

Perth and Kinross Council  
Planning & Placemaking Committee – 6 July 2022  
Report of Handling by Head of Planning & Development  
(Report No. 22/162)

<b>PROPOSAL:</b>	Relocation of driving range, erection of golf academy building and shop, formation of parking area, part diversion of core path, landscaping and associated works
<b>LOCATION:</b>	Murrayshall House Hotel, Murrayshall, Perth PH2 7PH

Ref. No: [21/01673/FLL](#)  
Ward No: P2- Strathmore

### 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 Full planning permission is sought for the relocation of a driving range, the erection of a golf academy building and shop, formation of a parking area, a re-routing/diversion of a core path and associated landscaping within the grounds associated to the Murrayshall House Hotel. The site is located to the south-west of the hotel and to the immediate south of the first tee of Murrayshall Golf Course.
- 2 The application site is to the west of the hotel and adjacent and across the access drive from the first hole of the golf course. It is bounded on its north-western side by Murrayshall Road, to the north-east by the existing access drive serving the hotel. To the south-west is a small grouping of residential properties, which are beyond an existing tree belt. The south-east boundary is undefined with the end existing driving range beyond and driving bays some distance further.
- 3 Currently there is an 11-bay driving range located to the south-east of the application site. The existing driving range is orientated approximately east-west with the bays located at the eastern end and accessed separately from the hotel and golf course from the U85 public road, some distance to the south.
- 4 The SCON/7 Core Path, which is also Right of Way 39/7, crosses the proposed driving range in an approximate east-west direction and in its current position would pass directly in front of the driving range. This route links Murrayshall

Road to the west with the U85 to the east, at a point close to the existing driving range bays.

- 5 The proposal involves the formation of a building to contain the expanded offering of a 15-bay driving range and 2 further golf academy teaching bays which extends to approximately 69 metres in length. At the north-east corner of the building a 'pro shop' and changing facilities are proposed. The building would be approximately 4 metres high, with a monopitch roof and clad with profiled metal sheeting. A 'cut and fill' levelling of the ground immediately in front of the bays is proposed, to form a flatter initial "outfield" area. A new SUDS pond is proposed to the west, offset and to the right of the path of balls, and a new 18 space car park to the east.
- 6 To accommodate the driving range and avoid conflict between users of the facility and those of the path, the existing core path and right of way is to be diverted to the north, being the building and away from where balls would travel from the bays. This would see a new path formed to the north of the proposed car park and driving range building, then turning south and running parallel to Murrayshall Road before re-connecting with the existing route.
- 7 The new driving range itself is to the west of the main hotel building and close to the first tee of the golf course. Supporting documents indicating that this is to provide an improved customer experience and to have these associated and complementary facilities closer to the existing golf course, more easily allowing players to practise before starting a round. The submission also indicates that the topography of the current range facility is not ideal, where players struggle to see where balls land, whereas the proposed location is slopes gradually up and would allow improved visibility of ball flight.
- 8 A separate application for planning permission in principle (PPP) setting out a prospective masterplan for the wider Murrayshall Estate (ref:21/00508/IPM) has recently been withdrawn.
- 9 This application therefore requires to be assessed on its own merits and not in consideration of any other elements within that withdrawn submission.

## **NATIONAL POLICY AND GUIDANCE**

- 10 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 2014**

- 11 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. This is a statutory document and material consideration in any planning application. It 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.

### **The Scottish Planning Policy 2014 (SSP)**

- 12 The Scottish Planning Policy (SPP) 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.
- 13 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
  - Supporting Business and Employment: paragraphs 32 – 108
  - Valuing the Historic Environment: paragraphs 135-151
  - Managing Flood Risk and Drainage: paragraphs 254-268
  - Promoting Sustainable Transport and Active Travel: paragraphs 269-291

### **Planning Advice Notes**

- 14 The following Scottish Government Planning Advice Notes (PANs) and Guidance Documents are of relevance to the proposal:
- PAN 40 Development Management
  - PAN 43 Golf Courses and Associated Development
  - PAN 51 Planning, Environmental Protection and Regulation
  - PAN 60: Natural Heritage
  - PAN 61 Planning and Sustainable Urban Drainage Systems
  - PAN 65: Planning and Open Space
  - PAN 68 Design Statements
  - PAN 75 Planning for Transport
  - PAN 77 Designing Safer Places
  - PAN 79 Water and Drainage
  - PAN 1/2011: Planning and Noise

### **Creating Places 2013**

- 15 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.

### **National Roads Development Guide 2014**

- 16 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**

- 17 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**

- 18 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.”*

- 19 The following sections of the TAYplan 2016 are of particular importance in the assessment of this application.

- Policy 1: Locational Priorities
- Policy 2: Shaping Better Quality Places
- Policy 3: A First Choice For Investment
- Policy 8: Green Networks
- Policy 9: Managing TAYplan’s Assets

### **Perth and Kinross Local Development Plan 2**

- 20 The Local Development Plan 2 (2019) (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.

- 21 The principal relevant policies are, in summary;

- Policy 1A: Placemaking
- Policy 1B: Placemaking
- Policy 2: Design Statements
- Policy 5: Infrastructure Contributions

- Policy 6: Settlement Boundaries
- Policy 8: Rural Business and Diversification
- Policy 15: Public Access
- Policy 26: Scheduled Monuments
- Policy 27A: Listed Buildings
- Policy 31: Other Historic Environment Assets
- Policy 39: Landscape
- Policy 40B: Forestry, Woodland and Trees: Trees, Woodland and Development
- Policy 41: Biodiversity
- Policy 43: Green Belt
- Policy 50: Prime Agricultural Land
- Policy 51: Soils
- Policy 52: New Development and Flooding
- 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 55: Nuisance from Artificial Light and Light Pollution
- Policy 56: Noise Pollution
- Policy 60B: Transport Standards and Accessibility Requirements: New Development Proposals

## **OTHER POLICIES**

### **Developer Contributions and Affordable Housing Supplementary Guidance April 2020**

- 22 This document sets out the Council's policies on Developer Contributions in relation to Primary Education and Transport Infrastructure/A9 junction upgrades, as well as setting out what Affordable Housing provision is required for new developments.

### **Placemaking Supplementary Guidance 2020**

- 23 The Council has prepared Placemaking Supplementary Guidance (2020) to support Policy 1 (Placemaking) of the Perth and Kinross Local Development Plan 2 (2019). It is to be used in the assessment of planning applications and to assist in the placemaking process.

### **Flood Risk and Flood Risk Assessments Supplementary Guidance 2020**

- 24 The Adopted Flood Risk & Flood Risk Assessment (PDF) [5MB] supports the Adopted Perth and Kinross Local Development Plan 2 (2019) Policy 52: New Development and Flooding, and Policy 53: Water Environment and Drainage.

### **Supplementary Guidance - Open Space Provision for New Development**

- 25 The [Adopted Open Space Provision for New Developments Supplementary Guidance \(2021\) \(PDF\) \[6MB\]](#) has been produced to accompany the Local

Development Plan 2 (2019) Policy 14: Open Space Retention and Provision and contains information on SUDS drainage design.

## **SITE HISTORY**

- 26 [20/01688/SCRN](#) On 24 December 2020 a Screening Opinion was requested – this saw PKC advise it considered an EIA was not Required
- 27 [20/00010/PAN](#) On 9 December 2020 a Proposal of Application Notice was submitted for a: Residential development, extension to hotel, erection of hotel accommodation units and staff accommodation units, spa facility, golf training and indoor sports buildings, formation of camping grounds, outdoor sports grounds, photovoltaic sites, access roads, SUDS ponds, landscaping and associated works. This saw PKC confirm that the public consultation exercise proposed was acceptable and provided advice on the level of information to support an application on 13 January 2021.
- 28 [21/00508/IPM](#) An application for Planning Permission in Principle was withdrawn on 4 April 2022, it had proposed a: Residential development, extension to hotel, erection of hotel accommodation units, café, spa and leisure facilities and groundskeeping buildings, formation of camping grounds, outdoor sports grounds, photovoltaic site, access roads, SUDS ponds, landscaping and associated works.

## **CONSULTATIONS**

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

### **External**

- 30 **Scone And District Community Council:** Objection regarding conflict between this application and application 21/00508/IPM (which has subsequently been withdrawn). Further information was sought on intentions for the existing driving range and regarding traffic generation and movements.
- 31 **Perth Scone Airport:** No comments.
- 32 **Scottish Water:** No objection. Advise that a Scottish Water Main is located within the site. That there is currently capacity within the waste water and water treatment works to service the development, but that a separate application will be required to connect to Scottish Water's assets.

### **Internal**

- 33 **Structures And Flooding:** No objection. Following submission of additional information, the Drainage Strategy, SUDS and Flood Risk Assessment are considered to be acceptable and to meet the requirements of policy and supplementary guidance.

- 34 **Community Greenspace:** No objection. Advice provided on the requirement for other legislative requirements to divert the existing core path/right of way through the site. Provide comment that the proposed diversion is considered acceptable but will require to be subject to a formal request for a diversion order under Section 208 of the Planning Act.
- 35 **Biodiversity/Tree Officer:** No objection. The submitted Ecology Survey (ES) is acceptable and provides an appropriate assessment of the impact on protected species. Conditions are recommended to ensure the mitigation measures within the ES are adhered to.
- 36 **Transport Planning:** No objection. The traffic generation associated with the proposal, as indicated within the Transport Statement (TS), is considered acceptable and capable of being accommodated on the public road network. The access and parking arrangements are also accepted.
- 37 **Development Contributions Officer:** No developer contributions are required, as the proposal involves the relocation of an existing driving range.
- 38 **Planning And Housing Strategy:** No objection. Advice provided regarding policies of the Local Development Plan, with particular regard to Policy 43: Green Belt, Policy 8: Rural Business and Diversification, Policy 15: Public Access, Policy 41: Biodiversity and Policy 26: Scheduled Monuments.
- 39 **Commercial Waste Team:** No comments.
- 40 **Environmental Health (Noise Odour):** No objection in terms of impact on residential amenity, subject to conditions relating to complaint investigation and acceptable noise levels for any plant and machinery. Lighting arrangements are considered acceptable, subject to a condition which minimises light spill.
- 41 **Environmental Health (Contaminated Land):** No objection. There are not considered to be any issues relating to contaminated land on this site.

## REPRESENTATIONS

- 42 A total of 41 representations have been received over two separate periods of public advertisement and neighbour notification. The issues raised are summarised as follows:
- Contrary to Development Plan
  - Inappropriate land use
  - Loss of Trees
  - Impact on green belt
  - Lack of information on intentions for existing driving range
  - Light pollution/light spill and timings
  - Impact on private water supplies
  - Relationship to Planning Permission in Principle application

- Impact on core path – Section 208 Order required
- Impact on visual amenity
- Loss of open space
- Road safety
- Out of character with area
- Traffic generation
- Lack of evidence for job creation
- Lack of engagement with local community
- Clarity on SUDS pond capacity
- Noise pollution
- Accuracy of Transport Statement
- Impact on protected species
- Flood risk
- Site ownership/applicant

43 These issues are addressed in the Appraisal section of the report. The queries raised regarding the ownership of the site and who the applicant is are not considered to be material to the assessment of the application.

#### **ADDITIONAL STATEMENTS**

44

Screening Opinion	EIA Not Required
Environmental Impact Assessment (EIA): Environmental Report	Not Required
Appropriate Assessment	Habitats Regulations Appraisal AA Not Required
Design Statement or Design and Access Statement	Submitted
Report on Impact or Potential Impact	<ul style="list-style-type: none"> <li>• Drainage Strategy Report</li> <li>• Flood Risk Assessment</li> <li>• Transport Statement</li> <li>• Ecology Report</li> <li>• Tree Survey</li> <li>• Supporting Statement</li> <li>• Ground Investigation</li> <li>• Lighting Strategy</li> </ul>

#### **APPRAISAL**

45 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 outlined above.

## **Principle**

- 46 Policy 1 of the TAYplan advocates the developing of land within the principal settlements rather than developing land outside of them. It does however acknowledge the need to sustain rural economies while protecting the countryside where it genuinely contributes to the outcomes of the Plan. However, suburbanisation of the countryside and unsustainable travel and development patterns should be avoided.
- 47 The implementation of this principle has been translated into the LDP2 with Policy 6 - Settlement Boundaries stipulating that for defined settlements in the Plan, development will not generally be permitted outwith settlement boundaries.
- 48 Although the proposal is not located within the settlement boundary and therefore fails to comply with Policy 1 of TAYplan and Policy 6 of the Local Plan there are exceptions that can be made to this presumption against development outwith a settlement boundary. Particularly in this case through Policy 8: Rural Business Diversification. This states that the Council will give favourable consideration to the expansion of existing businesses in rural areas and that 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. It goes on to state that proposals for new tourism related developments and the expansion of existing facilities will be supported where it can be demonstrated that they improve the quality of existing facilities, allow a new market to be exploited or extend the tourism season.
- 49 The proposed facilities seek to improve the existing golf offering at Murrayshall. The submission explains that the existing driving range has sub optimal topography and is also remote from the hotel, served by a separate access. The new location is served by the same access as the hotel and golf course and is directly adjacent to the first hole of the golf course. The proposal is therefore considered to result in an improvement to the existing facilities available at Murrayshall, as required by Policy 8.
- 50 In addition to the above, the policy also requires that all the following criteria be met:
  - a) The proposal will contribute to the local economy through the provision of permanent employment, visitor accommodation (see also Policy 9), additional tourism or recreational facilities, or the re-use of existing buildings.
  - b) The proposal will not result in suburbanisation of the rural area or encourage unsustainable travel patterns.
  - c) The proposed use is compatible with the surrounding land uses and will not detrimentally impact on the amenity of residential properties within or adjacent to the site.

- d) The proposal can be satisfactorily accommodated within the landscape and environmental capacity of the site.
  - e) The proposal meets a specific need by virtue of its quality or location in relation to existing business or tourist facilities.
  - f) Where any new building or extensions are proposed they should achieve a high quality of design to reflect the rural nature of the site and be in keeping with the scale of the existing buildings.
  - g) The local road network must be able to accommodate, or be capable of upgrading in order to accommodate, the nature and volume of the traffic generated by the proposed development in terms of road capacity, safety and environmental impact.
- 51 It is acknowledged that a driving range will often be located in a rural area and this type of use generally cannot be suitably located within a settlement given the space requirements.
- 52 There is an existing golf course and hotel building at the site and this is considered to be a "site specific resource". The proposal is also directly associated with an existing rural business. There is clearly a locational requirement for the siting of the driving range, which is associated to the wider golf offering. The proposal also offers improved tourism and recreational facilities as required by criterion (a). The proposal is not considered to result in the suburbanisation of the area and is not considered to result in unsustainable travel patterns (as explained in more detail in the Traffic and Transport section below), addressing criterion (b). In terms of criterion (c) there are residential buildings located to the south-west, approximately 350 metres from the driving range building but given the existing topography and tree cover the proposed use is not considered to impact significantly on residential amenity. Furthermore, the proposed driving range building is located at the farthest point on the site from the residential properties. However, detailed assessment of this is provided in the Residential Amenity section below, with impacts, e.g., lighting, controllable through the use of conditions. The proposal is therefore considered to meet criterion (c). The proposal can also be successfully accommodated within the landscape as illustrated in the Design and Layout and Landscape Impact paragraphs below and therefore meets criterion (d).
- 53 Criterion (e) requires a development to meet a specific need by virtue of its quality or location in relation to existing business or tourism facilities. The supporting information and proximity to the existing hotel and golf course are considered to be sufficient to demonstrate that the proposal relates to a well-established existing business and tourism facility. Particularly given there is already a similar facility on the estate which would be replaced.
- 54 Criterion (f) requires development to be of a high-quality design. In this regard the proposed building, whilst relatively large in footprint, is only 4 metres high and is to be finished in a corrugated metal sheeting similar to that found on agricultural buildings in the local area. The scale of the building and associated works and their relationship with the landscape is acceptable, as outlined in the

Design and Layout and Landscape Impact paragraphs below. The proposal is therefore considered to meet criterion (f).

- 55 Criterion (g) requires the local road network to be capable of accommodating the development. This is considered in more detail in the Traffic and Transport paragraphs below, where it is considered that the local road network is capable of accommodating the associated traffic.
- 56 As such the proposal is considered to accord with the criteria contained within policy 8 of LDP2.

### **Green Belt**

- 57 Policy 43 of the LDP2 states that development within the green belt will only be permitted in certain circumstances. One of these is where the proposal either supports an established use or develops a new business within the Green Belt which has a direct relationship to the land. It is clear that the proposal has a direct relationship with the golf offering associated to Murrayshall Hotel and the proposed relocation is to improve the relationship of the practice facilities with the first tee of the golf course. Policy 43 also states in criterion (d) that a development will also be supported where it constitutes uses which advance the Council's aims of improving public access to the countryside around Perth, including recreational, education and outdoor sports. Therefore, the principle of a driving range, directly associated with the existing hotel and golf course and enhancing the sports facilities is considered to be acceptable and therefore complies with Policy 43 of the LDP2. Policy 43 also requires new development to be appropriate in terms of landscape setting and protect and enhance the character of the Green Belt. This will be considered further below.

### **Design and Layout**

- 58 Policies 1A and B relate to placemaking and require new development to respect the character and visual amenity of the area. Furthermore policies 8 and 43 state that the existing landscape should be capable of accommodating the new development. Further guidance is also provided within the associated Placemaking Supplementary Guidance.
- 59 In these regards the site has a rural character located on the outskirts of Scone but is very much associated and clearly related to the existing golf course and hotel, which form a key part of the visual amenity of the area. The proposed development is relatively low in profile and will be seen in context with the golf course and the hotel building. The trees on the south and west boundaries will also provide a degree of containment. The mono-pitch roof and use of profiled metal sheeting will also give the building an agricultural and functional appearance, which is considered suitable in this context.
- 60 The engineering operations associated with the outfield and SUDS pond are not considered to alter the visual amenity significantly. The overall outfield area is proposed to rise from west to east by 11 metres and the SUDS pond is designed to have a natural form and to reflect the requirements of the Council's Open

Space Supplementary Guidance. A condition is recommended to ensure a detailed landscaping scheme for the site is submitted for approval, which should include planting of the SUDS pond. (Condition 2). A condition is also recommended to ensure that full details of the finishing materials of the building are submitted for approval. (Condition 4).

- 61 Furthermore, the proposal involves the replacement of the existing driving range, the areas of which is to be returned to grassland and therefore the extent of visual change is not considered to be significant, particularly given the containment offered by the topography on the application site and the woodland which exists on the boundaries.
- 62 As such, the proposal is considered of appropriate scale and design and conducive to the rural character and visual amenity of the area as required by Policies 1A, 1B and the criteria outlined within Policy 8 of LDP2.

### **Landscape Impact**

- 63 Policy 39: Landscape requires proposals to be compatible with the landscape character of the area. Any proposal should be a good fit with the landscape and amongst other things, not erode local distinctiveness. Development and land use change should be compatible with the distinctive characteristics and features of Perth & Kinross's landscape. Development proposals will be supported where they do not conflict with the aim of maintaining and enhancing the landscape qualities of Perth and Kinross.
- 64 The criteria contained within this policy seek to safeguard the tranquil qualities of an area's landscape and safeguard local distinctiveness and the visual and scenic qualities of the landscape. Policy 39 also mentions the requirement to consider the Tayside Landscape Character Assessment, prepared by Nature Scot.
- 65 The Tayside Landscape Character Assessment (TLCA) identifies this area as part of the 'Igneous Hills Landscape Character Type' and states that there are many modern influences and generally open landscapes therein.
- 66 The localised landscape is relatively undulating but generally rises from south-west to north-east and overall is characterised by small groups of residential properties together with the golf course and hotel. The proposed development retains the landscape character of the area and proposes a development which is a key characteristic of the local area. The small area of woodland which make up the boundaries of the site is to be retained.
- 67 The new building, engineering works and associated works are considered to respect site topography and will not have any adverse impact on surrounding local landmarks, views or skylines. The proposal is therefore considered to relate successfully to the established landscape character of the area and therefore comply with Policy 39 of LDP2.

## **Traffic and Transport**

- 68 Policy 60B of the LDP2 and the National Roads Development Guide are relevant and require an assessment of the impact which the development may have on pedestrian and traffic safety. The policy requires a Transport Statement to demonstrate the extent of traffic movements for both staff, visitors and servicing to the site and should be based on the TRICS database. It is required demonstrate the current baseline situation with traffic counts for all modes of transport to the site, accessibility by all modes of transport including active travel, trip generation for the site, distribution of traffic to the site and a traffic impact assessment on the local roads.
- 69 The submission includes a Transport Statement (TS) which outlines the implications on the road network of the proposed development.
- 70 The Transport Statement provides an indication of the existing operational characteristics of the site, the existing road network and details on the proposed offering and transport arrangements for the proposed development. It also includes trip generation data based upon the TRICS database, an industry recognised standard in assessing potential traffic generation. PKC Transport Planning have confirmed that the TS has been undertaken using the correct methodology. As noted above a number of concerns regarding traffic generation have been expressed in representations.
- 71 Access to the site is proposed from Murrayshall Road and 18 car parking spaces are included. Transport Planning have reviewed the layout and consider access and parking to be acceptable, both in terms of road safety and to accord with the National Roads Development Guide.
- 72 The TS indicates that the overall total daily movements to the facility will be less than 7 peak time vehicles, but states that as the proposal involves the relocation of the existing driving range it would also divert the existing diving range related traffic away from the U85. It also states that given the level of traffic generation there are no formal passing places required on Murrayshall Road, with some existing informal passing spaces considered adequate.
- 73 Transport Planning have assessed the TS and consider the level of additional traffic to be generated by the proposal to be acceptable and capable of being accommodated on the existing road network and therefore accept the conclusions.
- 74 Overall, the proposal is acceptable in terms of traffic and road safety and therefore accords with Policy 60B of LDP2.

## **Trees and Landscape**

- 75 Policy 40B of LDP2 relates to trees and woodland and states that a tree survey should accompany any proposal where there are existing trees on the site.

- 76 Furthermore, the placemaking policies of LDP2 (Policies 1A and B) require that development must contribute positively to the surrounding natural and built environment.
- 77 Policy 40B notes the Council will follow the Scottish Government Policy on Control of Woodland Removal (PCWR) which states that there is a presumption in favour of protecting woodland resources.
- 78 Policies 1A and B of the LDP2 seek (amongst other things) to ensure that all new sites have a suitable landscape framework which is capable of absorbing the development proposed. In this respect it is considered that the site has a suitable landscape framework in the form of the existing hedging, trees and topography.
- 79 The application site is generally contained by woodland and this is proposed to be retained. The proposed diverted core path and car parking area are located close to existing trees and therefore a Tree Survey accompanies the application which confirms that one tree requires to be felled but this is not to accommodate the development but is due to ash die back. Three other trees are proposed to be felled due to health and safety concerns. The level of felling proposed is considered to be acceptable. Compensatory planting is to be secured by Condition 2.
- 80 It is also stated that there will be some encroachment on root protection areas of trees, where the car park and diverted core path are to be located. In these locations ground protection is proposed to be installed to protect these roots. Appropriate tree protection measures are also to be installed during construction operations. The impact on trees on site is therefore considered to be acceptable.
- 81 A condition is recommended to ensure the findings and mitigation contained within the tree report are implemented (Condition 6) and that tree protection measures are implemented (Condition 5). A condition requiring the submission and implementation of a landscaping plan is also recommended, to compensate for the tree loss (Condition 2).
- 82 Subject to the above conditions the proposal is considered to accord with Policies 1A and B relating to placemaking and 40B relating to trees and woodland of LDP2.

### **Biodiversity**

- 83 Policy 41 of the LDP2 states that the Council will seek to protect and enhance all wildlife and habitats, whether formally designated or not, considering natural processes in the area. Planning permission will not be granted for development likely to have an adverse effect on protected species unless clear evidence can be provided that the ecological impacts can be satisfactorily mitigated.
- 84 The submission includes an Ecological Survey which has been reviewed and accepted by the Council's Biodiversity Officer. This includes a survey of all potential species on the site and concludes that the development will result in the loss of low value semi natural habitat to accommodate the development. There is

considered to be a negligible impact on biodiversity as a result of the development and that there will be no impact on protected species. The Biodiversity Officer has accepted the conclusions of the survey and recommends conditions to ensure that the mitigation contained within the report is undertaken (Condition 7) and that measures to prevent animals being trapped in open excavations are implemented (Condition 8). An informative is also recommended to remind the applicant of their obligations under the Wildlife and Countryside Act 1981.

- 85 Subject to these conditions it is considered that the proposal will meet the requirements of Policy 41 of LDP2.

### **Flood Risk**

- 86 Policy 52 of the LDP2 states that there is a presumption against proposals for built development or land raising on flood plains. The proposal involves the diversion of an existing drainage ditch and a new culvert. The modelling submitted and the diversion proposed for the ditch has been accepted by Structures and Flooding. The drainage ditch diversion is therefore considered to be acceptable and in accordance with Policy 52 of the LDP2 in terms of flood risk.

### **Drainage**

- 87 The submission indicates that waste water will be treated using a small pump chamber to allow foul water to be pumped into the Scottish Water foul sewer, which accords with the requirements of Policy 53B of the LDP2.
- 88 Policy 53C requires surface water drainage to be managed by a Sustainable Urban Drainage System (SUDS) and a SUDS pond proposed to the west of the driving range. Details of the SUDS solution are included within the submitted Drainage Strategy and the SUDS pond is proposed to be of a natural design to limit its impact on the visual amenity and landscape of the area. This has been reviewed by PKC Structures and Flooding who consider it be acceptable. The proposal therefore accords with Policy 53C of LDP2. As mentioned above a condition is recommended to ensure the SUDS pond is appropriately planted.

### **Residential Amenity**

- 89 Policy 56 of the LDP2 relates to noise pollution and states that there is a presumption against the siting of development which will generate high levels of noise in the locality of existing noise sensitive land uses.
- 90 Planning control has a duty to future occupiers not to create situations of potential conflict between neighbours.
- 91 As with all proposals, it is expected and anticipated that existing residential amenity enjoyed by existing dwellinghouses will be protected, as well as the amenity associated with any proposed dwellings. There are residential dwellings located to the south-west, at the opposite end of the site from the driving range

building, the main source of noise, and some 350m away with intervening tree cover. The proposed use as a driving range is not considered to generate unacceptable levels of noise and involves the relocation of an existing nearby driving range. Furthermore, the proposal involves the relocation of the existing driving range which is located closer to residential properties than the proposal. Subject to conditional controls it is therefore not considered that there would be any unacceptable detriment to the amenity of the nearby dwellings. Environmental Health have been consulted and also accept that noise levels from the driving range will be low. A condition is recommended to ensure that any noise from plant and equipment on the building is controlled to appropriate levels (Condition 9). A further condition is recommended to ensure any justified complaints regarding noise from the development are suitably addressed. (Condition 10).

- 92 The proposed development is not considered to result in any overlooking towards neighbouring properties and is not considered to result in any loss of daylight or overshadowing given the significant distance between the site and other properties.
- 93 The proposal is therefore considered to accord with the requirements of Policy 56 of the LDP2 in relation to noise.

### **Lighting**

- 94 Policy 55 of LDP2 states that permission will not be granted for proposals where lighting would result in obtrusive or intrusive effects. The submission includes details of the proposed lighting, which includes the roadway, car parking and access routes and security lighting to the building perimeters. There is also floodlighting for the driving range itself, which is to be designed to minimise light spill and utilises controlled LEDs which allow light distribution to be managed. The topography and tree cover in the area will also help to avoid light spill as the driving range slopes upwards from north to south which will limit longer views of the site from Scone and the south. Furthermore, the existing driving range flood lighting will cease operation/be removed.
- 95 The submission also includes a report demonstrating the illuminance resulting from the lighting and demonstrates that it will not significantly impact on nearby residences. The extent of lighting proposed is thus considered acceptable and will help to limit light pollution as much as possible, whilst ensuring the safety of employees and lighting of the driving range. The proposed lighting will also be seen in the context of the existing lighting at the adjacent hotel.
- 96 The driving range flood lights are proposed to be operated generally no later than 2200hrs in most cases. Although the use of the flood lights may be required after 2200hrs or early morning to allow work to take place when the range is closed, but this would likely be on an infrequent and ad-hoc basis, e.g., in winter to cut grass before golf play starts and to collect range balls when range business is finished for the day. The current driving range is managed in the same way. It is considered that due to the topography of the new range the impact from lighting would be less than the existing range which is more prominent/visible and has

less sophisticated lighting arrangements. A condition is recommended to ensure the hours of operation of the external floodlighting is limited to between 0800 and 2300hrs daily. (Condition 13).

- 97 The proposal is therefore not considered to generate any significant light pollution in comparison with the existing situation. A condition is recommended to ensure that there is no light spill onto neighbouring land in the interests of visual and residential amenity (Condition 12). Furthermore, for the avoidance of any doubt a further condition is recommended to ensure that exact details of all lighting are submitted for approval. (Condition 11).
- 98 Subject to these conditions, the proposal is considered to accord with Policy 55 of the LDP2.

### **Construction and Construction Access**

- 99 There is potential for construction operations and construction traffic to impact the amenity of local residents. It is therefore necessary to consider appropriate mitigation measures during construction to limit this as much as possible. A Construction Traffic Management Plan will therefore be requested by condition. (Condition 14).

### **Prime Agricultural Land**

- 100 The application site has been identified as Class 3.1 agricultural land which is capable of producing a consistently high yield of a narrow range of crops and/or moderate yields of a wider range.
- 101 Policies 50 and 51 of the LDP2 seek to ensure that developments on good quality soils are restricted to avoid the loss of these soils for crop production. The policies indicates that small scale development directly associated with and linked to a rural business may also be acceptable provided it is compatible with the other policies of the LDP2, which is the case here. Furthermore, the existing driving range is proposed to be returned to managed grassland and therefore the overall impact on prime land is considered to be negligible and acceptable and therefore complies with policies 50 and 51 of LDP2.

### **Cultural Heritage**

- 102 There are listed buildings located to the south-west of the site at 'Dovecot' and 'Bonhard House' but these are considered to be sufficiently distant to ensure that their setting will not be impacted. Otherwise, the site is not within a Conservation Area. As such it is considered that the development will not have any adverse impact on cultural heritage assets and therefore complies with Policies 27A and 31 of the LDP2.

### **Economic Impact**

- 103 The objective of Scotland's National Strategy for Economic Transformation 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.

- 104 It is considered that it is undoubtable that there will be some economic benefit associated with the operation of the driving range, but this must be seen in the context of the spatial strategy and general policies of the Local Development Plan.
- 105 When looking at Economic Development Policy 8: Rural Business and Diversification, the submission is considered sufficient to demonstrate that the proposal is an appropriate rural business development in accordance with Policy 8 of LDP2, as is referenced elsewhere in this report.

### **Local/Major Application**

- 106 The application site extends to 9.73 hectares (ha). The Town and Country Planning (Hierarchy of Development) (Scotland) Regulations 2009 and Circular 5:2009 Hierarchy of Developments state that it is the "developable area" of a site which dictates whether the application should be classed as a "major application" or not. The submission sets out that the area subject to physical development extends to 1.69ha, so below the 2ha threshold to be considered as a "major" development. This area includes the SUDS pond, engineering operations to form the outfield, the car parking, the building and all other associated works. Therefore, there is no requirement for a formal public consultation exercise in this instance and the application is classed as a "local" application under the above regulations.

### **Neighbour Notification**

- 107 The neighbour notification and advertisement undertaken for the application has been carried out in accordance with the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. Furthermore, as explained above, there is no requirement for a statutory public consultation exercise as is required for a "major" planning application.

### **Scheduled Monuments and Archaeology**

- 108 There are no scheduled monuments on the site and the proposal is not considered to impact on any archaeological sites.

### **Developer Contributions**

- 109 As the proposal involves the relocation of an existing driving range and associated uses to elsewhere within the hotel grounds/estate, there are not considered to be any developer contributions required.

### **Existing Driving Range**

- 110 The existing driving range will cease to operate once the new driving range has opened. The existing range buildings are proposed to be re-purposed for ancillary storage following the closure and will be adapted and made secure. The existing driving range outfield is proposed to be returned to managed grassland. The submission indicates that as part of a wider masterplan for the estate a proposal for development on the existing driving range site may be submitted but this would be subject to a separate application which would be considered on its own merits. The applicant has also indicated their intention to consult with the local community before progressing with any further masterplan application. A condition is recommended to ensure details of the intentions for the existing driving range building and land are submitted for the approval of the Planning Authority given its location with the green belt. (Condition 18).

### **Private Water Supplies**

- 111 Letters of representation have raised concern regarding the impact which the proposed development may have on existing private water supplies in the area.
- 112 For the avoidance of any doubt, a condition is recommended to ensure that existing private water supplies are identified and protective measures put in place for these supplies, if required following consultation with the Council's Private Water Team (Condition 17). Informative notes are also recommended to ensure the applicant is aware of the legislation associated with the protection of private water supplies.

### **Stopping Up Order and Core Path Diversion**

- 113 Policy 15 of the LDP2 states that development proposals which have an adverse impact upon the integrity of a core path or right of way will not be permitted. The new driving range is proposed to extend across the SCON/7 Core Path and the 39/7 Right of Way which travels east-west across the proposed outfield area and therefore the use of the driving range would clearly conflict with users of the core path. The proposal therefore seeks to relocate and divert the core path and right of way to the north, to avoid it crossing the outfield area. Community Greenspace have been involved in discussions regarding this diversion and have offered no objections to the principle of the proposed diversion, which would add approximately 100 metres to the route subject to the revised route being appropriate. There is a requirement for the new route to be physically defined, in part, by post and wire fencing and hedging to ensure it is clearly defined and to avoid users going onto the new outfield area. Signage is also required at key points to ensure users are aware of any new route. A plan has been submitted to demonstrate how this would be achieved and where a total of seven signs would be located. A condition is recommended to agree details of the proposed signage (Condition 16). The diverted route is to be partly a whin dust finish and partly as existing, with a small tarmac area where it passes to the north of the proposed car park.

- 114 Whilst the proposed diversion is considered to be acceptable in planning terms, there are formal processes relating to the stopping up and diversion of core paths and rights of way. These processes are separate from the planning considerations material to this application and should be progressed and sought by the applicant if and when planning permission is granted (Informative 7). There have been some initial discussions between the applicant and PKC Community Greenspace regarding the formal procedure associated with this. It should be noted that the granting of any planning permission does not mean that the core path and right of way can be formally diverted without the correct process being completed. The recommendation in this report solely relates to the land use planning terms of the diversion being acceptable and gives no guarantee that the separate process(es) to stop up and divert the path will be approved.
- 115 Separate to the above there is also a requirement to ensure this public access route remains available during construction operations given that the cut and fill operation would impact on the route and therefore a temporary route may be required as construction is undertaken and before the diverted route opens. This can be secured by an appropriately worded planning condition. (Condition 15)

### **VARIATION OF APPLICATION UNDER SECTION 32A**

- 116 This application was varied prior to determination, in accordance with the terms of section 32A of the Town and Country Planning (Scotland) Act 1997, as amended. The variations incorporate changes to the site layout, a set of revised drawings, submission of a Transport Statement, Core Path Diversion Plan, Amended Supporting Statement, a Drainage Report and Flood Risk Assessment, an Ecology Report, a Tree Survey, a Lighting Strategy and a revised Design Statement. The variations to the application were re-advertised and neighbours re-notified.

### **PLANNING OBLIGATIONS AND LEGAL AGREEMENTS**

- 117 None required.

### **CONCLUSION AND REASONS FOR RECOMMENDATION**

- 118 To conclude, the application must be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. In this respect, the proposal is considered to comply with the approved TAYplan 2016 and the adopted Local Development Plan 2 (2019). Account has been taken account of the relevant material considerations and none has been found that would justify overriding the adopted Development Plan.
- 119 Accordingly, the proposal is recommended for approval subject to the following conditions.

## **A 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 the development hereby approved, a detailed landscaping and planting scheme for the site, including the SUDS pond shall be submitted for the written agreement of the Council as Planning Authority. The scheme shall include details of the height and slopes of any mounding or recontouring of the site, full details of all hard landscaping proposals including materials and installation methods and, species, height, size and density of trees and shrubs to be planted. The scheme as subsequently approved shall be carried out and completed within the first available planting season (October to March) after the completion or bringing into use of the development, whichever is the earlier, and the date of Practical Completion of the landscaping scheme shall be supplied in writing to the Council as Planning Authority within 7 days of that date. The scheme as agreed and implemented shall thereafter be maintained to the satisfaction of the Council as Planning Authority.

Reason - In the interests of visual amenity; to ensure a satisfactory standard of local environmental quality.

3. Any planting failing to become established within five years shall be replaced in the following planting season with others of similar size, species and number to the satisfaction of the Council as Planning Authority.

Reason - In the interests of visual amenity; to ensure a satisfactory standard of local environmental quality.

4. Prior to the commencement of the development hereby approved, details of the specification and colour of the proposed external finishing materials to be used shall be submitted to and agreed in writing by the Council as Planning Authority. The scheme as agreed shall be implemented prior to the completion or bringing into use of the development, whichever is the earlier.

Reason - In the interests of visual amenity; to ensure a satisfactory standard of local environmental quality.

5. Prior to the commencement of any works on site, all trees on site (other than those marked for felling on the approved plans) and those which have Root Protection Areas which fall within the site 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 implementation of the tree protection measures outlined in the submitted Tree Survey.

6. The tree protection measures outlined in the approved Tree Survey (doc ref:36), Tree Protection Plan (doc ref: 37) and Tree Protection Specification shall be fully implemented on site for the duration of construction operations.

Reason - To ensure implementation of the tree protection measures outlined in the submitted Tree Survey.

7. The conclusions and recommended action points within the supporting biodiversity survey submitted and hereby approved (doc ref: 33) shall be fully adhered to, respected and undertaken as part of the construction phase of development, to the satisfaction of the Council as Planning Authority.

Reason - In the interests of protecting environmental quality and of biodiversity.

8. Measures to protect animals from being trapped in open excavations and/or pipe and culverts shall be implemented for the duration of the construction works of the development hereby approved. The measures may include creation of sloping escape ramps for animals, which may be achieved by edge profiling of trenches/excavations or by using planks placed into them at the end of each working day and open pipework greater than 150 mm outside diameter being blanked off at the end of each working day

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).

9. All plant or equipment shall be so enclosed, attenuated and/or maintained such that any noise therefrom shall not exceed Noise Rating 35 between 0700 and 2300 hours daily, or Noise Rating 20 between 2300 and 0700 hours daily, within any neighbouring residential property, with all windows slightly open, when measured and/ or calculated and plotted on a rating curve chart.

Reason - In the interests of residential amenity; to ensure a satisfactory standard of local environmental quality.

10. In the event, that justified complaints for noise are received by the Council, the applicant at their own expense, shall employ a consultant to carry out an assessment of noise from the development, with the appointment and methodology to approved in writing by the Planning Authority. Thereafter recommendations/mitigation measures along with timescales for implementation will be submitted to the Planning Authority within 28 days of the assessment.

Reason - In the interests of residential amenity; to ensure a satisfactory standard of local environmental quality.

11. Prior to the commencement of the development hereby approved, full details of the specification and design of all of the lighting on site shall be submitted to and approved in writing by the Planning Authority. The details, as approved in writing, shall be implemented as part of the site development.

Reason – In the interests of visual and residential amenity.

12. All external lighting shall be sufficiently screened and aligned so as to ensure that there is no direct illumination of neighbouring land and that light spillage beyond the boundaries of the site is minimised to a degree that it does not adversely affect the amenity of the neighbouring land.

Reason - In the interests of residential amenity; to ensure a satisfactory standard of local environmental quality.

13. The hours of operation of external floodlighting shall be restricted to between 0800 and 2300 hours only.

Reason - In the interests of visual and residential amenity.

14. Prior to the commencement of the development hereby approved, the developer shall submit for the further written agreement of the Council as Planning Authority, in consultation with the Roads Authority (Structures), 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) 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;
  - e) arrangements for cleaning of roads affected by material deposited from construction sites associated with the development;
  - f) 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;
  - g) details of information signs to inform other road users of construction traffic;
  - h) arrangements to ensure that access for emergency service vehicles are not impeded;
  - i) co-ordination with other significant developments known to use roads affected by construction traffic;
  - j) traffic arrangements in the immediate vicinity of temporary construction compounds;

- k) the provision and installation of traffic counters at the applicant's expense at locations to be agreed prior to the commencement of construction;
- l) monitoring, reporting and implementation arrangements;
- 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 residential amenity.

15. Prior to the commencement of the development hereby approved, a management plan indicating any temporary diversions and associated fencing (including on the east side of the area where the core path is proposed to be diverted from)/signage needed to facilitate the development and/or any works proposed to the right of way/core path as part of the development shall be submitted for the agreement of the Council as Planning Authority. This plan should demonstrate the temporary measures which are to be put in place until any formal diversion of the core path and right of way is approved. The plan as agreed shall be implemented in accordance with the timings identified in the plan.

Reason - To ensure that public access is maintained at all reasonable times, to the local path network.

16. Prior to the commencement of the development hereby approved, full details of the proposed fencing/signage associated to the final diverted core path route shall be submitted to and approved in writing by the Planning Authority. The signage, as approved in writing, shall be installed as part of the works to form the diversion and shall be installed in full prior to the path diversion being brought into use.

Reason – To ensure provision of appropriate signage on the diverted route to guide users.

17. Prior to the commencement of the development hereby approved, details of the location and measures proposed for the safeguarding and continued operation, or replacement, of any septic tanks and soakaways, private water sources, private water supply storage facilities and/or private water supply pipes serving properties in the vicinity, sited within and running through the application site, shall be submitted to and approved in writing by the Council as Planning Authority. The subsequently agreed protective or replacement measures shall be put in place prior to the development being brought into use and shall thereafter be so maintained insofar as it relates to the development hereby approved.

Reason – In order to prevent impact on existing private water supplies.

18. Prior to the occupation/bringing into use of the development hereby approved, full details of any alterations/works to and future use if retained for the existing driving range and associated buildings shall be submitted to and subsequently approved in writing by the Planning Authority. The details, as approved in writing shall be implemented within 6 months of the new driving range being brought into use.

Reason – In the interests of visual amenity and to ensure the character of the Perth Green Belt is not detrimentally impacted upon.

## **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**

None

## **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 requiring of a building warrant shall be commenced until an application for building warrant has been submitted and approved.
5. The developer should make contact with the Council's Enforcement Officer (Trees), [developmentmanagement@pkc.gov.uk](mailto:developmentmanagement@pkc.gov.uk) or [planningenforcement@pkc.gov.uk](mailto:planningenforcement@pkc.gov.uk) to ensure the implementation of the tree protection measures on site.
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. The granting of planning permission does not alter the status of the existing core path SCON/7 and right of way 39/7. An order to stop up and divert the affected path under the Town and Country Planning (Scotland) Act 1997, Section 208 or an amendment of the core path under the Land Reform (Scotland) Act 2003, may be required.
8. The applicant shall ensure the private water supply for the dwellinghouse/ development complies with the Water Scotland Act 1980 (Section 63), The Private Water Supplies (Scotland) Regulations 2006 and The Water Intended for Human Consumption (Private Supplies) (Scotland) Regulations 2017. Detailed information regarding the private water supply, including the nature, location and adequacy of the source, any storage tanks/ pipework and the filtration and disinfection treatment proposed to ensure provision of an adequate and consistently wholesome water supply shall be submitted to Perth and Kinross Council Environmental Health in line with the above Act and Regulations.
9. The applicant should ensure that any existing wayleaves for maintenance or repair to existing private water supply or septic drainage infrastructure in the development area are honoured throughout and after completion of the development.
10. The applicant is advised that a Scottish Water main is located within the site and the developer should take account of the advice contained within Scottish Water's consultation response dated 19 October 2021 in this regard.
11. The applicant is advised that the granting of planning permission does not guarantee a connection to Scottish Water's assets. The applicant must make a separate application to Scottish Water Planning & Development Services team for permission to connect to the public wastewater system and/or water network and all their requirements must be fully adhered to.

Background Papers: 41 letters of representation

Contact Officer: John Williamson

Date: 23 June 2022

**DAVID LITTLEJOHN**  
**HEAD OF PLANNING & DEVELOPMENT**

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.
---

You can also send us a text message on 07824 498145.
--

All Council Services can offer a telephone translation facility.
--