dwellings.
- 44 The site layout has been configured so that all dwellings have adequate garden sizes at least 9metres in depth. The Placemaking Guidance sets out minimum garden sizes for development (80sq metres for 3+ bedroom properties).
- 45 Taking the aforementioned into account, the proposed development is considered compliant with the Council's Placemaking Guide 2019 and LDP2 Policy 1A,1B and 17 in relation to residential amenity.

Contaminated Land

- 46 The Contaminated Land Officer confirms that a search of historical mapping has not identified any contamination and there is no further information held by the Authority to inform that contamination that may cause a constraint to the proposed development.

Roads and Access

- 47 Access will be via the track to the north. Passing places will be required, as shown on the plans, and the track is to be resurfaced.
- 48 The new road layout will run diagonally through the site from the northwest corner, where a turning head has been provided along with a landscaped seating area. Swept path analysis submitted shows how a refuse vehicle can turn at the new road junction. The dwellings all have ample parking and turning areas.
- 49 Representations all raise concerns regarding traffic problems in the area and that this proposal will make the problem worse. In response, the 10 rural residential units is likely to generate vehicle movements in the range of 6-8 two-way movements during the peak AM/PM hours (8-9am & 5-6pm). This is a low level of traffic generation and is not considered likely to cause significant traffic

issues or detrimental impact to the road network. A Construction Traffic Management Statement will be required by condition 7, to ensure that construction traffic movement impacts are managed.

- 50 Conditions are also recommended in relation to passing places, vehicle turning and the road finish (Conditions 8, 9 &10).

Core Path

- 51 The Millennium Core Path (FSWY/109) is located to the north and a section will be upgraded to access the development. As the vehicular trip generation is considered to be low, there would be no significant detrimental impact on the core path or the wider core path network. Condition 11 can ensure that access is maintained throughout construction.

Drainage and Flooding

- 52 The River Devon is located to the south west and the PPP assessment concluded that the site is not at risk to flooding.
- 53 The detail of a Sustainable Urban Drainage System (SUDs) for the road has been submitted, however no information had been provided for plots. However, subsequently calculations and soakaway details submitted have addressed the Flood Teams concerns.
- 54 It is proposed to connect to the public drainage system, although representations indicate that there is presently limited capacity at the Wastewater Treatment Works.
- 55 In this regard Scottish Water have been consulted and raise no objection but cannot confirm capacity therefore a connection will require to be secured. Should a connection not be available then the applicant would need to discuss options with Scottish Water or reapply for planning permission to install a private waste water drainage system to serve the development.
- 56 The proposals are considered to satisfy the objectives of LDP2 Policy 53 Water Environment and Drainage.

Waste Collection

- 57 The site has been laid out with the refuse collection point at the new road junction and a swept path analysis for refuse vehicles has been provided to show that a refuse lorry can turn.

Natural Heritage and Biodiversity

- 58 The River Devon is located to the southwest and a survey has been completed to assess the site's suitability as a habitat for otters.

- 59 There are three designated sites within 5km of the site boundary, however none are designated for otter or watercourses and are not physically connected via woodland or watercourses. The River Devon flows from the Ochil Hills into the Firth of Forth Site of Special Scientific Interest (SSSI), which is designated for its geological features and breeding and non-breeding bird assemblages, however otter is not a qualifying species.
- 60 No evidence of otter was recorded within the survey area, and no recent records of otter in the locale were identified during the desk study, although it is noted that there is some suitable habitat for resting otter.
- 61 The survey notes that it is valid for a period of 12 months providing that ground works commence before September 2019. The survey will therefore need to be refreshed prior to works commencing on site.
- 62 Subject to condition 2, the proposed works are assessed as not being detrimental to biodiversity interests and therefore not conflicting with Policy 41 Biodiversity.

Trees

- 63 A tree survey has been submitted. The report notes that there is little or no tree cover and a relatively flat topography. The surroundings see 3 distinct groups of trees close to the boundaries, but not within land under the applicant's ownership.
- 64 A tree constraint plan sets out required tree protection measures on the two affected boundaries.
- 65 The proposal is therefore considered to comply with Policy 40 Forestry, Woodland and Trees as the loss of trees on the site has been adequately mitigated (Conditions 4 & 5).

Developer Contributions

Affordable Housing

- 66 The Council's Affordable Housing Policy requires that 25% of the total number of houses, above a threshold of 5 units, be in the form of affordable housing.
- 67 The affordable housing requirement is thus 2.5 units (10 x 0.25). In this case a commuted sum payment will be accepted in lieu of onsite provision. The location within the Kinross Housing Market Area sees a commuted sum applicable of £19,000 per unit. The contribution therefore totals £47,500 (2.5 x £19,000).

Primary Education

- 68 The Council's Developer Contributions Supplementary Guidance requires a financial contribution towards increased primary school capacity in areas where

a primary school capacity constraint has been identified. However relevant catchment is Fossoway Primary School, where there is no capacity constraint.

Sustainability

- 69 LDP2 Policy 32 requires proposals for new buildings to demonstrate that at least 10% of the current carbon reduction emissions will be met through the installation and operation of zero and low-carbon generating technology.
- 70 The proposal includes solar panels on one of the dwellings only. The properties will however need to meet the standard required under Scottish Building Standards and it is recognised that the Policy 32 requirement can be technically achieved. The exact nature and specification of these technologies can be verified prior to development commencing, and for the technology to be in place prior to occupation of the buildings to ensure the objectives of LDP2 Policy 32 are met (Condition 3).

Economic Impact

- 71 During the construction period, jobs will be created and sustained, supporting indirect employment and revenue that this volume of construction activity will generate from employees spending on local goods and services. Longer term, additional residents to the area will support existing local employment and services in the area.

LEGAL AGREEMENTS

- 72 If the commuted sum is not paid upfront a legal agreement will be required.

DIRECTION BY SCOTTISH MINISTERS

- 73 Under the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, regulations 30 – 33 there have been no directions by the Scottish Government in respect of an Environmental Impact Assessment screening opinion, call in or notification relating to this application.

CONCLUSION AND REASONS FOR RECOMMENDATION

- 74 To conclude, the application must be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. In this respect, I have taken account of the Local Development Plan 2 and material considerations in this case and I am content that the development proposed does not conflict with the Development Plan.
- 75 Accordingly the proposal is recommended for approval subject to the following conditions.

RECOMMENDATION

Approve the application

Conditions and Reasons for Recommendation

1. The development hereby approved must be carried out in accordance with the approved drawings and documents, unless otherwise provided for by conditions imposed by this decision notice.

Reason: To ensure the development is carried out in accordance with the approved drawings and documents.

2. Prior to the commencement of development an updated otter survey will require to be submitted. The updated survey shall be submitted to the Council as Planning Authority for written agreement and works shall not commence until after such written agreement has been issued by the Council.

Reason: In the interests of employing best practice ecology and to ensure there is no adverse impact on any protected species as identified under the Wildlife and Countryside Act (1981).

3. Prior to the commencement of development hereby approved, a scheme shall be submitted to, and approved in writing by, the Council as Planning Authority that demonstrates how at least 10% of the current carbon emissions reduction set by the Scottish Buildings Standards will be met through the installation and operation of low and zero-carbon technologies. This scheme shall detail for each building:

- a) the technology types;
- b) illustrate, through technical calculations, that these will meet at least the 10% reduction;
- c) their siting and location; and
- d) ongoing operation and maintenance.

Once approved, the development shall be completed in accordance with the approved scheme and no individual unit shall be occupied until the scheme has been installed and operating.

Reason: To embed low and zero-carbon technologies within the development in the interest of environmental sustainability.

4. The conclusions and recommended action points within the supporting Tree Survey Report by Blebo Tree Surgery dated 17 October 2018 submitted and hereby approved (plan ref: 19/01673/20) shall be fully adhered to, respected and undertaken as part of the construction phase of development.

Reason: To ensure a satisfactory standard of development and environmental quality and to reserve the rights of the Planning Authority.

5. Prior to the commencement of any approved works, all trees and hedges within or adjacent to the site (other than those marked for felling on the approved plans) shall be retained and protected. Protection methods shall be strictly in accordance with BS 5837 2012: Trees in Relation to Design, Demolition and Construction. Protection measures, once in place, shall remain in place for the duration of construction.

Reason: To ensure a satisfactory standard of development and environmental quality and to reserve the rights of the Planning Authority.

6. The detailed landscaping and planting scheme which is hereby approved shall be completed within the first available planting season (October to March) after the completion or bringing into use of the development, whichever is the earlier. The approved scheme shall thereafter be maintained, with any planting which fails to become established within five years being replaced in the following planting season with others of a size and species as previously approved.

Reason: In the interests of visual amenity and to ensure the satisfactory implementation of the proposed planting scheme.

7. Prior to the commencement of the development hereby approved, the applicant shall submit for the written agreement of the Council as Planning Authority a Construction Traffic Management Scheme (TMS) which shall include the following:

- (a) restriction of construction traffic to approved routes and the measures to be put in place to avoid other routes being used;
- (b) timing of construction traffic to minimise impact on local communities particularly at school start and finishing times, on days when refuse collection is undertaken, on Sundays and during local events;
- (c) a code of conduct for HGV drivers to allow for queuing traffic to pass;
- (d) emergency arrangements detailing communication and contingency arrangements in the event of vehicle breakdown;
- (f) arrangements for the cleaning of wheels and chassis of vehicles to prevent material from construction sites associated with the development being deposited on the road;
- (g) arrangements for cleaning of roads affected by material deposited from construction sites associated with the development;
- (h) arrangements for signage at site accesses and crossovers and on roads to be used by construction traffic in order to provide safe access for pedestrians, cyclists and equestrians;
- (i) details of information signs to inform other road users of construction traffic;
- (j) arrangements to ensure that access for emergency service vehicles are not impeded;
- (k) co-ordination with other significant developments known to use roads affected by construction traffic;
- (l) traffic arrangements in the immediate vicinity of temporary construction compounds;
- (m) arrangements for dealing with non-compliance; and

(n) details of HGV movements to and from the site.

The TMS as approved shall be strictly adhered to during the entire site construction programme.

Reason: In the interests of pedestrian and traffic safety and in the interests of free traffic flow.

8. Prior to the development hereby approved being completed or the fourth dwelling being occupied/brought into use the turning facilities shown on the approved drawings shall be implemented and thereafter maintained.

Reason: In the interests of pedestrian and traffic safety and in the interests of free traffic flow.

9. Prior to the occupation of any of the dwellings hereby approved the passing places shown on the approved drawings shall be implemented and thereafter maintained.

Reason: In the interests of pedestrian and traffic safety and in the interests of free traffic flow.

10. Prior to the commencement of development a scheme for improving the surface of the private access serving the development shall be submitted for the approval of the Council as Planning Authority. The approved measures shall be implemented in full prior to the development being completed or the fourth dwelling being occupied/brought into use.

Reason: In the interests of road safety; to ensure an acceptable standard of construction.

11. The asserted right of way/core path (Millenium Core Path FSWY/109 which runs to the north east of the site) must not be obstructed during building works or on completion of the development. Prior to the commencement of development a programme of works to ensure that any damage done to the route and/or the associated signage during building works must be made good shall be submitted for the written agreement of the Council as Planning Authority. The programme of works as agreed shall be implemented in accordance with the timings identified in the document.

Reason: To ensure continued public access to the public paths and in the interests of public safety within the site.

B JUSTIFICATION

The proposal is in accordance with the Development Plan and there are no material reasons which justify departing from the Development Plan.

C PROCEDURAL NOTES

1. The planning permission decision notice shall not be issued until such time as the required Developer Contributions have been secured or paid in full.
2. If the payment is not paid up-front, a Section 75 Legal Agreement will require to be drafted in relation to securing on and off-site Affordable Housing provision. The Heads of Terms have been agreed by the applicant and the Council's Legal Services have been formally instructed.
3. In the event the applicant does not either make the required payment within 28 days from the date the agent/applicant is advised of the need for the contributions, or complete a legal agreement for delayed payment within a 4 month period from the date the agent/applicant is advised of the need for the contributions the application may be refused under delegated powers without any further discussion with the applicant.

D INFORMATIVES

1. This planning permission will last only for three years from the date of this decision notice, unless the development has been started within that period (see section 58(1) of the Town and Country Planning (Scotland) Act 1997 (as amended)).
2. Under section 27A of the Town and Country Planning (Scotland) Act 1997 (as amended) the person undertaking the development is required to give the planning authority prior written notification of the date on which it is intended to commence the development. A failure to comply with this statutory requirement would constitute a breach of planning control under section 123(1) of that Act, which may result in enforcement action being taken.
3. As soon as practicable after the development is complete, the person who completes the development is obliged by section 27B of the Town and Country Planning (Scotland) Act 1997 (as amended) to give the planning authority written notice of that position.
4. No work shall be commenced until an application for building warrant has been submitted and approved.
5. The applicant should be aware of the requirements of the Council's Environment and Regulatory Services in relation to waste collection from the site and should ensure adequate measures are provided on site to allow for the collection of waste.
6. Trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Trees and scrub are present on the application site and are to be assumed to contain nesting birds between the above dates. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild

bird while that nest is in use or being built. Planning permission for a development does not provide a defence against prosecution under this Act.

7. Please consult the Street Naming and Numbering Officer, The Environment Service, Perth and Kinross Council, Pullar House, 35 Kinnoull Street, Perth PH1 5GD for a new postal address. The form is downloadable from www.pkc.gov.uk and should be returned to snn@pkc.gov.uk
8. No work shall commence until an application for a Building Warrant has been submitted and approved.
9. The applicant should be advised that in terms of Section 21 of the Roads (Scotland) Act 1984 they must obtain from the Council as Roads Authority consent to construct a new road prior to the commencement of roadworks. Advice on the disposal of surface water must be sought at the initial stages of design from Scottish Water and the Scottish Environmental Protection Agency.
10. The applicant should be advised that in terms of Section 56 of the Roads (Scotland) Act 1984 they must obtain from the Council as Roads Authority consent to open an existing road or footway prior to the commencement of works.

Background Papers: 6 letters of representation
Contact Officer: Joanne Ferguson 01738 475320
Date: 21 May 2020

**DAVID LITTLEJOHN
HEAD OF PLANNING & DEVELOPMENT**

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