

ANGUS COUNCIL

PLANNING AND TRANSPORT POLICY COMMITTEE

17 OCTOBER 2002

SUBJECT: FINALISED PERTH AND KINROSS STRUCTURE PLAN

REPORT BY DIRECTOR OF PLANNING AND TRANSPORT

Abstract: This report advises the Committee of the publication of the Finalised Perth and Kinross Structure Plan together with implications for strategic planning policy in Angus.

1 RECOMMENDATION

It is recommended that the Committee -

1. note the publication and submission of the Finalised Structure Plan for Perth and Kinross to Scottish Ministers;
2. note the significant cross boundary issues raised by proposals to support the establishment of a new village and investigate the development of a commercial airport at Errol Airfield and their potential long-term adverse implications for development at the Dundee Western Gateway as set out in the Finalised Dundee and Angus Structure Plan; and
3. agree to submit objections to the Scottish Executive on the potential impact of Sustainable Communities Proposal 1 and Sustainable Economy Proposal 3 concerning development at Errol Airfield which, in the absence of more explicit justification, do not appear necessary to meet the Perth and Kinross Structure Plan strategy for housing or employment land release in a sustainable manner or location.

2 INTRODUCTION

- 2.1 Perth and Kinross Council has recently published the Finalised Perth and Kinross Structure Plan comprising a Written Statement and Report of Survey supported by associated Publicity and Consultation Report and Sustainability Appraisal. The Finalised Structure Plan was submitted to the Scottish Ministers for their consideration on 13 September 2002. Representations on the Finalised Plan should be submitted to the Scottish Executive on or before 25 October 2002.
- 2.2 This report updates the position following previous consideration of the Draft Perth and Kinross Structure Plan by the Planning and Transport Policy Committee at their meeting of 11 October 2001 (Report No. 1148/01 refers).
- 2.3 A copy of the Finalised Perth and Kinross Structure Plan together with supporting documentation is available for reference at Planning and Transport, St James House, Forfar.

3 FINALISED PERTH AND KINROSS STRUCTURE PLAN

- 3.1 The Finalised Perth and Kinross Structure Plan seeks to provide broad strategic land use policy guidance for Perth and Kinross for the period to 2020. Detailed land use policies and proposals will emerge through Local Plans and implementation of the strategy will also rely on partnership with other agencies and the community. When approved by Scottish Ministers, the new Structure Plan will repeal and replace that part of the Tayside Structure Plan 1993 (approved in 1997) as it relates to Perth and Kinross.
- 3.2 The strategy seeks to provide sufficient housing, promote a wide range of job opportunities and sustain communities whilst still protecting the quality of the environment of the Perth and Kinross area. The Finalised Structure Plan has been developed around three key themes:-
- building sustainable communities;
 - creating a sustainable economy;
 - sustaining the environment and resources.
- 3.3 These key themes relate to the Council's corporate priorities and its strategic land use planning objectives.
- 3.4 In recognition that Perth and Kinross is a diverse area including a city and a range of small towns and villages, together with a mix of accessible and remote rural areas, the Finalised Structure Plan promotes a range of development within three distinct areas:-
- Perth Core area;
 - Lowland area;
 - Upland area.

Perth Core

- 3.5 The strategy aims to reinforce Perth's role as the dominant centre and the prime source of the area's economic growth. Allowance has been made for economic development and housing opportunities encouraging people to live closer to Perth. A green belt is proposed to control the longer term growth of Perth. The Plan also reinforces Perth's retail and service role. In addition growth is directed towards key local centres primarily the former Burghs. Improved transport links from these centres to Perth are promoted along with rural transport links to their catchments. Strengthening and diversifying the rural economy while protecting the environmental and cultural resources are also important aims of policies in the Plan.
- 3.6 A key issue addressed by the Finalised Structure Plan is the housing land requirement for the Perth Core area, and future growth of Perth City. The Plan Strategy requires that most housing land allocations be made within Perth and the Perth Core area. A substantial amount of the requirement is accounted for on sites in Perth City, the Almond Valley, Oudenarde, Almondbank and Methven. Additional land for 750 houses is required in the period 2010 – 2020 for the Perth Core area. These will be identified in accordance with the following policy:

“Sustainable Communities Policy 5

In the Perth Core area, housing sites will be identified according to the following sequential approach:

- *Sites within Perth city*
- *Small-scale opportunity sites in villages to increase range and choice within the market.”*

Lowland

3.7 There appears to be little requirement for additional housing land in the Lowland area particularly to the east of Perth. Towards Dundee allocations will be made to meet demand arising in that part of the Greater Dundee Housing Market Area which lies within Perth and Kinross. These will primarily be met in Invergowrie and Longforgan, the scale of allocation to be agreed in consultation with Dundee City Council.

3.8 The key longer term proposal that is of interest to Angus Council is Sustainable Communities Proposal 1. This supports the development of a new village at Errol Airfield, primarily for economic development reasons and also to provide longer term housing supply. The proposal states that:

“The Council will support the establishment of a new village at Errol Airfield on the basis that it offers either an airport and/or a unique economic development opportunity for high technology and IT-based business development, and that consent be linked to evidence that substantial economic development benefits to Perth and Kinross be delivered.”

3.9 Linked with this is Sustainable Economy Proposal 3 which states that there is potential to develop Errol Airfield as a commercial airport, possibly for use by low cost airlines. Sustainable Economy Proposal 3 states that:

“The Council will, with a range of bodies, investigate the potential for the development of Errol Airfield as a commercial airport.”

Upland

3.10 There are no conflicting strategic issues affecting Angus arising from the aspects of the Plan relating to the Upland area.

4 DISCUSSION

4.1 In the main the policies and proposals contained in the Finalised Structure Plan for Perth and Kinross are compatible with the strategic land use planning approach for Angus contained in the Finalised Dundee and Angus Structure Plan and the adopted Angus Local Plan.

4.2 Angus Council previously made representations on the Draft Perth and Kinross Structure Plan in relation to the proposal for a new village at Errol Airfield containing both housing and employment land (Report No. 1148/01 refers). It was considered that such a development could adversely impact on proposals for the Dundee Western Gateway as set out in the Dundee and Angus Structure Plan. At that stage the Council agreed to keep the proposals under review whilst further work was

undertaken to finalise both the Dundee and Angus Structure Plan and the Perth and Kinross Structure Plan for submission to the Scottish Ministers.

- 4.3 A substantial number of comments submitted to Perth and Kinross Council regarding this issue were against the proposal at Errol Airfield.
- 4.4 Although the proposal for a new village at Errol Airfield has been retained within the Finalised Structure Plan there is little explicit justification contained in the Plan in terms of the requirement for additional housing and/or employment land in this location. The proposal also lacks detail as to the amount of land that could potentially be developed.
- 4.5 The Perth Core Area has been defined as being within approximately a 25 minute local bus ride of Perth. The Finalised Structure Plan strategy establishes the Core Area as the main focus for business and industrial activity and associated residential development. Development at Errol Airfield would lie outwith the Perth Core Area and would lead to additional commuting to/from Perth, Dundee and possibly Angus.
- 4.6 The Structure Plan indicates that the vast majority of the housing land requirement in both the Perth Core area and Lowland area will be met from the existing identified supply. It would contradict the strategy to allocate land at Errol Airfield in order to meet the Perth Core area requirement. In the Perth Core area it is proposed to meet the requirement for some 750 additional units by identifying sites in Perth City and other small-scale sites within villages. Sites to meet the small Lowland Area housing requirement are to be allocated in the former Burghs and in smaller settlements where they support the rural economy and prevent commuting. Any substantial development at Errol Airfield would lead to increased commuting and could be contrary to the sustainability theme that underpins the Finalised Perth and Kinross Structure Plan.
- 4.7 Large scale development at Errol Airfield could undermine future development at the Dundee Western Gateway identified in the Finalised Dundee and Angus Structure Plan including the future employment opportunities this will provide for Angus residents.
- 4.8 A Sustainability Appraisal was undertaken for policies and proposals in both the Finalised and Draft Perth and Kinross Structure Plans. The new settlement at Errol Airfield (Sustainable Communities Proposal 1) was considered in the document prepared for the Draft Plan and scored relatively well in terms of reusing derelict land and providing employment and economic benefits. It scored poorly in terms of accessibility, in particular in terms of the potential to promote commuting and car dependency. Overall the Appraisal suggested that the proposal should be reviewed. It has subsequently been retained in the Finalised Structure Plan.
- 4.9 The other proposal at Errol, to investigate the potential for the development of Errol Airfield as a commercial airport also raises issues of concern in relation to access and connection to the strategic transport network. The location away from the two centres of population of Perth and Dundee requires careful consideration in terms of accessibility and would appear to run contrary to the wider approach to achieving a sustainable aviation strategy for Scotland as embodied in the recent Scottish Executive consultation Document on the Future of Aviation in Scotland (Report 1212/02 refers).

- 4.10 The commercial airport proposal (Sustainable Economy Proposal 3) was considered in the Sustainability Appraisal prepared for the Finalised Perth and Kinross Structure Plan. This proposal scored particularly poorly regarding the potential adverse impact on the environment in terms of pollution, energy use, air quality and disturbance to wildlife. It was regarded more positively in terms of economic development and the potential contribution that may be made to rural diversification and tourism. The appraisal concluded that the proposal would have major impacts on the transport infrastructure of Perth and Kinross and on the local community of Errol and that additional information is required on the scale and additional infrastructure required for the development. The proposal, as it is included in the Finalised Structure Plan, does not address the issues raised in the Sustainability Appraisal, particularly in relation to accessibility.

5 FINANCIAL IMPLICATIONS

- 5.1 There are no financial implications arising from this report.

6 HUMAN RIGHTS IMPLICATIONS

- 6.1 There are no human rights implications arising from this report.

7 CONSULTATION

- 7.1 The Chief Executive, Director of Law & Administration and Director of Finance have been consulted in the preparation of this report.

8 CONCLUSION

- 8.1 The Finalised Perth and Kinross Structure Plan has been published and submitted to the Scottish Ministers. The strategy proposed for Perth and Kinross is in the main compatible with the approach in the Finalised Dundee and Angus Structure Plan. However, the proposals for a new village and commercial airport at Errol Airfield raise significant cross boundary strategic issues. In particular these proposals may have longer-term adverse implications on the ability to bring forward the development of the Dundee Western Gateway as set out in the Finalised Dundee and Angus Structure Plan.
- 8.2 It is therefore recommended that Angus Council lodge an objection to the proposals for Errol Airfield which, in the absence of more explicit justification, do not appear necessary to meet the Perth and Kinross Structure Plan strategy for housing or employment land release in a sustainable manner or location.

NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

- Perth and Kinross Structure Plan - Finalised Written Statement – July 2002
- Perth and Kinross Structure Plan - Publicity and Consultation Report - July 2002
- Draft Perth and Kinross Structure Plan - Sustainability Appraisal – January 2002
- Finalised Perth and Kinross Structure Plan - Sustainability Appraisal – July 2002
- Perth and Kinross Structure Plan – Report of Survey – July 2002

AA/PB/IAL
8 October 2002

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