

## Fife Planning Review Body



Due to Scottish Government guidance relating to Covid-19, this meeting will be held remotely

Monday, 28th March, 2022 - 2.00 p.m.

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### AGENDA

Page Nos.

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS OF INTEREST** – In terms of Section 5 of the Code of Conduct, members of the Committee are asked to declare any interest in particular items on the agenda and the nature of the interest(s) at this stage.
3. **MINUTE** – Minute of meeting of Fife Planning Review Body of 31st January, 2022. 5 - 6
4. **APPLICATION FOR REVIEW - LAND TO WEST OF CARSWELL WYND, AUCHTERMUCHTY (APPLICATION NO. 19/03631/PPP)** – Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works.
  1. Notice of Review 7 – 652
  2. Decision Notice and Report of Handling 653 – 682
  3. Representations 683 – 721
  4. Consultee Comments 722 – 797
  5. Further Representations 798 – 811
  6. Response to Further Representations 812 - 814

**Note:** Plans and papers relating to the applications and the reviews can be viewed online at [www.fife.gov.uk/committees](http://www.fife.gov.uk/committees).

Lindsay Thomson  
Head of Legal and Democratic Services  
Finance and Corporate Services  
Fife House  
North Street  
Glenrothes  
Fife, KY7 5LT

21st March, 2022.

If telephoning, please ask for:  
Michelle McDermott, Committee Officer, Fife House  
Telephone: 03451 555555, ext. 442238; email: [Michelle.McDermott@fife.gov.uk](mailto:Michelle.McDermott@fife.gov.uk)

Agendas and papers for all Committee meetings can be accessed on [www.fife.gov.uk/committees](http://www.fife.gov.uk/committees)



**THE FIFE COUNCIL - FIFE PLANNING REVIEW BODY – REMOTE MEETING**

**31st January, 2022.**

**2.00 p.m. – 3.30 p.m.**

**PRESENT:** Councillors David Barratt (Convener), Mino Manekshaw, Alice McGarry, Ross Paterson and Bill Porteous.

**ATTENDING:** June Barrie, Manager (Legal Services), Legal and Democratic Services; and Chris Smith, Lead Officer (Major Business and Customer Service), Bryan Reid, Planner and Steve Iannereli, Strategic Development Manager, Economy, Planning and Employability Services.

**121. DECLARATIONS OF INTEREST**

No declarations of interest were made in terms of Standing Order No, 7.1.

**122. MINUTE**

The minute of the Fife Planning Review Body of 22nd November, 2021 was submitted.

**Decision**

The Review Body approved the minute.

**123. APPLICATION FOR REVIEW - 8 GREEN STREET, TOWNHILL, DUNFERMLINE (APPLICATION NO. 21/00377/FULL)**

The Review Body considered the Application for Review submitted by BTR Alba, on behalf of Mr. Ross Dawkins, in respect of the decision to refuse planning permission for the erection of a shed (retrospective) (Application No. 21/00377/FULL).

**Decision**

The Review Body agreed:-

- (1) sufficient information was before them to proceed to decide the matter; and
- (2) the application be refused (upholding the appointed officer's determination) and that the content of the Decision Notice be delegated to the Head of Legal and Democratic Services, in consultation with the Convener.

**124. APPLICATION FOR REVIEW - 60 SEAFAR DRIVE, KELTY (APPLICATION NO. 21/00376/FULL)**

The Review Body considered the Application for Review submitted by Mr. Stewart MacGregor in respect of the decision to refuse planning permission for a change of use from treebelt/vegetation to private garden ground and erection of fencing to side of dwellinghouse (part retrospect) (Application No. 21/00376/FULL).

**Decision/**

**Decision**

The Review Body agreed:-

- (1) sufficient information was before them to proceed to decide the matter; and
  - (2) the application be approved subject to conditions (reversing the appointed officer's determination) and that the content of the Decision Notice be delegated to the Head of Legal and Democratic Services, in consultation with the Convener.
-

## Local Review meeting

### Guidance Notes on Procedure

#### 1. Introduction by Convener

- Convener introduces elected members and advisers; both there to advise the Review Body and not argue the officer's case; planning adviser in particular independent of the planning officer who made the decision.
- Convener advises members that photos/powerpoint are available
- Convener clarifies procedure for meeting and asks members if they have any points requiring clarification

#### 2. Minutes of previous meeting

Review Body requested to approve minute of last meeting

#### 3. Outline of first item - Convener

#### 4. Powerpoint presentation of photos/images of site

Convener advises other documents, including Strategic Development/Local Plan and emerging plan(s) are there for Members to inspect if necessary, and asks members to ask Planning Adviser points of clarification on the details of the presentation.

#### 5. Procedural agreement.

Members discuss application and decide whether –

- decision can be reached today
- if there is any new information, whether this is admissible or not in terms of the legislation
- more information required, and if so, if
- written submissions required
- site visit should be arranged (if not already happened)
- Hearing held

#### 6. Assessment of case. Convener leads discussion through the key factors (assuming we can proceed)

Members should recall that planning decisions should be taken in accordance with the Development Plan, unless material considerations indicate otherwise. Accordingly, it is important the Members debate each point fully and explain whether they are following policy, or, if not, what material considerations lead them to depart from it. If they are taking a different view of policy from the officer who made the original decision they should make this clear.

a) Convener asks the LRB to consider

- Report of Handling and
- the applicant's Review papers

to establish the key issues pertinent to this case

- b) Detailed discussion then takes place on the key issues with specific regard to
  - Strategic Development Plan
  - Local Plan
  - Emerging Plan(s)
  - Other Guidance
  - National Guidance
  - Objections

Legal/Planning Advisers respond to any questions or points of clarification from elected members

- c) Convener confirms the decision made by the LRB. At this stage if a conditional approval is chosen then additional discussion may be necessary regarding appropriate conditions

**7. Summing Up** by the Convener or the Legal Adviser identifying again the key decision reached by the LRB

**8. Next stages** Convener confirms the next stages for the benefit of the audience:

- Draft decision notice
- Agreed by Convener
- Issued to applicant and interested parties (posted on Idox)
- Approximate timescale for issuing decision. (21 days)

**9. Closure of meeting or on to next item**

Version 5  
31.10.2017

**Agenda Item 4(1)**

**Land to west of Carswell Wynd, Auchtermuchty,  
Fife**

**Application No. 19/03631/PPP**

**Notice of Review**



Fife House North Street Glenrothes KY7 5LT Email: [development.central@fife.gov.uk](mailto:development.central@fife.gov.uk)

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100512632-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

## Applicant or Agent Details

Are you an applicant or an agent? \* (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant  Agent

## Applicant Details

Please enter Applicant details.

Title:	<input type="text" value="Other"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text" value="-"/>	Building Name:	<input type="text" value="Gladman House"/>
First Name: *	<input type="text" value="Gladman"/>	Building Number:	<input type="text"/>
Last Name: *	<input type="text" value="Developments Ltd."/>	Address 1 (Street): *	<input type="text" value="Alexandria Way"/>
Company/Organisation	<input type="text" value="Gladman Developments Ltd."/>	Address 2:	<input type="text"/>
Telephone Number: *	<input type="text" value="01260288600"/>	Town/City: *	<input type="text" value="Congleton"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="United Kingdom"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="CW12 1LB"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text" value="planningscotland@gladman.scot"/>		

## Site Address Details

Planning Authority:

Fife Council

Full postal address of the site (including postcode where available):

Address 1:

Address 2:

Address 3:

Address 4:

Address 5:

Town/City/Settlement:

Post Code:

Please identify/describe the location of the site or sites

South of Low Road, Auchtermuchty

Northing

711517

Easting

323763

## Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: \*

(Max 500 characters)

Proposed Development of Affordable Homes, Access, Landscaping, Open Space and Associated Works

## Type of Application

What type of application did you submit to the planning authority? \*

- Application for planning permission (including householder application but excluding application to work minerals).
- Application for planning permission in principle.
- Further application.
- Application for approval of matters specified in conditions.

What does your review relate to? \*

- Refusal Notice.
- Grant of permission with Conditions imposed.
- No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

## Statement of reasons for seeking review

You must state in full, why you are seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: \* (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

Please see supporting documents

Have you raised any matters which were not before the appointed officer at the time the Determination on your application was made? \*

Yes  No

If yes, you should explain in the box below, why you are raising the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: \* (Max 500 characters)

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review. You can attach these documents electronically later in the process: \* (Max 500 characters)

Please see AD 3 in supporting documents

## Application Details

Please provide the application reference no. given to you by your planning authority for your previous application.

19/03631/PPP

What date was the application submitted to the planning authority? \*

17/12/2019

What date was the decision issued by the planning authority? \*

19/10/2021

## Review Procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. \*

Yes  No

In the event that the Local Review Body appointed to consider your application decides to inspect the site, in your opinion:

Can the site be clearly seen from a road or public land? \*

Yes  No

Is it possible for the site to be accessed safely and without barriers to entry? \*

Yes  No

## Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant? \*

Yes  No

Have you provided the date and reference number of the application which is the subject of this review? \*

Yes  No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? \*

Yes  No  N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? \*

Yes  No

Note: You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. You may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review \*

Yes  No

Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice (if any) from the earlier consent.

## Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: . Gladman Developments Ltd.

Declaration Date: 07/12/2021



Fife House North Street Glenrothes KY7 5LT Email: development.central@fife.gov.uk

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Are you an applicant or an agent? \* (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant  Agent

## Applicant Details

Please enter Applicant details.

Title:	Other	You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	Gladman House
First Name: *	Gladman	Building Number:	
Last Name: *	Developments Ltd.	Address 1 (Street): *	Alexandria Way
Company/Organisation	Gladman Developments Ltd.	Address 2:	
Telephone Number: *	01260288600	Town/City: *	Congleton
Extension Number:		Country: *	United Kingdom
Mobile Number:		Postcode: *	CW12 1LB
Fax Number:			
Email Address: *	planningscotland@gladman.scot		

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Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. \*

Yes  No

In the event that the Local Review Body appointed to consider your application decides to inspect the site, in your opinion:

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Yes  No

Have you provided the date and reference number of the application which is the subject of this review? \*

Yes  No

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Yes  No  N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? \*

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Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice (if any) from the earlier consent.

## Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: . Gladman Developments Ltd.

Declaration Date: 07/12/2021

# **APPEAL STATEMENT**

**LAND AT LOW ROAD/ CARSWELL WYND**

**AUCHTERMUCHTY, FIFE**

**PROPOSED DEVELOPMENT OF AFFORDABLE HOMES,  
ACCESS, LANDSCAPING, OPEN SPACE AND ASSOCIATED WORKS**

**Application for Planning Permission in Principle (Local)**

**October 2021**

## CONTENTS

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3	GROUNDS OF APPEAL.....	5
4	PLANNING ASSESSMENT .....	9
5	CONCLUSION .....	13

## APPENDICES

1. Indicative layout (30 units)
2. Decision Notice
3. Report of Handling
4. Letter to case officer - 23 April 2020
5. Letter to case officer – 02 June 2021
6. Planning Update July 2021
7. CHIS28

## **1.0 INTRODUCTION**

- 1.1 This appeal is submitted Gladman Developments Ltd. (Gladman) in support of their application for Planning Permission in Principle (PPiP) (ref. 19/03631/PPP) for 30 affordable homes on land at Low Road/ Carswell Wynd, Auchtermuchty (Appendix One: Indicative Site layout plan), by Council on 18 October 2021 (Decision Notice Appendix 2).
- 1.2 The proposal is of a local scale, with the application site area comprising less than 2 hectares and as such the appeal is made to the Fife Council Local Review Body for consideration.
- 1.3 The appeal proposal responds to the requirement to deliver much needed local affordable housing and seeks to demonstrate how a high-quality residential development can be delivered in this sustainable location within the five-year period. The development will be delivered by Kingdom Housing Association and Campion Homes.
- 1.4 The site and proposal development are described in significant detail in the original submission and it is not necessary to repeat that description or analysis in this document. The original submission, forms part of the supporting documents to this appeal and are taken 'as-read' in forming part of the grounds of appeal. The technical documents demonstrate that the site is free from constraints, effective and capable of meeting key policy criteria for the delivery of affordable housing and contributing to the housing land supply in the short term.
- 1.1.5 Gladman contests the Council's decision to refuse planning permission and appeal to the Local Review Body to grant planning permission in principle for this proposal. The grounds of appeal are set out in this statement.

## 2.0 APPEAL SITE AND PROPOSAL

2.1 The appeal site is approximately 1.98 hectares of green field land located to the western side of Auchtermuchty village, located (and accessed) off Carswell Wynd to the east, and housing development to the west, along Low Road. The site forms the eastern section of a greenfield “gap” site within the settlement, with surrounding uses predominantly residential in nature, plus some light industrial premises and agriculture.

2.2 The site is contained within the village envelope by existing development and affords open views in a southerly direction. The site is well located in terms of the existing road and footpath network (including bus route), giving easy access to the village centre – less than one mile away – and good pedestrian and cycle access to local recreation and services.

2.3 The site, included as part of a wider area, was promoted thorough the preparation stages of the current LDP, however was not favoured by the Reporter. The appeal proposal demonstrates how previous concerns have been dealt with by reducing the site area and maintaining key views.

2.4 An upper limit to development of 30 units has been assessed as appropriate through the landscape and design capacity work. The original application proposal for up to 49 units was subsequently amended following consultation with the case officer (letter dated 23 April 2020 appendix 4), in order to fulfil policy requirements in relation to the scale and population of Auchtermuchty.

2.5 The illustrative masterplan has been informed by the various studies referred to, and comprises:

- A modest site area designed to facilitate key views and minimise visual impact.
- A maximum of 30 new residential units, all of which will be affordable.
- Associated infrastructure and engineering works, including new vehicular access points.
- Public open space.

- Landscape and habitat enhancement

- 2.6 The proposed development density reflects the range in house-types that could be brought forward at the AMSC stage to meet the Council's identified requirement for the area.
- 2.7 The Fife housing Partnership (FHP), Strategic Housing investment Plan (SHIP) 2019/20 - 2023/24 sets out the investment priorities in affordable housing to achieve the outcomes set out in the Local Housing Strategy (LHS) 2015-2020.
- 2.8 The SHIP identified that the combined TAYplan and SESplan HNDA requires an additional affordable supply of 594 affordable homes **per annum** over the next 20 years – a total of 2970 over the five-year period of the SHIP. The SHIP shows the potential to deliver significantly more than this over the five-year period through the AHSP.
- 2.9 The SHIP identifies an affordable housing need within Cupar and North West Fife Housing Market Area (HMA) of 46 homes per annum (social rent and below market rent).
- 2.10 In terms of the housing needs, based on Fife's Housing Needs and Demands Assessment (HNDA), within the Cupar & Howe of Fife LHS, the 10-year need is only being met by 22% (Appendix 1 SHIP Scoring Matrix), however Table 8 of the document shows that Cupar & North West does have the potential to deliver the housing need requirement for the area, and this includes the programmed delivery of 49 units units in Auchtermuchty; subject to planning.
- 2.11 The appeal site is included in the latest Fife Strategic Investment Plan 2020/21 – 2024/25, for 49 units, reference P43195; Carswell Wynd, Auchtermuchty. Funding has been in place to support site start in 2019/20, however the planning application, submitted in 2019, has taken significantly longer to determine. It is anticipated that this site could deliver new affordable homes to the village for occupation from late 2022/2023 with some adjustments to the SHIP programming.
- 2.12 In the Report of Handling (section 2.2.13) *Fife Councils Affordable Housing team (AH) advise that there is a high need for affordable housing in the Auchtermuchty settlement which can be demonstrated by considering data extracted from the Fife Housing Register (14/09/21). This states that in September 2021, there were 117 applicants who specified*
-

***Auchtermuchty as an area of choice.*** There are 211 affordable properties (183 Fife Council and 28 Kingdom Housing Association) in Auchtermuchty and only 5 properties were re-let by Fife Council in the previous year. The combined Housing Need and Demand Assessments 2018-30 indicate a need for 46 affordable homes per annum in the Cupar and North West Fife Housing Market Area (HMA). This equates to a 5-year housing need of 230 affordable homes. (Source: TAYplan HNDA (2014) and SESplan HNDA (2015)). The 2021-22 to 2025-26 Strategic Housing Investment Plan (SHIP) details the potential to deliver 285 homes within this Housing Market Area. This is in excess of the 5-year need identified above, however it should be noted that the SHIP Projects table has an overprovision of 27% to take account of sites that either do not progress or that are developed outwith the SHIP timescale. AH advise that the proposed site has been included within the SHIP and demonstrates the potential of the SHIP to meet the affordable housing needs within the HMA. (Source: SHIP 21/22-25/26).

## **2.12 Design**

- 2.12.1 As set out in the Design and Access Statement, the illustrative masterplan has evolved based on site and townscape analysis, technical information, consultation and landscape and urban design principles.
- 2.12.2 The masterplan establishes the broad parameters of developable areas, and it would be for the AMSC application to follow up with a detailed design. The detailed design will be of a high quality, reflecting the character of existing housing in the area, in accordance with LDP policy.

## **2.13 Delivery**

- 2.13.1 The development of the affordable housing will be delivered via CH for KHA. The tenure is likely to comprise social rented units. Upon securing Planning Permission in Principle, an application will be submitted for all detailed matters specified by condition.

## **2.14 Summary**

- 2.14.1 This proposal represents an opportunity to deliver a well-designed development of much needed affordable units to the village, appropriate to the surroundings, of benefit to the local community, contributing to the affordable housing need for the area and deliverable in the short term.

### 3.0 GROUNDS OF APPEAL

**3.1 Reason for refusal one states:** *In the interest of safeguarding the countryside from unjustified sporadic residential development; the need for new dwellinghouses at this location is not considered to be justified as there are other alternative allocated sites available within the Auchtermuchty settlement boundary which could be developed for affordable housing and although the proposal could help address a small shortfall of 49 houses, the development would have adverse impacts, such as a detrimental landscape impact and loss of prime agricultural land, which would outweigh this benefit. The proposal is, therefore, contrary to Policies 1, 2, 7 and 8 of the Adopted FIFEplan (2017), Scottish Planning Policy (2014) and TAYplan (2017).*

3.1.1 The appeal proposal cannot reasonably be defined as sporadic development in the countryside. The appeal site forms part of a green "infill" site located within the urban envelope. The area proposed for development forms a modest extension to Carswell Wynd and the development area has been specifically defined in order to retain open view southwards across the site.

3.1.2 FIFEPlan Policy 2: Homes - specifically supports the development of sites adjacent to settlement boundaries solely for affordable housing where there is established an unmet local need and if no site is available within the settlement boundary.

3.1.3 The local requirement within the Cupar and North West HMA is set out above, and the appeal site forms part of the SHIP programmed supply. There are two allocated sites within the settlement boundary which could be considered:

- o AUC 001: East of Stratheden Place (allocated for 18 Homes). This land is within the control of Gladman Developments Ltd. and terms are agreed with a developer to progress a proposal for 19 new homes on this site. We understand pre-application discussions with Fife Council have been instigated.
- o AUC 002: Leckiebank Farm (30 homes). We note the updated position in relation to a live planning application, but also that it remains to be determined. The site is unavailable for affordable housing as proposed.

- 3.1.4 We are unaware of any other suitable brownfield sites within the settlement boundary that could accommodate 30 family units plus amenity space.
- 3.1.5 The Council acknowledge the shortfall in the housing land supply in the reason for refusal and as such, under Scottish Planning Policy, **this is a significant material consideration in the determination of this appeal** – triggering a policy presumption in favour of approving proposals for housing development that would help remedy that shortfall (ref. Court of Session CH15 28 – Gladman Developments Ltd. v Scottish Ministers 2021.).
- 3.1.6 In assessing the proposal against SPP, the Council find that adverse effects of landscape impact and loss of prime agricultural land would outweigh the benefits of alleviating a recognised shortfall in the effective HLS. The perceived impacts are not demonstrated to significantly and demonstrably outweigh this benefit, and associated presumption in favour of granting planning permission in principle.
- 3.1.7 Extensive information has been provided in support of the landscape-led approach to developing the site – taking on board pre-application advice. A Landscape and Visual Assessment was prepared, along with additional graphics and analysis in response to officer’s requests. The position can be summarised as follows:
- Whilst the appeal site does not have the characteristics of a valued landscape, and has no specific landscape designation the development plan, the proposed development does acknowledge the views afforded across the Site and the surrounding landscape towards the Lomond Hills as well as the relationship between Auchtermuchty and its landscape context. Where built development is proposed, it is set back and limited in height to maintain the visual connection to the Lomond Hills, and the extent of built form is limited to retain an open view corridor from Low Road. This is considered to be a proportionate response to the local landscape setting of Auchtermuchty, the impacts of which cannot be considered to be significantly detrimental. No landscape consultation response was available in response to the planning application.*
- 3.1.8 In terms of loss of prime agricultural land – the loss of just under 2 hectares of prime agricultural can be considered negligible and should be balanced against the net biodiversity gain as a result of the enhanced planting and landscaping proposals. Given the semi urban location of the land, and in the event (and confirmed by the Council in this reason for refusal)
-

of a shortfall in the 5 year effective housing land supply, the weight that should be attributed to the loss of the land for farming is somewhat lessened, given the over-riding presumption in favour of development.

3.1.9 The proposal is demonstrated to meet the key tests of Fifeplan Policy 2 – and due to the shortfall, the proposal is required to be assessed in accordance with SPP paragraph 33 – with a presumption in favour of development that contributes to sustainable development. This has not been applied in this case and the reasons referenced for outweighing the balance in favour of development are not adequately evidenced or accepted.

3.2 **Reason for refusal two states:** *In the interest of safeguarding the local landscape character of the area; the application site is located on an open area of prime agricultural land which is significantly important in terms of its contribution to the landscape character and distinctiveness of the Auchtermuchty Settlement. This site provides a strong visual connection between the urban environment and the countryside/Lomond Hills which forms a strong and contributing factor to this distinctiveness and landscape character. The proposal would not complement the local landscape features and would cause significant harm to the rural and open sense of identity of this part of the town and would, therefore, have a detrimental landscape impact on the distinctiveness and landscape character of this area. The proposal is, therefore, contrary to Policies 1, 7 and 13 of the Adopted FIFEplan (2017), Making Fifes Places Supplementary Guidance (2018), Scottish Planning Policy (2014) and TAYplan (2017).*

3.2.1 As per our letter to the case officer 02 June 2021 - When you follow the guidance for LVIA there is nothing that identifies the application site as having particularly high landscape value or high visual sensitivity. Our research fails to uncover any evidence to support the site being a fundamental part of the settlement character of Auchtermuchty. The site does not form the main approach into the village, rather a gap site, the open characteristics of which are largely proposed to be retained.

3.2.2 The Site itself has no notable landscape features, is part of a large, intensified field that has been further eroded by residential development and urban fringe uses to the south of Low Road. Being under arable use, there is limited presence of wildlife and habitats of interest and hedgerows are no longer intact.

- 3.2.3 No information has been found that supports the identification of the Site as a valued landscape or that development to the south of Low Road is out of keeping with the evolution of Auchtermuchty as a settlement.
- 3.2.4 Within the wider landscape, settlements are typically small and located along transport routes. Published landscape character assessments state that “new built development should relate to existing settlements and steadings” and that “the villages generally would be extended without significant effects on the landscape character, subject to good siting and design”.
- 3.2.5 Whilst the Site does not have the characteristics of a valued landscape, the Proposed Development does acknowledge the views afforded across the Site and the surrounding landscape towards the Lomond Hills as well as the relationship between Auchtermuchty and its landscape context. Where built development is proposed, it is set back and limited in height to maintain the visual connection to the Lomond Hills, and the extent of built form is limited to retain an open view corridor from Low Road. This is considered to be a proportionate response to the local landscape setting of Auchtermuchty and would not result in a significantly adverse or detrimental impact upon the village.
- 3.3 **Reason for refusal three states:** *In the interests of safeguarding prime agricultural land; the proposal would result in the irreversible unjustified loss of approximately 1.9 hectares of Prime Agricultural Land (Class 2 and 3.1). The proposal would, therefore, be contrary to Policies 1 and 7 of the Adopted FIFEplan (2017), Scottish Planning Policy (2014) and TAYplan (2017).*
- 3.3.1 The appeal site forms part of a wider agricultural holding – the loss of just under 2 hectares of prime agricultural can be considered negligible when considered against the extent of prime land available locally.
- 3.3.2 The site is classified as land capability for agriculture class 2 (3.1) (according to the National scale land capability [http://map.environment.gov.scot/Soil\\_maps/?layer=5](http://map.environment.gov.scot/Soil_maps/?layer=5)), which defines the soil as capable of being used to produce a wide range of crops.
-

3.3.3 The site is also semi-urban in nature, as bounded by the urban edge on three side. Loss of arable land should be balanced against the net biodiversity gain as a result of the enhanced planting and landscaping proposals, as well as the weight that should be given to the benefits of delivering much needed new local family homes in the event of an acknowledged shortfall.

3.4 **Reason for refusal number four states:** *In the interests of road safety; the junction spacing between the access onto Low Road and Carswell Wynd would not comply with Appendix G (Transportation Development Guidelines) of Making Fife's Places Supplementary Guidance (2018). This guidance states that junction spacing on a traffic distributor road such as Low Road should be 100 metres, whilst, this application can only provide a maximum junction spacing of approximately 40 metres which would increase the probability of an accident occurring at this location all to the detriment of road safety. The proposed access onto Low Road would also sterilise on-street parking on the north side of the A91, opposite the junction which is currently used by adjacent householders which would be detrimental to the convenience of existing road users and adjacent residents. The proposal would, therefore, have an unacceptable impact on the surrounding area in terms of road safety. The proposal would, therefore, be contrary to Policies 1 and 3 of the Adopted FIFEplan (2017) and Making Fife's Places Supplementary Guidance (2018).*

3.4.1 The indicative layout (appendix one) provided in relation to a 30 units scheme is based on a single point of access to the development, via Carswell Wynd.

Whilst transportation object to the proposal on road safety grounds, the consultation response does not preclude consent from being granted, rather it confirms that it is best that such matters are with through detailed design. There are several examples of small developments with single points of vehicular access in Fife, and for this site it may be more appropriate to design a layout to facilitate links through the site for pedestrian and cycle use, or perhaps an emergency access point onto Low Road. The response of this department appears to ignore the potential for active travel connections and the proximity of a principal bus route and focusses solely on access by the private car.

As transportation do not recommend the application is refused it has remained our position that the detailed design stage is the best means of dealing with the council's concerns and creating a compliant development.

Andrew Carrie Transportation Consultant April 2020: On the Transportation response, we have reviewed what current guidelines say about "junction spacing". Designing Streets is Government POLICY. It explicitly says so. It does not specify any minimum junction spacing - all it has to say on that topic is: "The spacing of junctions should be determined by the type and size of urban blocks appropriate for the development. Block size should be based on the need for permeability and, generally, tends to become smaller as density and pedestrian activity increases. Smaller blocks create the need for more frequent junctions. This improves permeability for pedestrians and cyclists, and the impact of motor traffic is dispersed over a wider area. Junctions do not always need to cater for all types of traffic. Some of the arms of a junction may be limited to pedestrian and cycle movement only." Designing Streets is also clear that "All thoroughfares within urban settings and rural boundaries should normally be treated as streets" and that "Reference should no longer be made to road hierarchies based on terminology such as local distributor/local access roads." Subsequently, the Society of Chief Officers of Transportation in Scotland (SCOTS) published the "The National Roads Development Guide" which gave advice on the application of Designing Streets on a consistent basis. Although "guidance" rather than "policy", the NRDG itself says "The characterisation of junction spacing within 'Movement' will also be location specific where urban situations will have a higher number of junctions than rural area. The decision whether the number of junctions is high or low should therefore be related to the typical number of junctions for that particular area." Again, there is nothing prescriptive. Designing Streets allows Councils to publish "local variations" in layout, materials etc. Fife Council have formally adopted Designing Streets and the National Roads Development Guide, and have produced their own "local variations" as Appendix G of "Making Fife's Places", to which that application response refers. Looking more closely at what the Fife documents says, it states in its introduction that "Chapter 1 is not intended as variations or additional detail to the SCOTS Guide Part 3 or Designing Streets. Chapter 1 does not contain a comprehensive list of street design principles that will contribute to making a successful place, but it does provide designers with a starting point. Chapters 2 and 3 contain Fife Council's regional variations to the SCOTS National Roads Development Guide and are supplementary to that document and should therefore be used in conjunction with it." Their own wording is pretty clear - Chapter 1 is NOT a "local variation". Yet the table setting out junction spacing is set within that Chapter 1, so it is arguable that, by their own words, it is not a formal "local variation". It introduces a prescriptive standard where none exists in either of the national documents. If we look properly at the requirements of Designing Streets and the NRDC, then we should be

considering the character of the surrounding road network and the “typical number of junctions” in the vicinity. In addition, as set out above, Designing Streets suggests that “Junctions do not always need to cater for all types of traffic. Some of the arms of a junction may be limited to pedestrian and cycle movement only” so that suggests that we can achieve the necessary connectivity by providing a pedestrian / cycle access on to Low Road, if the Council consider that a vehicle junction is unsatisfactory. Designing Streets is not a prescriptive standard, and neither is the NRDG - both documents **suggest that a balance needs to be found in design**. I note that the Transportation Officials do not recommend refusal of the application.

Noting concerns in relation to the proximity of the proposed site access and adjacent junctions which would not achieve the 100 metre minimum distance required by the Fife Council Transportation Development Guidelines. Introduction of the junction on the A91 would sterilise on-street parking on the opposite side of the road; the layout includes a cul-de-sac which would serve a greater number of housing than is acceptable; concerns in relation to the straight access road which would encourage increased speeds into the development. As per the commentary above we note these are guidelines, and trust that a satisfactory solution can be agreed in relation to a detailed layout and design as has been the case elsewhere. We note that Transport Scotland has no objection to the proposal.

Proposals for the site would provide a betterment through active pedestrian and cycle links, plus public transport connections to nearby employment and the wider town.

## **4.0 PLANNING ASSESSMENT**

4.1.1 Section 25 of The Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. This is reinforced in Section 37 (2) of the Act, which requires that in determining planning applications, “the authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations.”

4.1.2 The Development Plan in this instance, is the TAYplan Strategic Development Plan (SDP) 2017, and the Fife Local Development Plan (FIFEplan) 2017.

4.1.3 As land outwith the settlement boundary as currently defined, the development plan policy position is set out in the following sections.

## **4.2 TAYplan SDP**

4.2.1 Setting out the spatial strategy for development, the settlement network is shown in a hierarchy of priority for focussing new housing development. Within Cupar and West Fife, the Housing Supply Target is 110 units in the period 2016-28 (HLR 121), of which 25% is affordable. The housing supply targets have been informed by the TAYplan-wide Joint Housing Need and Demand Assessment (2013), which identified the need for 44,100 over the next 20 years.

4.2.2 Whilst Auchtermuchty does not fall within the hierarchy of settlements, SDP Policy 1 (c) does allow for development where it can be demonstrated to avoid the suburbanisation of the countryside, and unsustainable patterns of travel and development. As set out in the wider submission; the Transport Statement, the Landscape and Visual Appraisal and the Design and Access Statement fully address these issues due to the modest scale, development footprint, landscaping and open space provision and sustainable location of the proposal.

4.2.3 Given the range of local services and infrastructure available in the village, the development can largely be accommodated and supported by the settlement, and the landscape and visual analysis demonstrates that there is capacity for a development of the scale proposed, thus meeting the relevant criteria of this key policy test.

### **4.3 Fife Local Development Plan 2017 (FIFEplan)**

4.3.1 FIFEPlan Policy 2: Homes specifically supports the development of sites adjacent to settlement boundaries solely for affordable housing where there is established an unmet local need and if no site is available within the settlement boundary.

4.3.2 The local requirement within the Cupar and North West HMA is set out above, and the application site forms part of the SHIP programmed supply. No other site is available within the settlement as confirmed in the report of handling. The scale of the proposal is taken from the policy – a maximum of 30 units for settlements of between 200 and 1,000 households.

4.3.5 As set out in the wider submission:

- the broad parameters of the development framework are in keeping with the character of the settlement and local area, and a detailed application will use this as the basis for a detailed scheme to ensure this is the case.

- Residential development at this location is compatible with nearby uses, and will enhance the character of the local area, and a good residential environment can be achieved on this stand-alone site.

- As set out in the TA and D&AS the site already benefits from good accessibility, through public transport, and the local green network, being close to the village centre and associated services, the proposal can only enhance this through improved linkages.

- Existing physical infrastructure can accommodate up to 30 new units as proposed. A Transportation Assessment, Utilities Report and Drainage Report are provided, and there is education capacity at catchment schools, potentially subject to developer contribution.

- There is no risk of flooding.

### **4.4 Development Plan Summary**

4.4.1 The development plan contains a clear policy pathway to facilitate the development of affordable housing on unallocated sites, as proposed. This appeal demonstrates full compliance with the development plan.

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## 4.5 MATERIAL CONSIDERATIONS

4.5.1 SPP (June 23, 2014) states that the overarching purpose of the Scottish government is to create a more successful country, through increasing sustainable economic growth. The planning system has a vital role to play in taking a positive approach to enabling high quality development and making efficient use of land to deliver long-term benefits. As such there is a significant stated presumption in favour of sustainable development: *Policy Principles: This SPP introduces a presumption in favour of development that contributes to sustainable development.*

4.5.2 Paragraphs 28 and 29 of SPP state that: “The planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term. The aim is to achieve the right development in the right place; it is not to allow development at any cost”. “This means that policies and decisions should be guided by a series of guiding principles. Analysis of the proposal confirms a significant contribution to sustainable development for the following reasons:

- This proposal will bring economic benefit through the construction of new homes, creating employment and investment, both directly and indirectly through the procurement of materials and third-party consultant work. An increased local population will in turn increase the support and expansion of local services, increasing spend and sustaining those services over the medium to longer term.
- The above will assist in achieving the strategic objectives which seek to grow the local economy.
- The development supports good design and the six qualities necessary to support a successful place, as well as Making Fife’s Places guidance, as detailed in the supporting Design & Access Statement.
- The proposed development will make efficient use of the available land, to meet a local housing need, and in turn support local services.

- The proposal will support the delivery of accessible and affordable housing creating wider choice for all.
- The proposal can support the delivery of the infrastructure that is needed to serve it.
- The proposal can support the objectives of climate change mitigation, through detailed design considerations – as set out in the Design and Access Statement (incorporating Low Carbon Statement).
- The proposed development will comply with local and national standards for minimising the production of waste and encouraging recycling.
- The proposal does not constitute over-development and will ensure the protection of the amenity of existing development. There will be no adverse impacts on water or air quality.

**4.5.3** SPP takes further the commitment to increasing the supply of new homes and makes it explicitly clear that the planning system and planning authorities should identify, provide and maintain at least a five-year supply of effective housing-land, at all times.

**4.5.4** In addition, *Policy principal: Planning should take every opportunity to create high quality places by taking a design-led approach*, has been addressed in the approach taken in designing the illustrative masterplan. Planning should direct the right development to the right place and should support development that is designed to a high-quality, which demonstrates the six qualities of successful place.

**4.5.5** The proposal, when assessed against the wider policies in the SPP offers significant benefits, with regard to the delivery of a well-designed, effective and sustainable site for affordable housing, and can be accommodated within the existing social and physical infrastructure, against the context of a requirement for affordable homes in this HMA. As demonstrated, these benefits are not outweighed by any adverse impacts.

**4.5.6** Fife Local Housing Strategy (LHS) establishes the annual affordable housing requirement within this HMA, and it is imperative that those needs are met via the development plan.

4.5.7 The tests of effectiveness are set out in Scottish Government Planning Advice Note (PAN) 2/2010. Based on a thorough assessment of technical and planning matters, the appeal site is demonstrated to be effective and there are no constraints to development as proposed.

#### **4.6 Summary**

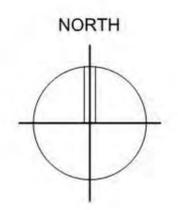
4.6.1 This proposal benefits from the policy presumption in favour of development. It can provide a modest scale of development in a sustainable location, making positive contribution to the local affordable housing requirement in the short-term, contributing to Council and Government objectives and commitment to deliver social housing.

## 5.0 CONCLUSION

- 5.1 Fife Council in their assessment of this application and reasons for refusal have failed to give adequate weight to SPP and the presumption in favour of development that contributes to sustainable development.
- 5.2 The proposal meets the key tests outlined in SDP policy 1 and FIFEPlan Policy 2; is sustainable and should be reasonably recognised as offering a range of benefits with regard to the short-term delivery of well-designed and effective site for much needed affordable homes, that can be accommodated within the existing local, social and physical infrastructure, whilst contributing to the five-year housing-land supply. These benefits are not significantly and demonstrably outweighed by any adverse impacts.
- 5.3 In conclusion, the promotion of this site for affordable homes for the village as proposed, is demonstrated to comply with the development plan, and relevant material considerations, as well as bringing a range of benefits, the detail of which can be managed and agreed at the design stage. As such, we respectfully request that planning permission in principle be granted in this instance in order to move a stage closer to delivering the much-needed new affordable homes to Auchtermuchty.

## **APPENDIX ONE**

1. THIS DRAWING IS COPYRIGHT RESERVED AND REMAINS THE PROPERTY OF MONTGOMERY FORGAN ASSOCIATES  
 2. THE CONTRACTOR AND HIS SUBCONTRACTORS/SUPPLIERS ARE TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE PRIOR TO COMMENCING ON SITE MANUFACTURE OF GOODS/MATERIALS.  
 3. THE CONTRACTOR IS TO BRING TO THE NOTICE OF THE ARCHITECT ANY DISCREPANCIES CONTAINED IN THIS DRAWING PRIOR TO WORK COMMENCING. WHERE RELEVANT THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DESIGN DRAWINGS AND SPECIFICATIONS.



Auchtermuchty



**Proposed Housing Mix**  
Carswell Wynd

House Type	General Specific Needs	Needs
2 bed Amenity Bungalow (4 person)	0	6
2 bed Wheelchair Bungalow (4 person)	0	1
2 bed House (4 person)	5	0
3 bed Wheelchair Bungalow (5 person)	0	1
3 bed House (5 person)	9	0
4 bed House (6 person)	7	0
5 bed Specific Needs House (7 person)	0	1
Subtotal	21	9
Total	30	

**Parking**  
 In compliance with Fife Council Parking Standards for Affordable Housing

Visitor Parking 8no  
 Site Area 19,650 sqm  
 4.85 acres

REV	Description	DDMMYY

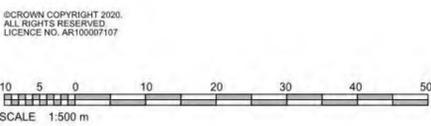


**Project**  
 Proposed Affordable Housing,  
 Carswell Wynd,  
 Auchtermuchty

**Drawing**  
 Preliminary Site Plan

Date	25/08/2020	Drawn	AKA
Scale	1-500@A1	Status	Prelim
Drawing Number	Prel-C-02	Revision	-

Montgomery Forgan Associates  
 Eden Park House, Cupar, Fife, KY15 4HS  
 Tel: 01334 654936  
 Email: admin@montgomery-forgan.co.uk  
 www.montgomery-forgan.co.uk



## **APPENDIX TWO**

Gladman Developments Ltd Kingdom Housing  
Association Camp  
Gladman Scotland  
2 Eliburn Office Park  
Livingston  
UK  
EH54 6GR

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**Planning Services**

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Scott Simpson  
03451 55 11 22  
development.central@fife.gov.uk

Your Ref:  
Our Ref: 19/03631/PPP

Date 19th October 2021

Dear Sir/Madam

**Application No:** 19/03631/PPP  
**Proposal:** Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works  
**Address:** Land To West Of Carswell Wynd Auchtermuchty Fife

Please find enclosed a copy of Fife Council's decision notice indicating refusal of your application. Reasons for this decision are given, and the accompanying notes explain how to begin the appeal procedure should you wish to follow that course.

Should you require clarification of any matters in connection with this decision please get in touch with me.

Yours faithfully,

Scott Simpson, Planner, Development Management

**Enc**





## **DECISION NOTICE PLANNING PERMISSION IN PRINCIPLE**

Fife Council, in exercise of its powers under the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006 **REFUSES PLANNING PERMISSION IN PRINCIPLE** for the particulars specified below

**Application No:** 19/03631/PPP  
**Proposal:** Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works  
**Address:** Land To West Of Carswell Wynd Auchtermuchty Fife

The plans and any other submissions which form part of this Decision notice are as shown as 'Refused' for application reference 19/03631/PPP on Fife Council's Planning Applications Online

### **REFUSE FOR THE FOLLOWING REASON(S):**

1. In the interest of safeguarding the countryside from unjustified sporadic residential development; the need for new dwellinghouses at this location is not considered to be justified as there are other alternative allocated sites available within the Auchtermuchty settlement boundary which could be developed for affordable housing and although the proposal could help address a small shortfall of 49 houses, the development would have adverse impacts, such as a detrimental landscape impact and loss of prime agricultural land, which would outweigh this benefit. The proposal is, therefore, contrary to Policies 1, 2, 7 and 8 of the Adopted FIFEplan (2017), Scottish Planning Policy (2014) and TAYplan (2017).
2. In the interest of safeguarding the local landscape character of the area; the application site is located on an open area of prime agricultural land which is significantly important in terms of its contribution to the landscape character and distinctiveness of the Auchtermuchty Settlement. This site provides a strong visual connection between the urban environment and the countryside/Lomond Hills which forms a strong and contributing factor to this distinctiveness and landscape character. The proposal would not complement the local landscape features and would cause significant harm to the rural and open sense of identity of this part of the town and would, therefore, have a detrimental landscape impact on the distinctiveness and landscape character of this area. The proposal is, therefore, contrary to Policies 1, 7 and 13 of the Adopted FIFEplan (2017), Making Fifes Places Supplementary Guidance (2018), Scottish Planning Policy (2014) and TAYplan (2017).
3. In the interests of safeguarding prime agricultural land; the proposal would result in the irreversible unjustified loss of approximately 1.9 hectares of Prime Agricultural Land (Class 2 and 3.1). The proposal would, therefore, be contrary to Policies 1 and 7 of the Adopted FIFEplan (2017), Scottish Planning Policy (2014) and TAYplan (2017).

Dated: 19th October 2021

For Head of Planning Services  
Fife Council

**Decision Notice (Page 1 of 3)**

4. In the interests of road safety; the junction spacing between the access onto Low Road and Carswell Wynd would not comply with Appendix G (Transportation Development Guidelines) of Making Fife's Places Supplementary Guidance (2018). This guidance states that junction spacing on a traffic distributor road such as Low Road should be 100 metres, whilst, this application can only provide a maximum junction spacing of approximately 40 metres which would increase the probability of an accident occurring at this location all to the detriment of road safety. The proposed access onto Low Road would also sterilise on-street parking on the north side of the A91, opposite the junction which is currently used by adjacent householders which would be detrimental to the convenience of existing road users and adjacent residents. The proposal would, therefore, have an unacceptable impact on the surrounding area in terms of road safety. The proposal would, therefore, be contrary to Policies 1 and 3 of the Adopted FIFEplan (2017) and Making Fife's Places Supplementary Guidance (2018).

Dated:19th October 2021

**Decision Notice (Page 2 of 3)** For Head of Planning Services  
Fife Council

**PLANS**

The plan(s) and other submissions which form part of this decision are: -

<b>Reference</b>	<b>Plan Description</b>
01	Location Plan
02	Site Plan
03	Design and/or Access Statement
04	Planning Statement
05	Landscape and visual assessment
06	Report
07	Transportation Statement
08	Noise Report
09	Drainage Assessment
10	Flood Risk Assessment
11	Ecological Statement
12	Flood Calculations
13	Flood Calculations
14	Additional Information
15	Drainage Plan
16	Drainage Plan
17	SUDs and Flood Risk Assessment Certs
18	SUDs and Flood Risk Assessment Certs
19	SUDs and Flood Risk Assessment Certs
20	Additional Information
21	Additional Information
22	Drainage Assessment
23A	Report
24	Site Plan
25	Landscape and visual assessment
26	Figures and Photomontage
27	Figures and Photomontage
28	Additional Information

Dated:19th October 2021

**Decision Notice (Page 3 of 3)** For Head of Planning Services  
Fife Council

## IMPORTANT NOTES ABOUT THIS DECISION

### LOCAL REVIEW

If you are not satisfied with this decision by the Council you may request a review of the decision by the Council's Local Review Body. The local review should be made in accordance with section 43A of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc (Scotland) Act 2006 by notice sent within three months of the date specified on this notice. Please note that this date cannot be extended. The appropriate forms can be found following the links at [www.fifedirect.org.uk/planning](http://www.fifedirect.org.uk/planning). Completed forms should be sent to:

**Fife Council, Committee Services, Corporate Services Directorate  
Fife House  
North Street  
Glenrothes, Fife  
KY7 5LT**

**or emailed to [local.review@fife.gov.uk](mailto:local.review@fife.gov.uk)**

### LAND NOT CAPABLE OF BENEFICIAL USE

If permission to develop land is refused or granted subject to conditions, whether by the Planning Authority or by the Scottish Minister, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he/she may serve on the Planning Authority a purchase notice requiring the purchase of his/her interest in the land in accordance with Part V Town and Country Planning (Scotland) Act, 1997.

## **APPENDIX THREE**

**REPORT OF HANDLING**
**APPLICATION DETAILS**

ADDRESS	Land To West Of, Carswell Wynd, Auchtermuchty		
PROPOSAL	Planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works		
DATE VALID	14/01/2020	PUBLICITY EXPIRY DATE	13/02/2020
CASE OFFICER	Scott Simpson	SITE VISIT	17/01/2020
WARD	Howe Of Fife And Tay Coast	REPORT DATE	15/10/2021

**SUMMARY RECOMMENDATION**

The application is recommended for:

Refusal

**ASSESSMENT**

Under Section 25 of the Town and Country Planning (Scotland) Act 1997, the determination of the application is to be made in accordance with the Development Plan unless material considerations indicate otherwise.

**1.0 BACKGROUND**
**1.1 Site Description**

1.1.1 The application site measures approximately 1.9 hectares and comprises of an existing agricultural field which is located between Low Road (A91 Distributor Road) to the north and Carswell Wynd to the east. The site is located outwith any settlement boundary and adjacent to the Auchtermuchty Settlement Boundary as designated within the Adopted FIFEplan (2017). The site is surrounded by an agricultural field to the south and west with residential dwellings to the east, north and to the west beyond the agricultural field. A health centre, Strathview

Residential care home and an employment site are also located to the east of the site on Carswell Wynd. The site is bound by an approximately 1.5 metre high stone wall on the north boundary and an approximately 1.2 metre high metal post fence on the east boundary. The majority of Auchtermuchty is located to the north of Low Road and grouped around the B936 road to Newburgh following the course of a small burn which runs through the centre of the village. The site is classed as prime agricultural land (Classes 2 and 3.1) as per the James Hutton Institute Soil Survey of Scotland. The site also lies within the Howe of Fife Archaeological Area of Regional Importance. The area allows for clear uninterrupted view towards the Lomond Hills.

## 1.2 Proposal

1.2.1 The proposal seeks planning permission in principle for erection of affordable housing, formation of access, landscaping, open space and associated works. The original submission indicated the proposal was for 49 residential units, however, this has been lowered to 30 units during the course of this application. An indicative layout has been submitted which shows an outline of 30 dwellings on the site with an open space and SUDS basin to the south of the site. The indicative layout shows that building would be set back approximately 25 metres from Low Road with an open space area located on the northern area of the site. Two accesses into the site are shown with one from Low Road to the north and one from Carswell Wynd to the east. The open space and SUDS detention basing to the south measure approximately 5498 square metres, whilst, the open space area to the north measures approximately 699 square metres.

## 1.3 Planning History

1.3.1 There is no recent relevant planning history for the application site.

## 1.4 Procedural Issues

1.4.1 The proposed development comprises development on a site area less than 2 hectares and is for less than 50 dwellinghouses and is, therefore, classed as a Local Development under The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009.

1.4.2 The case officer physically visited the application site on 28th June 2021 and the application was advertised by this Planning Authority in the Courier newspaper on 23rd January 2020.

1.4.3 An EIA screening opinion (19/03214/SCR) for proposed residential development of up to 49 affordable units, access, open space, landscaping and associated works was adopted on 25th November 2019. This screening opinion related to the application site plus the agricultural field on the western side of the application site. Fife Council as Planning Authority adopted the opinion that an EIA would not be required for the proposal.

## 2.0 ASSESSMENT

2.1 The issues to be assessed against the Development Plan and other guidance are as follows:

- Principle of Development including Housing Shortfall
- Design, Scale and Finishes
- Landscape and Visual Impact
- Loss of Prime Agricultural Land

- Natural Heritage
- Residential Amenity
- Garden Ground
- Road Safety
- Water/Drainage/Flood Risk
- Contaminated Land/Air Quality
- Waste Management
- Low Carbon
- Archaeological Impact
- Infrastructure and Planning Obligations
- Education
- Green Infrastructure and Open Space
- Affordable Housing

## 2.2 Principle of Development including Housing Shortfall

2.2.1 The Scottish Planning Policy (SPP) (2014) promotes the use of the plan-led system to provide a practical framework for decision making on planning applications thus reinforcing the provisions of Section 25 of the Act.

2.2.2 Policy 1, Part A, of the Adopted FIFEplan (2017) stipulates that the principle of development will be supported if it is either (a) within a defined settlement boundary and compliant with the policies for this location; or (b) is in a location where the proposed use is supported by the Local Development Plan. Policy 1, Part B advises that development proposals must address their development impact by complying with the following relevant criteria and supporting policies including in the case of proposals in the countryside or green belt, be a use appropriate for these locations as per Policies 7 (Development in the Countryside) and 8 (Houses in the Countryside). Policy 7 advises that development in the countryside will only be supported where it is for housing in line with Policy 8.

2.2.3 Policy 8 states that development for housing in the countryside will only be supported where:

6. It is for small-scale affordable housing adjacent to a settlement boundary and is required to address a shortfall in local provision, all consistent with Policy 2 (Homes);

7. A shortfall in the 5 year effective housing land supply is shown to exist and the proposal meets the terms of Policy 2 (Homes);

2.2.5 A planning statement has been submitted which advises that this application responds to the requirement to deliver affordable housing within the area and seeks to demonstrate how a high-quality residential development can be delivered in this sustainable location within the five-year period. The development will be delivered by Kingdom Housing Association and Champion Homes. The statement further advises that the submission demonstrates the suitability of this site under the relevant policy criteria to provide a high quality, sustainable residential development, deliverable within the short-term for much needed local affordable homes in a well-designed format, sensitive to the village surroundings. This proposal represents an opportunity to deliver a well-designed development of affordable units to the village, appropriate to its surroundings, of benefit to the local community, contributing to the affordable housing need for the area and deliverable in the short term (five years).

2.2.6 The agent states that the proposal would be acceptable at this location as it would comply with Policy 8, Criterion 7 of the FIFEplan as they consider it is for small-scale affordable housing adjacent to a settlement boundary and is required to address a shortfall in local provision, all consistent with Policy 2 (Homes). They also consider that the development would have no adverse impacts which would outweigh the benefits of addressing any shortfall when assessed against the wider policies of the plan, infrastructure constraints can be addressed, and the development would complement and not undermine the strategy of the plan.

2.2.7 Policy 2 of the FIFEplan states that housing developments will be supported to meet strategic housing land requirements and provide a continuous 5-year effective housing land supply on sites allocated for housing in the Plan or on other sites provided the proposal is compliant with the policies for the location. The FIFEplan also states that where a shortfall in the 5 year effective housing land supply is shown to exist within the relevant Housing Market Area, housing proposals within this Housing Market Area will be supported subject to satisfying each of the following criteria:

1. the development is capable of delivering completions in the next 5 years;
2. the development would not have adverse impacts which would outweigh the benefits of addressing any shortfall when assessed against the wider policies of the plan;
3. the development would complement and not undermine the strategy of the plan; and
4. infrastructure constraints can be addressed.

2.2.8. Consideration must also be given to SPP and TAYPlan (2017). Policies 123-125 of the SPP (Maintaining a 5-year Effective land supply) state in this regard that policies 32-35 of the SPP may become relevant. These policies set out that where there is a shortfall in the 5-year effective housing land supply, development which contributes towards sustainable development will be a significant material consideration. The recent Case Law of *Gladman v Scottish Ministers* (2020) sets out that there is a tilted balance towards approving applications which address a shortfall in the 5-year effective housing land supply and contribute towards sustainable development and these should be approved unless the development would cause significant impacts which would outweigh this tilted balance.

2.2.9 Twenty-three letters of objection have been received and they raise concerns that the proposal would be contrary to TAYplan, FIFEplan and Making Fife's Places. They also consider that the site was expressly ruled out by the Scottish Government for development when proposed for allocation. They further consider that there should be no development on greenbelt until allocated sites have been built on, there is no local or unmet demand for affordable housing, the site is not small scale and the allocated sites within Auchtermuchty should be developed before this site. It should be noted that the site is not allocated as Green Belt within the FIFEplan, however, it is located on prime agricultural land within the countryside. They also advise that 49 Houses is too many and the limit is for 30 houses as per Policy 2 of the FIFEplan. These concerns are noted, and the principle of development is fully considered below.

2.2.10 There must be a housing shortfall in the Housing Market Area for the proposal to comply with the terms of Policy 2 of the FIFEplan, as the site is not allocated for housing and would be located in the countryside and outwith any settlement boundary. To monitor the maintenance of a five-year supply of housing land, Fife Council publishes an annual audit of housing land supply. The latest Housing Land Audit 2020 (HLA20) sets out a schedule of all effective housing sites expected to deliver new homes in the next seven years. It also sets out a position statement in relation to each HMA in Fife which measures the existing land supply against the five year housing supply target set by the two Strategic Development Plans. The site is located

within the Cupar and North West Fife Housing Market Area (Cupar HMA) and Fife Council's Housing Land Audit 2020 (August 2021) advises that there is a small housing shortfall (-49) in the 5-year effective housing land supply in the Cupar HMA. It is therefore accepted that the proposed development lies within an area where a small shortfall in the 5-year effective housing land supply exists.

2.2.11 The agent has advised that the development would be capable of delivering completions within the next 5 years and has set out a phasing plan for the development to demonstrate this. It is, therefore, accepted that the development could deliver completions with the next 5 years. The proposal must also comply with the other relevant criteria contained within Policy 2 and these matters are assessed below.

2.2.12 Policy 2 further states that the development of sites adjacent to settlement boundaries, excluding green belt areas, solely for the provision of small-scale affordable housing, may be supported where there is established and unmet local need and if no alternative site is available within a settlement boundary. In such instances, priority will be given to the redevelopment of brownfield sites. The scale of such adjacent development will reflect the character of the settlement - a maximum of 20 units for settlements with fewer than 200 households; a maximum of 30 units for settlements of between 200 and 1,000 households; and a maximum of 49 units for settlements of greater than 1,000 households.

2.2.13 Fife Councils Affordable Housing team (AH) advise that there is a high need for affordable housing in the Auchtermuchty settlement which can be demonstrated by considering data extracted from the Fife Housing Register (14/09/21). This states that in September 2021, there were 117 applicants who specified Auchtermuchty as an area of choice. There are 211 affordable properties (183 Fife Council and 28 Kingdom Housing Association) in Auchtermuchty and only 5 properties were re-let by Fife Council in the previous year. The combined Housing Need and Demand Assessments 2018-30 indicate a need for 46 affordable homes per annum in the Cupar and North West Fife Housing Market Area (HMA). This equates to a 5-year housing need of 230 affordable homes. (Source: TAYplan HNDA (2014) and SESplan HNDA (2015)). The 2021-22 to 2025-26 Strategic Housing Investment Plan (SHIP) details the potential to deliver 285 homes within this Housing Market Area. This is in excess of the 5-year need identified above, however it should be noted that the SHIP Projects table has an overprovision of 27% to take account of sites that either do not progress or that are developed outwith the SHIP timescale. AH advise that the proposed site has been included within the SHIP and demonstrates the potential of the SHIP to meet the affordable housing needs within the HMA. (Source: SHIP 21/22-25/26).

2.2.14 The HLA20 figures and the response from Fife Council's Affordable Housing team demonstrates that there is a small housing shortfall (-49) in the 5-year effective housing land supply within the Cupar HMA and there is, more specifically, an established and unmet local need for affordable housing within the Auchtermuchty Settlement Boundary. The proposal has also been amended to reduce the number of units originally proposed from 49 to 30 units which would allow the scale of the proposed development to reflect the settlement of Auchtermuchty which has between 200 and 1000 households as per the FIFEplan.

2.2.15 Policy 2 requires that there must be no alternative site located within the adjacent settlement boundary which could accommodate affordable housing. There are two allocated sites (AUC 001 and AUC 002) located within the Auchtermuchty settlement boundary which have a capacity for 18 and 30 homes respectively and the agent has advised that AUC 001 is within the control of the applicant and proposals are being progressed for this site. They also

advise that pre-application discussions with Fife Council have taken place regarding this proposal and this site would be developed for open market housing in line with the FIFEplan allocation. The agent further advises that it is their understanding that AUC 002 is within the control of another party and may be progressed during 2021. They also advise that this site is being progressed by the landowner following lapse of an agreement with a housebuilder and that it is commercially unavailable to the applicants as they have other commitments within the village, whilst, the site has experienced high levels of opposition from locals due to access constraints. They conclude that neither allocated site forms part of the SHIP programming and the fact that neither site has been developed for housing further exacerbates the overall delivery of affordable units in the area.

2.2.16 The agent has advised that the allocated site (AUC 001) adjacent to the application site is being brought forward for open market housing by the applicant. The applicant, therefore, has control over this site, however, no evidence has been provided to sufficiently demonstrate why this allocated site could not be developed for affordable housing. The other allocated site (AUC 002) is non-effective within the HLA20 due to access constraints, however, an application for planning permission in principle (21/02110/PPP) is currently pending consideration for a residential development on this site. Fife Council's Transportation Development Management team have provided a consultation response for this application which advises that they have no objections to this proposal, subject to conditions relating to road safety matters, however, this application is still under consideration by this Planning Authority. It is noted that the applicant does not own this land and the agent advises that the site is being progressed by the landowner following lapse of an agreement with a housebuilder. This, however, demonstrates that there is landowner willingness to enter into an agreement with a third party to develop the site. No robust evidence has also been submitted to show why this allocated site could not be brought forward for affordable housing when it would appear that there is landowner willingness to enter into an agreement with a third party to develop the land.

2.2.17 Based on the above, insufficient evidence has been submitted to demonstrate why these allocated sites could not be developed for affordable housing. There are, therefore, alternative sites available within the Auchtermuchty Settlement boundary which should be developed before this area of prime agricultural land and the justification from the agent with regards to the lack of alternative sites is not accepted. The proposal would, therefore, be contrary to Policies 1 and 2 of FIFEplan and development of this site, if permitted, could undermine the delivery of these allocated sites and further undermine the development strategy of the Development Plan. The proposal would, therefore, not be acceptable in principle and would not comply with the Development Plan in this respect.

2.2.18 The matter relating to whether the proposal would have adverse impacts which would outweigh the benefits of addressing any shortfall when assessed against the wider policies of the plan and whether infrastructure constraints can be addressed is further considered in the forthcoming paragraphs of this report. The principle of the proposal would, therefore, not comply with Policies 1, 2, 7 and 8 of the Adopted FIFEplan (2017) or with Making Fife's Places Supplementary Guidance (2018) as there are significant adverse impacts which would outweigh the proposal's contribution to the small housing shortfall of 49 units and there are other alternative site available within the settlement boundary which could accommodate this proposal.

### 2.3 Design, Scale and Finishes

2.3.1 Policies 1 and 10 of the Adopted FIFE plan advises that development will only be supported if it does not have a significant detrimental visual impact on the surrounding area.

2.3.2 Making Fife's Places Supplementary Guidance (2018) sets out the expectation for developments with regards to design. These documents encourage a design-led approach to development proposals through placing the focus on achieving high quality design. These documents also illustrate how development proposals can be evaluated to ensure compliance with the six qualities of successful places.

2.3.3 The objections consider that the final design of the units is undisclosed, however, believe that they will be out of character with the surrounding area. They also state that the density of development is unacceptable.

2.3.4 The agent has submitted a design and access statement (DA) which sets out a thorough analysis of the site, and its wider context. It offers a clear assessment of contextual design and layout characteristics with which to base future detailed design, applying key principles to an indicative layout. The DA concludes that this site provides the opportunity for a high-quality affordable homes development that responds sensitively to its edge of settlement location in terms of carefully considered built form, density and scale of development. The DA also advises that key to this is the reflection of local settlement character throughout the development. This includes features such as frontage terminating street views, shared spaces creating a varying streetscape and the inclusion of a mix of frontages and gables. Furthermore, through zoning of building densities, existing views have been maintained.

2.3.5 The submitted indicative layout shows a development of 30 residential dwellings with open space areas to the north and south of the application site. The indicative layout provides an overview of the uses proposed and sets out design principles for future development on the application site in relation to the location of the proposed uses; vehicular and pedestrian accesses; connectivity and landscaping. Given that this is an application for planning permission in principle, only an indicative site layout has been submitted. It is possible to assess the proposed design principles and indicative layout of the proposal against the six qualities of successful places, however, it should be noted that detailed design matters would be fully assessed under any future applications for approval of matters specified in conditions.

2.3.6 The proposed site layout, through the provision of pedestrian and access routes through the site which connect to Low Road to the north and to Carswell Wynd to the east would have good connectivity and would be easy to move around in and beyond. The design principles also include varied building levels along the southern edge of the site, existing stone walls being retained, buildings to follow the grain of the site falling gradually towards the south, a settlement edge which creates a transition between the settlement and the landscape and a lower level of site relative to Low Road. The proposed indicative layout shows car parking on the site which would result in a visual over-dominance of car parking at key locations such as parking within front gardens and on-street parking which has not been integrated into the public realm so that it appears as part of the landscape. The junction spacing between the proposed access and the Carswell Wynd junction would also not be acceptable as set out under section 2.9 (Road Safety) below. The proposed indicative site layout would, therefore, not be fully acceptable, however, it is considered, based on the submitted DA that a development through the incorporation of the proposed design principles could be designed to be visually acceptable on this site. Further specific details relating to the proposal's visual impact including finishing materials, site layout, parking and heights etc would also be fully assessed at the ARC stage and could be controlled through conditions attached to this planning permission in principle were

the proposal considered to be acceptable. The matters relating to the detailed design of the site would, therefore, be fully assessed through any future ARC application. The landscape impact of the development is fully considered below.

## 2.4 Landscape and Visual Impact

2.4.1 Policies 1 and 10 of the Adopted FIFEplan advises that development will only be supported if it does not have a significant detrimental visual impact on the surrounding area. Policy 7 of the Adopted Local Plan continues that new development in the countryside must be of a scale and nature that is compatible with its surrounding uses and must be located and designed to protect the overall landscape and environmental quality of the area. Policy 13 of the FIFEplan states that development proposals will only be supported where they protect or enhance natural heritage and access assets including landscape character and views.

2.4.2 Making Fife's Places Supplementary Guidance (2018) sets out the expectation for developments with regards to design. These documents encourage a design-led approach to development proposals through placing the focus on achieving high quality design. These documents also illustrate how development proposals can be evaluated to ensure compliance with the six qualities of successful places. The guidance sets out the level of site appraisal an applicant is expected to undertake as part of the design process. This includes a consideration of the landscape setting, character and the topography of the site. This consideration is particularly important when determining proposals at the edge of a settlement. The appraisal process may also require an assessment of the townscape character of the site context, where appropriate. Appendix B of the Supplementary Guidance sets out the detailed site appraisal considerations in relation to landscape change. SPP paragraph 194 promotes positive change that maintains and enhances distinctive landscape character. In addition, SPP paragraph 202 states that development should be designed to take account of local landscape character and the potential effects on landscapes, including cumulative effects. The SPP directs planning authorities to adopt a precautionary approach when considering landscape impacts, but also to consider the ways in which modifications to a proposal could be made to mitigate the risk (paragraph 204). Details of the assessment to be undertaken to determine a proposals consistency with these principles is provided in the Scottish Government's Creating Places: A Policy Statement on Architecture and Place for Scotland and Designing Streets.

2.4.3 The NatureScot website states that "in the European Landscape Convention definition 'Landscape' means an area, as perceived by people, whose visual features and character are the result of the action and interaction of natural and/or human factors. All landscapes combine natural components (such as geology, soils and watercourses) and human influences (such as settlement and land use) with cultural perceptions (such as history, social associations and aesthetic values). Landscape Character is created by the way the physical components come together and can be defined as "a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another". Although landscape character is also about experience and sense of place it is not about opinions or judgements on whether one landscape is considered better or worse than another". It further states that "Landscape Character Assessment (LCA) is the process of identifying and describing variation in the character of the landscape. LCAs identify and explain the combination of elements and features that make landscapes distinct from one another by mapping and describing Landscape Character Types and Areas. The associated description of their distinctive characteristics shows how the landscape is perceived and experienced by people". An LCA provides baseline information including a shared written understanding of the key characteristics of a landscape that can be used to guide landscape change.

2.4.4 A Fife Landscape character assessment was carried out in 1999 and this is included within the NatureScot Landscape Character Assessment (2019). This shows that a large part of the site, including the settlement of Auchtermuchty, is located within the Lowland Hills and Valleys Landscape Character type (LCT 186) whilst the southern part of the site is located within the Lowlands River Basin Landscape Character type (LCT 190). LCT 186 describes this landscape as a series of low hills and valleys, whilst, LCT 190 which relates to the southern part of the site is described as wide, flat basins that have been drained to form agricultural land. The assessment states that the Lowland Hills are a landscape experience which "is probably the most complex and variable in the study area. These are subtle landscapes with variety being a key characteristic that should be valued. The relatively high density of settlement and the busy nature of the landscape, with many people living, working and travelling in the area, mean that the intrinsic landscape value of the Lowland Hills and Valleys is very high. They are the background and context to much of everyday life in Fife, for most of the area's residents. They are landscapes familiar to many people and the landscapes which provide individuals and communities with their sense of belonging. The variety, continuity, maturity and subtlety of the landscape, with its long history of settlement and rural land use, is the essence of the landscape type". The assessment of the Lowland River basins states that the "western part of the Howe of Fife (LR56) is predominantly open, with a regular pattern of intensively cultivated, arable fields. Settlements are few and generally modern and organised or planned in layout".

2.4.5 The submission includes a Landscape and Visual Appraisal (LVA), indicative massing and illustrative views from 13 viewpoints, site context photographs and an additional landscape impact commentary note for the proposal. This assessment demonstrates how it has informed the indicative site layout plan submitted with the application and provides an assessment of the likely landscape and visual effects of the proposed development. The LVA makes reference to the Fife Landscape Character Assessment and sets out the characteristics of these landscape areas. The LVA states that the site contains no landscape features and forms part of a field that has historically been rationalised and denuded of vegetation. The only notable feature is the stone wall extending along the northern boundary. Although, almost immediately abutting the Conservation Area, the development in the immediate context of the site is post-war in date and lacking any notable local characteristics. The LVA considers that the site is of low landscape character sensitivity.

2.4.6 The LVA states that the site is primarily visible from the core paths to the south and south-west and from Low Road to the north, as demonstrated in the site context photographs and the landscape capacity study contained within Appendix 1 of the LVA. The LVA also states that key views towards the site are those from the A91 Low Road as it passes along the northern boundary, from Carswell Wynd to the immediate east and from Core Path 298, approximately 900m to the south-west.

2.4.7 The LVA further sets out that from the south and south-west, the site is seen set back against the existing edge of Auchtermuchty, as shown in the landscape capacity study and from the A91, views are possible across the site towards the Lomond Hills, over 5km to the south and these views have formed a key element of the masterplan design. The LVA also states that glimpses towards the site are possible from Core Paths on the north side of Auchtermuchty but, from these locations, the site is seen in the context of the neighbouring development, whilst, from the south-east, the site is obscured by the dense planting around Myres Castle. The LVA considers that it is possible to incorporate a one to two-storey development on the site in a way that preserves much of the views south from the A91 by ensuring that development is kept to the east, as illustrated by Figures 11 to 14 in the DAS. The LVA further considers that such

development will be seen set back against the existing built edge of the town and will not intrude significantly into views from the south or south-west, being seen set back against the existing built edge, as demonstrated by the landscape capacity study in Appendix 1 of the LVA.

2.4.8 The LVA states that there is no specific residential development guidance for area LH34 (Lowland Hills and Valleys Character Area) but general principles for development states that "the lowland Hills and Valleys have the capacity to accommodate other forms of medium scale development and structures, though in prominent locations these should be subject to landscape and visual impact assessment" The LVA concludes that well designed residential development that is reflective of the scale of the adjacent settlement on the site is unlikely to cause any significant landscape or visual impacts. The site is not particularly visually sensitive, despite forming part of long distance panoramic views from the Lomond Hills, due to the effects of topography and distance, and the site's relationship with the existing built edge of Auchtermuchty. There are no notable landscape or historic features identified within this note that would require protection from development. Conversely, there are opportunities to improve the edge of Auchtermuchty in this area through the introduction of new areas of native tree and hedgerow planting". The submission, therefore, considers that residential development on this site would have no significant harm and that the proposal would be visually absorbed by and read as part of the existing urban structure.

2.4.9 Fife Council's Urban Design Officer (UD) has advised that the DA sets out a thorough analysis of the site, and its wider context. It offers a clear assessment of contextual design and layout characteristics with which to base future detailed design, applying key principles to an indicative layout. They also advise that, overall, it is considered that the appraisal of the wider landscape character and development potential and supporting information is appropriate in terms of identifying the landscape characteristics, key views and opportunities/constraints. The UD officer considers that this relates to the fact that from a distance, development of the nature proposed, could likely be read against the backdrop of the existing settlement and that future landscaping could soften this urban edge further. They further advise that from a perspective closer to the site and its immediate relationship to the settlement, the existing site makes an important landscape and visual contribution to the structure, edge and distinctiveness of Auchtermuchty. In addition, there are key views along the frontage of Low Road (particularly Views 1 and 2 within the submission) which are significant in importance as contributing to the distinctive character to this part of Auchtermuchty. They conclude that the development of the site would result in the loss of this landscape structure and key view, significantly undermining the above characteristics and contrary to policy. They consider that the supporting information confirms that the strong visual connection between the urban environment and the countryside/Lomond Hills, one that presents such a strong and contributing factor to the distinctiveness and character of the area, particularly from Views 1 and 2, would be harmed to a significant degree. They conclude that while housing footprints may be proposed to be set back from Low Rd, the placement of buildings would still significantly interrupt the visual flow of the landscape to distant views.

2.4.10 The site was also considered during the Examination process with regards to unresolved objections to the Proposed FIFEplan. Therefore, the conclusions drawn by Reporters on behalf of Scottish Ministers who conducted the Examination are a material consideration in the determination of this application. Representations were made to the proposed Local Development Plan by the landowners requesting that the site be allocated as a housing site within FIFEplan (Candidate site AUC004). The reporter advised that "Expansive open views across the site provide one of the few remaining unobstructed views of the Lomond Hills from Low Road when entering or leaving Auchtermuchty". The reporter agreed that these views are

an important aspect of the rural character and appearance of this part of Auchtermuchty and provide an important connection with the landscape setting of the town.

2.4.11 The reporter noted an argument that this would be a gap/infill site compatible with development on either side. They were not, however, "convinced that the proposed 30 houses could be accommodated on the 1.2 hectare site without a significant visual and landscape effect. Notwithstanding its location adjacent to the settlement boundary, the reporter considered that the proposed development would contravene one of the 6 qualities of successful place listed in Scottish Planning Policy "distinctiveness" in that it would not complement local features such as the landscape and would have an adverse impact on the rural and open sense of identity of this part of the town, whilst, the loss of private views from the 3 residential properties on the north side of Low Road was not material to their considerations". They considered that the proposed development of the site was not justified, whilst, the potential for the site to integrate reasonably well with and support existing facilities in Auchtermuchty, its accessibility to public transport, the lack of sensitive natural heritage designations, the site's overall effectiveness and the various other supporting information provided did not alter their view and they concluded that the site should not be allocated for housing within the FIFEplan.

2.4.12 Objections state that the proposal reduces direct connection between the Town and its landscape setting, it would impact on natural surroundings and outlook and it would have a detrimental impact on the landscape.

2.4.13 It is accepted that a proposal could be located on this site which from a distance, would be read against the backdrop of the existing settlement when viewed from the south of Auchtermuchty, whilst, the introduction of landscaping could soften this urban edge further. The LVA and DA proposes that the development layout will maintain visual corridors and preserve views out to Lomond Hill and it is accepted that some views could be maintained to Lomond Hill, however, this open area of agricultural land is considered significantly important to the landscape character and distinctiveness of the Auchtermuchty Settlement and provides key views to the Lomond Hill. This site also provides a strong visual connection between the urban environment and the countryside/Lomond Hills which forms a strong and contributing factor to the distinctiveness and landscape character of the area. This is shown within views 1 and 2 of the submission and the proposed development for 30 dwellings at this location would represent a visual intrusion in the landscape which would result in the loss of this strong visual connection and key views between the Auchtermuchty Settlement and the countryside/Lomond Hills which would cause significant harm to the distinctiveness and landscape character of this area. The full extent of this open gap between the existing buildings on Low Road needs to, therefore, be maintained free of development to ensure that this rural and open sense of identity and distinctiveness of place at the edge of this settlement boundary is retained. The views from private properties are not a material planning consideration, however, the perception and experience of the historic landscape character presently enjoyed by all receptors (residents and visitors) at this location on the edge of the settlement boundary is important and contributes towards the landscape character and this should not be lost. The reporter's comments regarding the proposed allocation of this site and the consultation response from Fife Council's Urban Design officer are, therefore, accepted and the proposal would result in a significant detrimental impact on the landscape character of the area. The proposal would, therefore, not be acceptable and would not comply with the Development Plan in this respect.

## 2.5 Loss of Prime Agricultural Land

2.5.1 Policies 1 and 7 of the FIFEplan state that development on prime agricultural land will not be supported except where it is essential as a component of the settlement strategy or necessary to meet an established need, for example for essential infrastructure, where no other suitable site is available or it is for small-scale development directly linked to a rural business or it is for the generation of energy from a renewable source or the extraction of minerals where this accords with other policy objectives and there is a commitment to restore the land to its former status within an acceptable timescale.

2.5.2 Objections state that the proposal would result in an irreversible loss of prime agricultural land which would not be acceptable.

2.5.3 The proposal would result in the loss of approximately 1.9 hectares of prime agricultural land (Classes 2 and 3.1). The majority of the site (approximately 1.6 hectares) falls under Class 2 which has a potential for a wide range of crops, except those harvested in winter, whilst a small area on the southern part of the site falls under class 3.1 which has the potential for a moderate range of crops, with good yields for some (cereals and grass) and moderate yields for others (potatoes, field beans, other vegetables). As per section 2.2 (Principle of Development including Housing Shortfall) above, there are alternative suitable sites available within the settlement which could potentially be brought forward for affordable housing. This proposal is also not an essential component of the settlement strategy and would, therefore, result in the unjustified irreversible loss of approximately 1.9 hectares of prime agricultural land. This loss of prime agricultural land would also outweigh the potential of the site to contribute to the supply of effective housing land, of which there is a modest shortfall (-49). The proposal would, therefore, not be acceptable and would not comply with the Development Plan in this respect.

## 2.6 Natural Heritage

2.6.1 Policies 1 and 13 of the FIFEplan state that development proposals will only be supported where they protect or enhance natural heritage and access assets including protected and priority habitats and species, green networks and greenspaces and woodlands (including native and other long established woods), and trees and hedgerows that have a landscape, amenity, or nature conservation value.

2.6.2 A Preliminary Ecological Appraisal report (EA) was submitted which advises that the site consists of arable land being used to produce potatoes, therefore, the proposal would not result in the direct loss of habitats of any nature conservation significance. The report also advises that there are no nature conservation designations within the vicinity of the site. The appraisal also advises that no protected species would be significantly impacted upon as a result of the development and states that no further surveys are required for bats, badgers, water voles, red squirrel or otter, however it also sets out good practice measures which should be carried out during any potential construction works. The report further sets out a number of biodiversity enhancement measures which should be carried out to promote biodiversity.

2.6.3 Fife Council's Natural Heritage Officer has advised that the EA report makes recommendations in relation to otter, badger, birds and biodiversity enhancement and they have no objections subject to these matters being secure by condition.

2.6.4 The site would be located on a grassed open area of agricultural land and would have no significant ecological impact on the site or surrounding area. Conditions could also be attached to any recommendation for approval requiring an updated ecological report to be submitted at the ARC stage which considers the detailed design of the proposal and which sets out any

biodiversity enhancement measures. The proposal would, therefore, comply with the Development Plan in this respect and would be acceptable.

## 2.7 Residential Amenity

2.7.1 PAN 1/2011 provides advice on the role of the planning system in helping to prevent and limit the adverse effects of noise. It also advises that Environmental Health Officers should be involved at an early stage in development proposals which are likely to have significant adverse noise impacts or be affected by existing noisy developments.

2.7.2 Policies 1 and 10 of the FIFEplan and Fife Council's Planning Customer Guidelines on Daylight and Sunlight advises that new development should not lead to the loss of privacy or sunlight and daylight. Policy 10 also states that new development is required to be implemented in a manner that ensures that existing uses and the quality of life of those in the local area are not adversely affected. Fife Council's Minimum Distance between Window Openings guidance advises that there should be a minimum of 18 metres distance between windows that directly face each other, however, this distance reduces where the windows are at an angle to each other.

2.7.3 Fife Council's Policy for Development and Noise (2021) sets out how noise impact should be considered through the planning process. It advises that the noise impact arising from development should be considered and mitigated and residential development should not unacceptably affect existing businesses or be built in locations which would be affected by excess or inappropriate noise levels. The guidance further advises that to achieve wider outcomes of the Local Outcome Improvement Plan and the FIFEplan, it is recognised that the physical separation of noise and noise sensitive development will not be possible in all circumstances and that it may be appropriate to make provision for development in certain exceptional circumstances in order to achieve wider strategic objectives. For the purposes of this guidance, exceptional circumstances are considered to be proposals which aim to secure appropriate redevelopment of brownfield sites, which promote higher levels of density near transport hubs and which secures higher density development in town centres and larger urban settlements.

2.7.4 Objections state that the proposal would result in a loss privacy and would overshadow other properties within the surrounding area. They also state there would be a detrimental impact in terms of noise from the proposed dwellings and there would be disturbance caused during the construction period. These concerns are noted, and the amenity impact of the proposal is fully considered below.

2.7.5 The indicative drawings demonstrate that dwellinghouses could be accommodated on the site with no significant impact on the surrounding area in terms of privacy and daylight/sunlight levels. A proposal could, therefore, be designed so that it would comply with the aforementioned policies and guidance. These issues would, however, be assessed in more detail as part of any future ARC application and, therefore, this is not the main determining factor in this instance given only the principle is being considered. Conditions could also be recommended requiring that evidence be submitted with any future ARC application demonstrating that the detailed design would comply with Fife Council's Planning Customer Guidelines on Daylight and Sunlight and Fife Council's Minimum Distance Between Windows Guidance. The proposal subject to conditions would, therefore, comply with the Development Plan in this respect and would be acceptable in this instance. This would not, however, be the determining factor in this instance.

2.7.6 A noise impact assessment report has been submitted due to the proposal being a noise sensitive use which would be located next to a busy road (Low Road to the north), an industrial use to the east and a petrol station. The report advises that the dominant noise source at locations across the site was road traffic on Low Road and the surrounding local road network. The report findings show that there would be no significant impact on external amenity areas with all noise levels being below the recommended 50 dB. The report findings also show that there would be no significant impact on the dwellings located at the centre of the site (NSR3) or the southern part of the site (NSR4), however, there would be a significant impact on the internal noise levels on the dwellings at the front of the site (NSR1 and NSR2) due to road traffic noise. The predicted internal noise levels within habitable rooms at NSR1 and NSR2 would exceed target noise levels by up to 9.9 dB during the daytime, and up to 6.6 dB during the night-time period. The report further advises that dwellings located at the NSR1 and NSR2 locations would, therefore, not meet the required noise levels, however, this could be mitigated against by having the stand-off distance from the road as 35 metres which would enable the target levels to be achieved both internally and within gardens or suitable acoustic barriers could be utilised between the road and the dwellings were they to be closer to the road than 35 metres. The report concludes that noise from the adjacent commercial/industrial uses would have a low impact on the proposal. The report further notes that internal target noise levels can be comfortably met at proposed dwellings most-exposed to road traffic noise via closed-window attenuation, however, the site would have to be considered to be an exceptional circumstance as set out in Fife Council's Policy for Development and Noise.

2.7.7 The submitted noise report shows that the adjacent Low Road would have a significant noise impact on any proposed dwellings located within 35 metres of Low Road, however, it also sets out mitigation measures such as incorporating a setback of approximately 35 metres from Low Road, the erection of acoustic barriers or the utilisation of a closed window solution. The proposed erection of acoustic barriers along the frontage of this site would not, however, be considered acceptable in terms of the visual impact on the surrounding area and any proposal should try and retain the low stone wall which runs along the frontage of this site. The site can also not be considered to be an exceptional circumstance as set out in Fife Council's Policy for Development and Noise as it would not achieve wider strategic objectives. It would also not secure appropriate redevelopment of brownfield sites, which promote higher levels of density near transport hubs and which secures higher density development in town centres and larger urban settlements. A closed windows solution would, therefore, also not be acceptable in this instance. This application, is however, for planning permission in principle and there are solutions to the noise impact from the road which may be acceptable such as setting the development back from the main road by 35 metres, however, this matter including the visual impact of the development would be fully considered at the ARC stage and it would be appropriate to condition that any future application should take these matters into account at the ARC stage. Fife Council's Environmental Health Public Protection team have advised that they agree with the findings of the noise assessment and have no objections to the proposal, however, they would need to be consulted on any detailed proposal and any proposed mitigation measures at the ARC stage. They also request that a scheme of works be submitted at the ARC stage. The proposal subject to conditions would, therefore, comply with the Development Plan in this respect and would be acceptable in this instance.

## 2.8 Garden Ground

2.8.1 Policies 1 and 10 and Fife Council's Planning Customer Guidelines on Garden Ground advise that all new detached and semi-detached dwellinghouses should be served by a

minimum of 100 square metres of private useable garden space and that a building footprint of 1:3 will be required.

2.8.2 The submitted indicative layout demonstrates that a proposal could be designed to include sufficient useable garden ground to serve the needs of any future occupants, however, these issues would be assessed in more detail as part of any future ARC application, therefore, this is not the main determining factor in this instance given only the principle is being considered. The proposal subject to conditions would, therefore, be acceptable in principle and would comply with the Development Plan in this respect.

## 2.9 Road Safety

2.9.1 Policy 1, Part C, Criterion 2 of the Adopted FIFEplan states that development proposal must provide the required on-site infrastructure or facilities, including transport measures to minimise and manage future levels of traffic generated by the proposal. Policy 3 of the Adopted FIFEplan advise that such infrastructure and services may include local transport and safe access routes which link with existing networks, including for walking and cycling. Further detailed technical guidance relating to this including parking requirements, visibility splays and street dimensions are contained within Appendix G (Transportation Development Guidelines) of Making Fife's Places Supplementary Guidance (2018).

2.9.1 Fife Council's Transportation Development Management team (TDM) have been consulted and have advised that they object to the proposal as the access proposed onto Low Road, does not meet the junction spacing standards set out in the Fife Council Transportation Development Guidelines which require a minimum spacing between the new access and Carswell Wynd of 100 metres and not approximately 40 metres as indicated. They also advise that the access proposed onto Low Road would sterilise existing on-street parking on the north side of the A91 opposite the junction which is currently used by adjacent householders. They consider that this would be detrimental to the convenience of existing road users and adjacent residents. TDM also advise that they have concerns regarding the internal layout of the proposal due to the two small cul-de-sacs which could result in the prevalence of parking spaces and they also object to the 85 metre straight road which could encourage increased speeds. Transport Scotland were also consulted as the proposal could affect the A92 Trunk Road and they have advised that they have no objections to the proposal.

2.9.2 Objections state that proposal will cause traffic congestion due to increase in traffic and it will also cause issues with on-street parking. They also state that the access onto Low Road would not meet current junction spacing standards, there will be a detrimental impact on the road network including the High Street and road junctions on the A91 road and the increase in the volume of traffic would be a road safety risk for neighbouring residents. They further state that there is insufficient visibility at the access from Carswell Wynd and there is a level difference of about 1 metre between Low Road and the site which would make access difficult. These road safety concerns are noted, and this matter is fully assessed below.

2.9.3 TDMs concerns relating to the internal layout are noted, however, the proposed internal layout is a matter which would be fully assessed at the ARC stage and this is a matter which could be overcome with some amendments to the internal layout and which could be controlled through conditions if this application were to be approved. The junction spacing between the access onto Low Road and Carswell Wynd is not, however, acceptable as it would not comply with Appendix G (Transportation Development Guidelines) of Making Fife's Places Supplementary Guidance (2018). This guidance states that junction spacing on a traffic

distributor road such as Low Road should be 100 metres, whilst, this application can only provide a maximum junction spacing of approximately 40 metres which could increase the probability of accidents occurring. An access is shown onto Carswell Wynd, however, removing the access onto Low Road would result in only once access into the site and the proposal would then not comply with Designing Streets Guiding Principles which states that "Multiple points of vehicular and pedestrian access with the surrounding public road network and integration with existing settlement shall be provided". TDM's view that the access onto Low Road would sterilise on-street parking on the north side of the A91 opposite the junction and this would be detrimental to the convenience of existing road users and adjacent residents is also accepted. The proposal would, therefore, not comply with the Development Plan in this respect and would have an unacceptable impact on the surrounding area in terms of road safety.

## 2.10 Water/Drainage/Flood Risk

2.10.1 Policies 1 and 3 of the FIFEplan states that development must be designed and implemented in a manner that ensures it delivers the required level of infrastructure and functions in a sustainable manner. Where necessary and appropriate as a direct consequence of the development or as a consequence of cumulative impact of development in the area, development proposals must incorporate measures to ensure that they will be served by adequate infrastructure and services. Such measures will include foul and surface water drainage, including Sustainable Urban Drainage Systems (SUDS).

2.10.2 Policy 12 of the FIFEplan advises that development proposals will only be supported where they can demonstrate that they will not, individually or cumulatively increase flooding or flood risk from all sources (including surface water drainage measures) on the site or elsewhere, that they will not reduce the water conveyance and storage capacity of a functional flood plain or detrimentally impact on future options for flood management and that they will not detrimentally impact on ecological quality of the water environment, including its natural characteristics, river engineering works, or recreational use.

2.10.3 Objections state that there are existing problems with sewer and surface water drainage and the proposal would compound this. They also state that the proposal would exacerbate flooding.

2.10.4 A drainage impact assessment and flood risk assessment has been submitted in support of this application. Fife Council's Flooding Shoreline and Harbours team have advised that any future ARC application should include the required SuDs certification and full details in relation to surface water management. SEPA have also advised that they have no objections to the proposal subject to conditions relating to flood risk. It is considered that any future detailed proposal could be designed to incorporate sufficient measures to adequately deal with surface water management and flood risk. This matter would, however, be fully assessed at the ARC stage and conditions could be attached to any potential approval requiring that full details relating to surface water management and attenuation are submitted with any future ARC application. The proposal, subject to conditions, would therefore be acceptable and would comply with the Development Plan respect.

## 2.11 Contaminated Land/Air Quality

2.11.1 Policies 1 and 10 of the Adopted FIFEplan advises that development proposals must not have a significant detrimental impact on amenity in relation to contaminated and unstable land,

with particular emphasis on the need to address potential impacts on the site and surrounding area.

2.11.2 Fife Council's Land and Air Quality Team (LAQ team) has been consulted and advised that they have no objections to the proposed development subject to conditions relating to contaminated land investigation, remediation and verification. Conditions could be recommended regarding these matters should this application be approved. The proposal subject to these conditions would, therefore, have no significant detrimental impact in relation to contaminated land and would comply with Development Plan Policy in this respect.

2.11.3 An air quality impact assessment which describes existing local air quality conditions and assesses the potential air quality impacts in the future as a result of the proposal could be conditioned to be submitted at the ARC stage in compliance with Fife Council's Air Quality in Fife Advice for Developers. The proposal, subject to conditions, would therefore be acceptable and would comply with the Development Plan respect.

## 2.12 Waste Management

2.12.1 Policies 1 and 10 of the Adopted FIFEplan states that development proposals must not have a significant detrimental impact on amenity in relation to the operation of existing or proposed waste management facilities.

2.12.2 There is sufficient space within the curtilage of the proposed site to accommodate the required bin storage facilities. A condition could also be recommended requiring that details of the proposed location of the bin stores is submitted with any future ARC application. The proposal subject to conditions would be acceptable in principle and would comply with Development Plan Policy in this respect.

## 2.13 Low Carbon

2.13.1 SPP (paragraph 154) notes that the planning system should support the transition to a low carbon economy consistent with national objectives and targets. To achieve this, planning authorities should seek to reduce emissions and energy use in new buildings and from new infrastructure by enabling development at appropriate locations that contributes to these objectives and targets.

2.13.2 Policies 1 and 11 (Low Carbon) of the FIFEplan (2017) state that planning permission will only be granted for new development where it has been demonstrated that the proposal meets the current carbon dioxide emissions reduction target (as set out by Scottish Building Standards), and that low and zero carbon generating technologies will contribute at least 15% of these savings from 2016 and at least 20% from 2020.

2.13.3 Fife Council's Low Carbon Fife Supplementary Guidance (January 2019) notes that small and local applications will be expected to provide information on the energy efficiency measures and energy generating technologies which will be incorporated into their proposal. In addition, applicants are expected to submit a completed sustainable building statement (Appendix B of the guidance).

2.13.4 A low carbon statement has been submitted which advises that greenhouse gases will be reduced through the adoption of "fabric first" principles supplemented by renewable technologies, all ensuring that the buildings will exceed the minimum requirements of the

Building Standards and that the properties will achieve at least the "Bronze Active" level of sustainability labelling, plus will meet the "Silver level" of aspects 1 and 2.

2.13.5 The statement demonstrates that the proposal could incorporate sufficient energy efficiency measures and energy generating technologies which would contribute towards the current carbon dioxide emissions reduction target. Conditions could be attached were this application to be approved requiring that full details of any energy generating technologies and measures are submitted at the ARC stage. The proposal, subject to this condition, would therefore be acceptable and would comply with the Development Plan in this respect.

## 2.14 Archaeological Impact

2.14.1 Policies 1 and 14 of the Adopted FIFEplan advises that development which protects or enhances buildings or other built heritage of special architectural or historic interest will be supported. Development proposals which impact on archaeological sites will only be supported where remains are preserved in-situ and in an appropriate setting or there is no reasonable alternative means of meeting the development need and the appropriate investigation, recording, and mitigation is proposed. Policy 14 also states that the archaeological investigation of all buried sites and standing historic buildings within an Archaeological Area of Regional Importance will be a required in advance of development unless good reason for an exemption can be shown

2.14.2 Fife Council's Archaeologist advises that they originally requested a condition requiring a programme of archaeological work be carried out in accordance with a detailed written scheme of investigation. The agent has subsequently submitted this information and the Archaeologist advises that this submitted information is acceptable. The proposal would, therefore, have no significant impacts on this Archaeological Area of Regional Importance and would comply with the Development Plan in this respect.

## 2.15 Infrastructure and Planning Obligations

2.15.1 Circular 3/2012: Planning Obligations and Good Neighbour Agreements sets out Scottish Government expectations on the role planning obligations will play in addressing the infrastructure impacts of new development. The circular requires that planning obligations meet all of the five tests as set out in paragraphs 14-25 of the circular. A planning obligation should be necessary to make the proposed development acceptable in planning terms; serve a planning purpose and where it is possible to identify infrastructure provision requirements in advance, should relate to development plans; relate to the proposed development either as a direct consequence of the development or arising from the cumulative impact of development in the area; fairly and reasonably relate in scale and kind to the proposed development and be reasonable in all other respects.

2.15.2 Policy 1, Part B, criterion 1 of the FIFEplan advises that development proposals must mitigate against the loss of infrastructure capacity caused by the development by providing additional capacity or otherwise improving existing infrastructure. Policy 4 of the FIFEplan advises that developer contributions will be required from development if it will have an adverse impact on strategic infrastructure capacity or have an adverse community impact. Policy 4 also states that developments, other than a change of use to employment land or leisure site, will be exempt from these obligations if they are for the conversion or renovation of an existing building, particularly if it is listed and if they are for the re-use of derelict land/buildings or previously developed land.

2.15.3 Objections state that the proposal may be incompatible with existing infrastructure.

2.15.4 Fife Council's Planning Obligations Framework Guidance (2017) (POG) advises that planning obligations will be requested by Fife Council as Planning Authority to address impacts arising from proposed development activity consistent with the tests set out in Circular 3/2012. The guidance describes when planning obligations will be sought, where exemptions will apply and how methodologies will be applied when considering the impacts, a proposed development will have on existing infrastructure. The priorities to be addressed are educational provision, transport, affordable housing development, greenspace, public art and employment land.

2.15.4 The POG advises that planning obligations will not be sought for employment use classes 4, 5 or 6, the construction for residential development of fewer than ten houses, Town Centre redevelopment, listed building conversions, brownfield sites (previously developed land), affordable housing or for changes of use. The POG further advises that where a proposed development would create a critical infrastructure capacity issue, particularly in terms of the primary school estate, contributions may still be required.

2.15.6 As per POG, this development would be exempt from the requirement to make planning contributions, as it is for affordable housing, unless there is a critical infrastructure capacity issue.

## 2.16 Education

2.16.1 The POG advises that new residential developments across Fife will have an impact on the school estate and certain types of development will be required to provide education contributions where there is a shortfall in local school capacity. These contributions will only be required when the need for additional school capacity is brought about directly through the impact of the development and these obligations will take the form of either direct school and nursery provision or financial contributions towards the cost of creating additional capacity for increased pupil numbers.

2.16.2 Objections state that there is currently no education capacity for the development.

2.16.3 Fife Council's Education Services have been consulted on this application and have advised that the application site is within the catchment area for Auchtermuchty Primary School, St Columba's Roman Catholic Primary School, Bell Baxter High School and St Andrew's Roman Catholic High School. This site is also within the Howe of Fife (NE4) local nursery area. They advise that there is currently no capacity risk at Bell Baxter High School, St Columba's Roman Catholic Primary School or St Columba's Roman Catholic Primary School. They also advise that there is currently a capacity risk at Auchtermuchty Primary School which is considered to be critical within the next two years. They have no objection to the proposal subject to being notified of any reviews to the build out rate, to allow them to monitor development progress and the timing of impact at the schools and the Education Service to be consulted in drafting the terms of any section 75 agreement relating to the existing or proposed school estate. It is not considered, however, that any planning obligation would be required in this instance as the proposal for 30 dwellings would have no significant impact on the education capacity within this area if it is phased appropriately. The proposal subject to an acceptable phasing plan would, therefore, be acceptable and would comply with the Development Plan in this respect.

## 2.17 Green Infrastructure and Open Space

2.17.1 Policy 1, Part C, criterion 4 of the FIFEplan requires proposals to provide green infrastructure in accordance with the Green Network Map. Policy 3 of FIFEplan ensures that new development makes provision for infrastructure requirements to support new development. This includes green infrastructure and green network requirements such as open space and amenity space.

2.17.2 Making Fife's Places Supplementary Guidance sets out that development proposals comprising between 10 and 50 units are required to provide 60 square metres of open space per dwelling on site or contribute towards existing open space if the development is located within 250m walking distance of an existing open space.

2.17.3 The proposal would be required to provide 1800 square metres as per the above open space requirement. The development provides, approximately 5498 square metres on the south site of the site, whilst, the open space area to the north measures approximately 699 square metres. It is considered, therefore, that proposal would be acceptable in this respect and would provide adequate open space to serve the proposed development. The proposal would, therefore, comply with the Development Plan in this respect.

## 2.18 Affordable Housing

2.18.1 Policy 1, Part C, Criterion 1 of the Adopted FIFEplan states that development proposals must meet the requirements for affordable housing. Policy 2 of the Adopted FIFEplan states that open market housing development must provide affordable housing at the levels for each Housing Market Area (HMA), consistent with the Affordable Housing Supplementary Guidance. This should be fully integrated into new development and be indistinguishable from other forms of housing. In order to achieve mixed and balanced communities, mixed tenure developments will be promoted. Fife Council's Supplementary Guidance on Affordable Housing (2018) considers that housing proposals must accord with the structure plan housing land requirement.

2.18.2 Fife Council's Affordable Housing team have no objections to the proposal and advise that the mix of affordable housing units should be agreed with them. As the proposal is for 100% affordable housing the proposal complies with above Policies and Guidelines on affordable housing provision. A condition could also be attached to any recommendation for approval requiring that the development remains as affordable housing for the lifetime of the development. There would, therefore, be acceptable and would comply with the Development Plan in this respect. This would not, however, be the determining factor in this instance.

## CONSULTATION RESPONSES

Community Council	Object
Environmental Health (Public Protection)	No objections
Transportation, Planning Services	Object due to detrimental impact on road safety
Land And Air Quality, Protective Services	No objections
Education (Directorate)	No objections
Asset And Facilities Management Services	No response
Structural Services - Flooding, Shoreline And Harbours	No objections subject to conditions
Scottish Environment Protection Agency	No objections subject to conditions

Transportation And Environmental Services - Operations Team	No response
Policy And Place Team (North East Fife Area)	No comments
Housing And Neighbourhood Services	No objections
Natural Heritage, Planning Services	No objections subject to conditions
Archaeology Team, Planning Services	No objections
Parks Development And Countryside	No response
Transport Scotland	No objections
Urban Design, Planning Services	Object due to landscape impact

## REPRESENTATIONS

Twenty-three objections, including one from the Auchtermuchty and Strathmiglo Community Council, have been received in relation to this application. The material planning considerations raised have been addressed under sections of this report of handling. The other non-material considerations are as follows:

- Housing will lead to increase in crime.
- were told that no houses would be built on field as it was greenfield.
- Could lead to further development on rest of field.
- Loss of private view.
- Two applications for development within this area have been refused in recent years.
- No notice of planning application was seen posted anywhere close to the site and app has not been well communicated.
- Developer has not discussed proposal with Community Council.
- Impact on health centre capacity.

## CONCLUSION

The proposed development would not result in any adverse impact with respect to residential amenity issues, contaminated land, low carbon and infrastructure. However, the principle of dwellinghouses at this location outwith any Settlement Boundary has not been justified. Furthermore, the proposed development would have a significant detrimental landscape impact on the distinctiveness and landscape character of this area and would result in the unjustified loss of prime agricultural land. The proposal would also result in a detrimental impact on road safety due to the inadequate junction spacing onto Low Road. The proposal would therefore not be acceptable in principle and would be contrary to the terms of the Development Plan.

## DETAILED RECOMMENDATION

The application be refused for the following reason(s)

1. In the interest of safeguarding the countryside from unjustified sporadic residential development; the need for new dwellinghouses at this location is not considered to be justified as there are other alternative allocated sites available within the Auchtermuchty settlement boundary which could be developed for affordable housing and although the proposal could help address a small shortfall of 49 houses, the development would have adverse impacts, such as a detrimental landscape impact and loss of prime agricultural land, which would outweigh this benefit. The proposal is, therefore, contrary to Policies 1, 2, 7 and 8 of the Adopted FIFEplan (2017), Scottish Planning Policy (2014) and TAYplan (2017).

2. In the interest of safeguarding the local landscape character of the area; the application site is located on an open area of prime agricultural land which is significantly important in terms of its contribution to the landscape character and distinctiveness of the Auchtermuchty Settlement. This site provides a strong visual connection between the urban environment and the countryside/Lomond Hills which forms a strong and contributing factor to this distinctiveness and landscape character. The proposal would not complement the local landscape features and would cause significant harm to the rural and open sense of identity of this part of the town and would, therefore, have a detrimental landscape impact on the distinctiveness and landscape character of this area. The proposal is, therefore, contrary to Policies 1, 7 and 13 of the Adopted FIFEplan (2017), Making Fife's Places Supplementary Guidance (2018), Scottish Planning Policy (2014) and TAYplan (2017).

3. In the interests of safeguarding prime agricultural land; the proposal would result in the irreversible unjustified loss of approximately 1.9 hectares of Prime Agricultural Land (Class 2 and 3.1). The proposal would, therefore, be contrary to Policies 1 and 7 of the Adopted FIFEplan (2017), Scottish Planning Policy (2014) and TAYplan (2017).

4. In the interests of road safety; the junction spacing between the access onto Low Road and Carswell Wynd would not comply with Appendix G (Transportation Development Guidelines) of Making Fife's Places Supplementary Guidance (2018). This guidance states that junction spacing on a traffic distributor road such as Low Road should be 100 metres, whilst, this application can only provide a maximum junction spacing of approximately 40 metres which would increase the probability of an accident occurring at this location all to the detriment of road safety. The proposed access onto Low Road would also sterilise on-street parking on the north side of the A91, opposite the junction which is currently used by adjacent householders which would be detrimental to the convenience of existing road users and adjacent residents. The proposal would, therefore, have an unacceptable impact on the surrounding area in terms of road safety. The proposal would, therefore, be contrary to Policies 1 and 3 of the Adopted FIFEplan (2017) and Making Fife's Places Supplementary Guidance (2018).

#### National Policy and Guidance

Scottish Planning Policy (SPP) (2014)

TAYplan (2017)

PAN 1/2011 Planning and Noise

Circular 3/2012: Planning Obligations and Good Neighbour Agreements

NatureScot Landscape Character Assessment (2019)

#### Development Plan

Adopted FIFEplan (2017)

Making Fife's Places Supplementary Guidance (2018)

Fife Council's Low Carbon Fife Supplementary Guidance (January 2019)

Fife Council's Supplementary Guidance on Affordable Housing (2018)

#### Other Guidance

Fife Council's Policy for Development and Noise (2021)

Fife Council's Planning Customer Guidelines on Daylight and Sunlight (2018)

Fife Council's Planning Customer Guidelines on Garden Ground (2016)

Fife Council's Minimum Distance between Windows Guidance (2011)

Fife Council's Air Quality in Fife Advice for Developers (2020)

Fife Landscape character assessment (1999)



## **APPENDIX FOUR**

Our Ref: SO38-F103

23 April 2020

Ms N Cockburn  
Planning Officer  
Fife Council Development Services

By E-mail only: [Natasha.Cockburn@fife.gov.uk](mailto:Natasha.Cockburn@fife.gov.uk)

Dear Natasha

**Planning Application 19/03632/PPP: Proposed Affordable Housing and associated works at land to west of Carswell Wynd, Auchtermuchty**

Further to our recent correspondence and telephone conversation on 16th April, I wanted to write to clarify our position in relation to the outstanding points you have raised. As I understand it, the application is destined to be refused under delegated powers. A summary of matters you have raised are as follows:

- Noise – failing to meet the noise thresholds as an unallocated site.
- Policy 2 – failure to comply.
- Proposed unit numbers – 49 unacceptable.
- Transportation – unsuitable proposed points of access.
- Drainage outfall – clarification on title and potential to include within the application site boundary.

**Noise:** I note comments of the EHO in the consultation response dated 03.03.20 which confirm matters to be dealt with in the detailed design of the proposal, and an associated condition. There is no objection from EHO.

**LDP Policy 2:** Whilst we have not been party to the Council's Policy response, you advise that it is the Council's position that the proposal fails to meet the terms of the policy given that an allocated site in the village remains available, but that nonetheless the scheme is further considered non-compliant due to the proposed unit numbers.

As set out in the planning statement (section 4.3), the nearby allocated site (LDP ref. AUC001) has been the subject of pre-application advice and will be brought forward for private development later in 2020.

You will note that, for the purposes of a PPIp, the description of development remains clearly stated as 'Planning Permission in Principle for Affordable Housing, Access, Open Space, Landscaping and Associated Works.' As clearly stated in the submission, for the purposes of reasonable technical assessment, the scheme has been assessed on the basis of an upper limit/ worst case scenario – of 49 units. During previous discussions, and in order to comply with the requirements of Policy 2, it was agreed to cap total unit numbers at 30. This can be controlled by the Council via condition of

PPiP consent or associated legal agreement and through consideration and determination of subsequent applications.

You mentioned that the site area shown is too large for 30 units. Again, this can be controlled via conditions of consent and the future detailed design of the site. An element of flexibility will be required in ensuring we meet the various stipulations in delivering fulfilling urban design and technical standards for the affordable homes, including associated amenity space and servicing arrangements and this site area allows for this.

LDP Policy 2 is specifically set out as an enabling policy to facilitate the delivery of affordable homes to there is an established an unmet need. As an in-principle proposal it is completely possible to consider the proposal as compliant with the terms of this policy and the spirit in which it is intended.

**Transportation:** The proposed junction spacing on Low Road is not accepted by the Council, in effect leaving only one point of access at Carswell Wynd, that you state would be unacceptable. Having looked at what current guidelines say about "junction spacing" - Designing Streets is Government policy and does not specify any minimum junction spacing: *"The spacing of junctions should be determined by the type and size of urban blocks appropriate for the development. Block size should be based on the need for permeability and, generally, tends to become smaller as density and pedestrian activity increases.*

*Smaller blocks create the need for more frequent junctions. This improves permeability for pedestrians and cyclists, and the impact of motor traffic is dispersed over a wider area. Junctions do not always need to cater for all types of traffic. Some of the arms of a junction may be limited to pedestrian and cycle movement only."*

Designing Streets is also clear that *"All thoroughfares within urban settings and rural boundaries should normally be treated as streets" and that "Reference should no longer be made to road hierarchies based on terminology such as local distributor/local access roads."*

In the case of Auchtermuchty, it is clear that the proposed junction spacing reflects the existing block pattern in the area.

Designing Streets allows Councils to publish "local variations" in layout, materials etc. Fife Council have formally adopted Designing Streets and the National Roads Development Guide, and have produced their own "local variations" as Appendix G of "Making Fife's Places", to which the consultation response refers. The Council introduce a prescriptive standard where none exists in either of the national documents. If we look properly at the requirements of Designing Streets and the NRDC, then we should be considering the character of the surrounding road network and the "typical number of junctions" in the vicinity.

In addition, as set out above, Designing Streets suggests that, *"Junctions do not always need to cater for all types of traffic. Some of the arms of a junction may be limited to pedestrian and cycle movement only"* so that suggests that we could achieve the necessary connectivity by providing a pedestrian / cycle access on to Low Road, if the Council ultimately consider that a vehicle junction is unsatisfactory.

Designing Streets is not a prescriptive standard, and neither is the NRDG - both documents suggest that a balance needs to be found in design. In addition, the joint applicants in this case have successfully delivered development elsewhere within the Fife area, based on a singular point of access. Examples can be provided.

We note that Transport Scotland has no objection to the proposal and that the Transportation Officials do not recommend refusal of the application. Overall, the site access is shown 'in-principle' and would be finalised as part of the detailed design proposal.

**Drainage:** I note that the latest consultation response has no objection to the proposal subject to some details required to confirm delivery at the detailed stage. In addition, you have suggested that the extent of the outfall be included within the red line. We attach an updated version of the drainage assessment, showing that connection within the red line can be achieved. It would not be standard practise to show an outfall pipe within the redline as this is pre-existing in this case and does not constitute development.

As you are aware, this application is made in the joint names of the promoter; Gladman Developments Limited, the developer; Campion Homes and the registered social landlord; Kingdom Housing Association. Whilst the site is not allocated within the Local Development Plan, funding is in place to include the site within the Strategic Housing Investment Plan, thus presenting a unique opportunity to deliver much needed affordable housing to the area in the short-term.

The purpose of this planning application is to obtain consent for the principle of affordable housing at this location, reflecting the existing shortfall, local requirement, and to bring forward SHIP funding as allocated for this project. The matters raised above are all subject to the detailed design of the scheme and therefore in the control of the Council moving forward.

In the interests of delivering much needed affordable housing and associated economic benefits to the area, the Council is urged to consider this proposal in a positive light. The joint parties of this application are agreeable to an extension of time in order to allow for any matters that cannot be controlled via condition to be agreed. We understand there remain a number of consultation responses still to be received and we would request an opportunity to review the content of these and make any necessary response prior to determination.

Trusting the above and attached to be of assistance, however, should you wish to discuss anything further, please do not hesitate to contact us.

Yours sincerely,

A handwritten signature in black ink, appearing to be a cursive name, possibly "Campion", written over a light blue horizontal line.

Gladman Scotland

Cc: Pam Ewen – Head of Service (by e-mail)

Enc: (Updated) Drainage Assessment

## **APPENDIX FIVE**

Fife Council  
Development Management

Gladman House  
Alexandria Way  
Congleton  
CW12 1LB

Attention: Katherine Pollock  
Email only: [katherine.pollock@fife.gov.uk](mailto:katherine.pollock@fife.gov.uk)

2 June 2021

Dear Ms Pollock,

**19/03631/PPP – Proposed development of affordable housing, land at Carsewell Wynd, Auchtermuchty**

Following our meeting on 20<sup>th</sup> May, it was agreed that we would respond on all outstanding matters in order to allow the Council to form a view and make a recommendation to determine the application.

In our most recent correspondence, we have confirmed that the proposal is for 30 units, in compliance with LDP Policy 2, in scale with the size of the settlement. The planning statement includes an assessment against FIFEPlan Policy 2 and that (along with Housing Services' comments) sets out how the proposals can meet the expectations and requirements of this Policy. Whilst there are some concerns over scale of development and whilst Auchtermuchty as a settlement may be on the cusp of 1,000 existing homes, the planning authority are able to control this by set an upper limit of 30 affordable homes as part of a PPIp (the indicative layout provided for information only and need not form part of any subsequent approval in principle). In any event, the test is whether the scale of development is "appropriate to the setting and scale of the settlement".

Following on from this, it seems matters of detailed design continue to be an unnecessary sticking point. In presenting an in-principle proposal, the footprint of the development has been specifically established based on landscape parameters, and in line with advice received at the pre-application stage.

The Landscape Note submitted 18<sup>th</sup> Feb 2021, confirms that at an upper limit of 30 units, the proposal is not of a significant scale, and subject to a suitable detailed design, can meet the Landscape Guidelines of the LCT, which acknowledges that there is capacity for new development to be absorbed into the landscape setting without significant adverse effects upon the LCT.

When you follow the guidance for LVIA there is nothing that identifies the application site as having particularly high landscape value or high visual sensitivity.

Our research fails to uncover any evidence to support the site being a fundamental part of the settlement character of Auchtermuchty. In accordance with published landscape character assessments (SNH), it is the settlements that have the capacity for development rather than the open countryside and we would maintain our position, based on the various graphics and analysis that the siting, scale and indicative proposal, provide sufficient information to demonstrate that no adverse effects will result on the setting of the town or the LCT. This position can be further managed and secured by the Council at the detailed design stage.

It may be helpful to consider the following points prepared by the landscape architect:

- The LVA follows the guidance set out in GLVIA3. With respect to establishing the value of landscape, this should be an evidence-based process that is supported by information that contributes to understanding of value.
- The Landscape Institute has recently published draft Technical Guidance Note 02/21: Landscape value and valued Landscapes. This expands on Box 5.1 in GLVIA3, describing the range of factors that can be considered when identifying landscape value and examples of indicators and evidence that would support the assessment. With respect to identifying landscape value, the guidance repeatedly requires that there is “clear evidence” of the factors that are indicators of landscape value.
- The Site itself has no notable landscape features, is part of a large, intensified field that has been further eroded by residential development and urban fringe uses to the south of Low Road. Being under arable use, there is limited presence of wildlife and habitats of interest and hedgerows are no longer intact.
- No information has been found that supports the identification of the Site as a valued landscape or that development to the south of Low Road is out of keeping with the evolution of Auchtermuchty as a settlement.
- Within the wider landscape, settlements are typically small and located along transport routes. Published landscape character assessments state that “new built development should relate to existing settlements and steadings” and that “the villages generally would be extended without significant effects on the landscape character, subject to good siting and design”.
- Whilst the Site does not have the characteristics of a valued landscape, the Proposed Development does acknowledge the views afforded across the Site and the surrounding landscape towards the Lomond Hills as well as the relationship between Auchtermuchty and its landscape context. Where built development is proposed, it is set back and limited in height to maintain the visual connection to the Lomond Hills, and the extent of built form is limited to retain an open view corridor from Low Road. This is considered to be a proportionate response to the local landscape setting of Auchtermuchty.

Regarding comments relating to the illustrative views and massing model, these were provided in order to demonstrate that the proposed buildings can be arranged in such a way that while views from certain locations are altered, the Hills and wider landscape are still visible and legible and that from other locations along Low Road the views remain unobstructed.

The views from Low Road are taken from a camera position set at eye level (c.1.7m) above ground level. The northern edge of the Site (c.47m AOD) sits c.1.5m below Low Road (c.48.5m AOD), while the northern edge of proposed development sits at c.46.5m AOD. Therefore, eye level on Low Road will roughly be at the eaves high of single storey buildings on the northern edge of the proposed development. In terms of the buildings adjacent to the Site, the most northerly building on Carswell Wynd also sits below Low Road and has a ridge height of c.53.9m AOD.

We would emphasise that while these views are illustrated and based upon an indicative masterplan for a PPP application, they have been generated through a process that has used a topographical site survey and are accurately scaled using the SketchUp programme.

In relation to landscape and design it is clear that the broad parameters of the proposal; footprint, sightlines and scale, are acceptable in principle. Matters of detailed design and placemaking, remain for the provider to design, in partnership with the Council, taking on board the comments received.

## **Transport**

Whilst we note that transportation object to the proposal on road safety grounds, we have provided a detailed response on this matter previously (April 2020) and in addition to the points reiterated below, would suggest that the consultation response does not preclude consent from being granted, rather it confirms that it is best that such matters are with through detailed design. There are several examples of small developments with single points of vehicular access in Fife, and for this site it may be more appropriate to design a layout to facilitate links through the site for pedestrian and cycle use, or perhaps an emergency access point onto Low Road. The response of this department appears to ignore the potential for active travel connections and the proximity of a principal bus route and focusses solely on access by the private car.

As transportation do not recommend the application is refused we would suggest that a detailed design proposal is the best means of dealing with their concerns and creating a compliant development.

*Andrew Carrie Transportation Consultant April 2020:*

*On the Transportation response, we have reviewed what current guidelines say about "junction spacing". Designing Streets is Government POLICY. It explicitly says so. It does not specify any minimum junction spacing - all it has to say on that topic is:*

*"The spacing of junctions should be determined by the type and size of urban blocks appropriate for the development. Block size should be based on the need for permeability and, generally, tends to become smaller as density and pedestrian activity increases.*

*Smaller blocks create the need for more frequent junctions. This improves permeability for pedestrians and cyclists, and the impact of motor traffic is dispersed over a wider area. Junctions do not always need to cater for all types of traffic. Some of the arms of a junction may be limited to pedestrian and cycle movement only."*

*Designing Streets is also clear that "All thoroughfares within urban settings and rural boundaries should normally be treated as streets" and that "Reference should no longer be made to road hierarchies based on terminology such as local distributor/local access roads."*

*Subsequently, the Society of Chief Officers of Transportation in Scotland (SCOTS) published the "The National Roads Development Guide" which gave advice on the application of Designing Streets on a consistent basis. Although "guidance" rather than "policy", the NRDG itself says "The characterisation of junction spacing within 'Movement' will also be location specific where urban situations will have a higher number of junctions than rural area. The decision whether the number of junctions is high or low should therefore be related to the typical number of junctions for that particular area." Again, there is nothing prescriptive.*

*Designing Streets allows Councils to publish "local variations" in layout, materials etc. Fife Council have formally adopted Designing Streets and the National Roads Development Guide,*

and have produced their own "local variations" as Appendix G of "Making Fife's Places", to which that application response refers.

Looking more closely at what the Fife documents says, it states in its introduction that "Chapter 1 is not intended as variations or additional detail to the SCOTS Guide Part 3 or Designing Streets. Chapter 1 does not contain a comprehensive list of street design principles that will contribute to making a successful place, but it does provide designers with a starting point. Chapters 2 and 3 contain Fife Council's regional variations to the SCOTS National Roads Development Guide and are supplementary to that document and should therefore be used in conjunction with it." Their own wording is pretty clear - Chapter 1 is NOT a "local variation".

Yet the table setting out junction spacing is set within that Chapter 1, so it is arguable that, by their own words, it is not a formal "local variation". It introduces a prescriptive standard where none exists in either of the national documents. If we look properly at the requirements of Designing Streets and the NRDC, then we should be considering the character of the surrounding road network and the "typical number of junctions" in the vicinity.

In addition, as set out above, Designing Streets suggests that "Junctions do not always need to cater for all types of traffic. Some of the arms of a junction may be limited to pedestrian and cycle movement only" so that suggests that we can achieve the necessary connectivity by providing a pedestrian / cycle access on to Low Road, if the Council consider that a vehicle junction is unsatisfactory.

Designing Streets is not a prescriptive standard, and neither is the NRDC - both documents **suggest that a balance needs to be found in design**. I note that the Transportation Officials do not recommend refusal of the application.

Your response further highlights: *Noting concerns in relation to the proximity of the proposed site access and adjacent junctions which would not achieve the 100 metre minimum distance required by the Fife Council Transportation Development Guidelines. Introduction of the junction on the A91 would sterilise on-street parking on the opposite side of the road; the layout includes a cul-de-sac which would serve a greater number of housing than is acceptable; concerns in relation to the straight access road which would encourage increased speeds into the development.* As per the commentary above we note these are guidelines, and trust that a satisfactory solution can be agreed in relation to a detailed layout and design as has been the case elsewhere.

We note that Transport Scotland has no objection to the proposal.

**Noise/ Design:** The submitted Noise Assessment confirms that significant noise effects associated with road traffic have been identified at NSR 1 and NSR 2 with predicted internal noise levels within habitable rooms exceeding target noise levels by circa 9.9 db during the daytime and 6.6 db during the night time period. This is a concern. FC Environmental Health have advised that the report notes that internal target noise levels could be met via a closed window attenuation. The REHIS Briefing Note 017 Noise Guidance for New Developments advises that only in exceptional circumstances should satisfactory internal noise levels only be achievable with windows closed and other means of ventilation provided. The proposal would need to meet the exceptional circumstance criteria including (a) reducing urban sprawl; (b) reducing uptake of greenfield sites; (c) promoting higher levels of density near transport hubs, town and local centres; (d) meeting specific needs identified in the local development plan. The proposal would not provide any of these benefits and in particular would encourage urban sprawl and include development on a greenfield site.

The Council's adoption of a requirement to meet internal noise levels with open windows is in contradiction with the relevant policy guidance, PAN 1/2011. In two recent appeal decisions (Holytown Road, Holytown, ref: PPA-320-2132 (DD5 – 12th September 2019) and Coyle Drive, Gartcosh, ref: PPA-320-2133 (DD6 – 20th March 2020)), both reporters independently came to the conclusion that the policy document holds precedence over local guidance. Further, both appeals found that as the guidance being followed by the planning authorities had not been formally adopted, had not been consulted on and was not referenced in the local development plan, it could not be used to inform the decision if the development was shown to meet the requirements of adopted policy, i.e. PAN 1/2011.

Fife Council's draft "Planning Policy – Development and Noise" guidance documents issued for consultation in April 2020 clearly states that a closed window approach would be acceptable if the site delivers "high quality, well-designed which incorporates the principles set out in Making Fife's Places and Designing Streets" (Page 8). It further states that "there is an acceptance that putting in place significant stand-off distances between roads and developments has certain conflicts with design policies and that the requirement to have open windows could conflict with the achievement of low/zero carbon properties." This is a clear acknowledgement that in order to meet urban design aspirations, such as high-quality positive frontage, it might not be possible to meet internal noise levels with open windows.

There appears to be some confusion amongst local authorities on any requirement for sites to meet exceptional circumstances in order to qualify to meet internal noise levels with closed windows. This is highlighted in Fife Council's report Planning Policy: Development and Noise recently issued alongside consultation documents, which states "an important consideration in relation to planning and noise is that the government guidance makes provision to consider some situations as what are identified as "exceptional circumstances" where a more flexible approach may be considered in relation to the noise impact on the proposed development". There is no mention of exceptional circumstances in the government guidance, PAN 1/2011, and in fact this reference stems from the long superseded PAN 56, and even so was only in relation to external noise.

PAN 1/2011 represents adopted policy guidance for considering noise in planning. The REHIS guidance was published to give guidance on the application of PAN 1/2011. In fact, there is published guidance on the application of PAN 1/2011, the associated Technical Advice Note ("TAN"). TAN provides example noise impact assessment methodology and does not specify whether or not a closed or open window approach should be taken. Crucially, neither PAN 1/2011 nor TAN explicitly state noise limits that must be adhered to, but rather promote the avoidance of significant adverse impact where possible. The actual impact in terms of noise level is situational to a degree and dependent on a number of non-acoustic factors, hence the conscious omission (as is also the case in relevant noise policy in England).

The Council's objection is based upon the REHIS briefing note, the REHIS website currently states:

*This Briefing Note, BN017 Noise Guidance for New Developments, contains very useful guidance for both Environmental Health Professionals and developers in relation to the planning process and developments where noise is a concern. It should be noted that the Briefing Note is currently subject to review and until that review is complete it is recommended it is not used as a basis for specific Policy on Planning and Noise Controls.*

<https://rehis.com/document/2015/09/noise-guidance-new-developments>

We have made detailed submissions on this matter in respect of planning application and appeal at Cuddyhouse Road, Kingseat (DPEA PPA-250-2345).

In this case the proposal would not adversely impact on the amenity of existing or future residents as, ultimately, a detailed design solution can be achieved that balances design aspirations with PAN 1/2011 at the AMSC stage.

Based on the above policy position, we do not agree that there is a requirement to demonstrate exceptional circumstances, however the proposal does broadly fulfil the criteria, and whilst technically a greenfield site, it lies within the broad envelope of the settlement and cannot be reasonably described as urban sprawl (also given its' scale). In addition, the proposal has been created to specifically meet the identified affordable housing requirement in the area as supported in the consultation response from Housing Services, referred to in the planning statement section 3.2, and can actively contribute to the latest SHIP in line with Scottish Government policy objectives.

<https://www.thecourier.co.uk/fp/news/local/fife/1759633/plans-to-create-over-3800-affordable-homes-in-fife-by-2026/>

#### **Summary**

This proposal seeks to establish the principle of affordable housing in a sustainable location, to contribute to a much in demand local housing provision in the short-term.

Matters raised in consultation have been addressed throughout our submission, and those noted as outstanding primarily relate to detailed design considerations. The fundamental principles of developing the site at the scale proposed, are in full compliance with the development plan.

This application has been with the Council for over 18-months, and we have worked to resolve all matters over that course. We would ask that the Council consider the above, in conjunction with the identified requirement for affordable housing, along with the Council's commitment to deliver the same; and approve the application, controlling all detailed matters as they see fit.

We look forward to hearing from you further, however, should you require any further information or points of clarification, please do not hesitate to contact us.

Yours sincerely,



For Gladman Developments Ltd.

[planningscotland@gladman.scot](mailto:planningscotland@gladman.scot)

## **APPENDIX SIX**

Development Management  
Planning Services  
Fife Council

Gladman House  
Alexandria Way  
Congleton  
CW12 1LB

Attention Scott Simpson  
By e-mail only: [Scott.Simpson@fife.gov.uk](mailto:Scott.Simpson@fife.gov.uk)

**Planning Application 19/0361/PPP – Affordable Housing Carswell Wynd Auchtermuchty  
Planning Statement Addendum: July 2021**

Further to our recent discussions and request for further information, please find a brief addendum to our case in support of this proposal.

FIFEPlan Policy 2: Homes - specifically supports the development of sites adjacent to settlement boundaries solely for small scale affordable housing where there is established an unmet local need and if no site is available within the settlement boundary.

**Local Need**

The local requirement within the Cupar and North West HMA is set out in the Planning Statement, and the application site forms part of the SHIP programmed supply. There is well documented ongoing unmet local need for affordable homes in this area.

**Alternative Sites**

There are two allocated sites within the settlement boundary that should be considered:

AUC 001: East of Stratheden Place (18 Homes)

This land is within the control of Gladman Developments Ltd. and following discussions with a number of interested parties, we are close to selecting a preferred developer for progressing a detailed proposal for market housing in line with the LDP allocation. Pre-application discussions with Fife Council have covered this proposal.

AUC 002: Leckiebank Farm (30 homes)

It is our understanding that this site is being progressed by the landowner following lapse of an agreement with a housebuilder. Commercially, it is unavailable to the applicants as we have other commitments within the village. We also understand that proposals to develop the site have experienced a high level of local opposition primarily due to access constraints.

We would question the effectiveness of this allocation given that it remains undeveloped through several development plan cycles.

Neither allocated site forms part of the SHIP programming and the fact that neither site has been developed for housing further exacerbates the overall delivery of affordable units in the area.

We are unaware of any other suitable brownfield sites within the settlement boundary that could accommodate 30 family units plus amenity space etc. If the planning authority has suggestions for suitable alternatives, we would be pleased to analyse them as part of this submission.

### **Settlement Boundary**

Whilst technically outwith the settlement boundary, the site is within the wider built footprint and envelope of the village, and the settlement boundary would require only a minor adjustment to include the development, on land that is not protected by any landscape or environmental designations.

The views and open character of this part of the settlement are retained due to the carefully considered placing of the development, and the layout within can be further refined at the detailed design stage.

Under SPP sustainability principles, it is considered more appropriate to develop a site within the urban envelope that can more easily link to existing services and amenities, than on the edge of a settlement, in more remote locations.

### **Scale**

The scale of the development meets with the policy threshold relative to the size of the settlement - a maximum of 30 units for settlements of between 200 and 1,000 households. In pre-application advice, the Council confirm that Auchtermuchty sits just below the 1000-unit threshold, at around 927 units.

### **Planning History**

An area (LDP AUCH004) spanning the width of the gap between Carswell Wynd and the garage to the west, was promoted for housing through the current LDP, however not supported for allocation. In conclusion, the site was "Considered to integrate reasonably well with existing settlement however extends the town into its landscape setting and would remove only the remaining location on the main road where the connection with landscape setting of the town remains - site is therefore visually prominent on main road through the village and views to Lomonds across the flat Howe landscape setting would be obscured by development."

This proposal specifically avoids this outcome by limiting development to a modest footprint extending the residential built form of Carswell Wynd westwards, and retaining the visual connection and generous open views to the south.

### **SPP**

We note the recent court ruling quashing 2020 amendments to SPP and reverting to the 2014 version, according to which there is a tilted balance in favour of allowing development that would contribute to sustainable development. According to the latest Housing Land Audit 2019, Fife is experiencing a significant shortfall in its housing land supply, and in this event proposals for (any tenure) housing are by their nature considered to make such a contribution to sustainable development, in addition to the wider credentials of development of the type proposed at this location in the village and set out in the planning application and Planning Statement.

This proposal is demonstrated to be compliant with the development plan, LDP Policy A and the material consideration of SPP, for small scale affordable housing development. A summary of key considerations:

- The broad principles of the development are in keeping with the character of the settlement and local area, retain open views to the south and a detailed application will use this as the basis for a detailed scheme to ensure this is the case.
- Matters of residential amenity (noise) can be dealt with through detailed design.
- The loss of just under 2 hectares of prime agricultural can be considered negligible and should be balanced against the net biodiversity gain as a result of the enhanced planting and landscaping proposals.
- Residential development at this location is compatible with nearby uses, and will enhance the character of the local area, and a good residential environment can be achieved on this stand-alone site.
- The site already benefits from good accessibility, through public transport, and the local green network, being close to the village centre and associated services, the proposal can only enhance this through improved linkages.
- Existing physical infrastructure can accommodate 30 units. There is education capacity at catchment schools, potentially subject to developer contribution that we are happy to negotiate.
- The proposal can make a valuable contribution to the provision of an essential service to the area, of which there is a significant and ongoing shortage (Planning statement 3.2).

We trust the above to be of assistance in your determination of the application. Given the length of time the application has been in the system (19 months) we are extremely keen to avoid a prolonged appeal process and the focus of Gladman and Campion at this time is to move forward and deliver much needed homes on the ground.

Should you require any further information please do not hesitate to contact us.

Yours sincerely



Gladman Developments Ltd.



FIRST DIVISION, INNER HOUSE, COURT OF SESSION

[2020] CSIH 28  
XA104/19

Lord President  
Lord Menzies  
Lord Brodie

OPINION OF THE COURT

delivered by LORD CARLOWAY, the LORD PRESIDENT

in the appeal by

GLADMAN DEVELOPMENTS LIMITED

Appellants

against

THE SCOTTISH MINISTERS

Respondents

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Appellants: J dC Findlay QC, Burnet; Balfour & Manson (for Burges Salmon LLP)  
Respondents: Mure QC, P Reid; Scottish Government Legal Directorate

3 June 2020

**Introduction**

[1] This is an appeal under section 239 of the Town and Country Planning (Scotland) Act 1997. The appeal challenges the decision of the respondents' reporter to dismiss the appellants' appeal against Inverclyde Council's refusal to grant planning permission for a residential development at Carsemeadow, Quarriers Village, Kilmacolm. The site is within the Strategic Development Plan area for Glasgow and the Clyde Valley.

[2] The issues raised are: first, the correct construction and application of paragraph 33 of Scottish Planning Policy, notably the so called “tilted balance” in favour of development; and, secondly, the assessment of the quantity of effective housing land. The appellants also maintain, on both of these issues, that the reporter did not give adequate reasons for her decision.

[3] The following acronyms are occasionally used:

<b>GCV</b>	Glasgow and Clyde Valley
<b>HLA</b>	Housing Land Audit
<b>HLR</b>	Housing Land Requirement
<b>HLS</b>	Housing Land Supply
<b>HNDA</b>	Housing Need and Demand Assessment
<b>LDP</b>	Local Development Plan (Inverclyde (2014))
<b>NPPF</b>	National Planning Policy Framework (England)
<b>SDP</b>	Strategic Development Plan (Clydeplan (2017))
<b>SPP</b>	Scottish Planning Policy (2014)

### Scottish Planning Policy

[4] Section 25(1) of the 1997 Act provides that, in relation to a development such as the present, the decision on planning permission is to be made in accordance with the development plan “unless material considerations indicate otherwise”. Section 37(2) provides that regard must be had to the development plan and to any other material considerations.

[5] Under the heading of “Sustainability”, Scottish Planning Policy (2014) refers (para 24 *et seq*) to the Government’s commitment to the concept of sustainable development. This concept is a highly abstract one involving five guiding principles, which are set out in a United Kingdom shared framework for sustainable development (2005), *viz*: living within

the planet's environmental limits, ensuring a strong, healthy and just society, achieving a sustainable economy, promoting good governance, and using sound science responsibly.

Emerging from this is a principal policy, which creates a "presumption in favour of development that contributes to sustainable development" (para 27).

[6] Thirteen principles (para 29) are set out to guide decision making in the assessment of a contribution to sustainable development. These are again very general in their terms.

They include: giving due weight to net economic benefit; responding to economic issues, as outlined in local economic strategies; supporting good design and the six qualities of successful places; making efficient use of existing capacities of land; supporting delivery of accessible housing; supporting delivery of infrastructure; supporting climate change mitigation; improving health and wellbeing; protecting natural heritage, including green infrastructure, landscape and the wider environment; and avoiding over development.

[7] Under the heading "Enabling Delivery of New Homes", SPP narrates (para 109) that housing makes an important contribution to the economy. The policy principles (para 110) are that the system should identify a generous supply of land for each housing market area to ensure that the housing land requirement is met across all tenure types (private and affordable). A five year supply is to be maintained. LDPs are (para 115) to set out the housing supply target for each area, which is to be based on the housing need and demand assessment. The HLS target is a policy view of the number of houses which the local authority has agreed to deliver in each market area over the period of the development plan.

[8] Within the HLS target, LDPs should indicate (para 116) the number of new homes to be built over the plan period. This figure should be increased by a margin of 10 to 20% to establish the HLR in order to ensure that a generous supply of land for housing is provided. Strategic development plans (para 118) are to set out the HLS target and the HLR for the

plan area, each local authority area and each functioning housing market area. LDPs are to (para 119) allocate an effective range of sites to meet the HLR in the SDP. There should be a minimum of 5 years effective land supply. The range of sites allocated is to enable the housing supply target to be met.

[9] SPP continues:

“125. ... Where a shortfall in the 5-year effective [HLS] emerges, development plan policies for the supply of housing land will not be considered up-to-date, and paragraphs 32-35 will be relevant.”

These paragraphs are under the heading “Development Management” in the “Sustainability” section. Paragraph 32 states that the presumption in favour of sustainable development does not change the status of the development plan as the starting point for decision making. Where a proposal does not accord with up-to-date plans, the primacy of the plan is maintained and SPP and the presumption in favour of development that contributes to sustainable development will be material considerations. SPP continues:

“33. Where relevant policies in a development plan are out-of-date or the plan does not contain policies relevant to the proposal, then the presumption in favour of development that contributes to sustainable development will be a significant material consideration. Decision-makers should also take into account any adverse impacts which would significantly and demonstrably outweigh the benefits when assessed against the wider policies in this SPP. The same principle should be applied where a development plan is more than five years old.”

[10] There is an equivalent paragraph (14) in the National Planning Policy Framework that applies in England. The presumption in favour of sustainable development is at the heart of the Framework. Where the development plan is silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in

this Framework or specific policies in the Framework indicate that development should be restricted.

[11] Section 2 of the respondents' Planning Advice Note 2/2010 *Affordable Housing and Housing Land Audits* provides advice on good practice in the preparation of housing land audits (para 40). It states (para 41) *inter alia* that, in accordance with SPP, a 5 year land supply is to be available. This involves the preparation of a housing land audit, which is to be carried out annually by the planning authority in conjunction with housing and infrastructure providers. The audits should demonstrate the availability of sufficient effective land to meet a continuous five-year supply and provide a snapshot of the land available for housing at any particular time.

### **The Development Plan**

[12] The Clydeplan SDP (July 2017) provides:

*"Policy 1*

*Placemaking*

New development should contribute towards the creation of high quality places across the city region. In support of the Vision and Spatial Development Strategy new development proposals should take account of the Placemaking Principle set out in Table 1."

One aspect in Table 1 is "Easy To Move Around", which means that a development should support high quality and convenient public transport with development concentrated along transport corridors in close proximity to public transport stops.

[13] The LDPs require (SDP para 6.66) to ensure, in accordance with Policy 8 and informed by up to date HLS data, that sufficient housing land is allocated in order to meet

the HLR for each Housing Sub-Market Area and each Local Authority. The policy is in the following terms:

*Policy 8*

*Housing Land Requirement*

In order to provide a generous supply of land for housing and assist in the delivery of the Housing Supply Targets in support of the Vision and Spatial Development Strategy, Local Authorities should:

- make provisions in [LDPs] for the all tenure [HLR] by Local Authority set out in Schedule 8, for the Private [HLR] by Housing Sub-Market Area set out in Schedule 9 and for the Private [HLR] by Local Authority set out in Schedule 10;
- allocate a range of sites which are effective or expected to become effective in the plan periods to meet the [HLR], for each Housing Sub-Market Area and for each Local Authority, of the SDP up to year 10 from the expected year of adoption;
- provide for a minimum of 5 years effective land supply at all times for each Housing Sub-Market Area and for each Local Authority; and,
- undertake annual monitoring of completions and land supply through Housing Land Audits.

Local Authorities should take steps to remedy any shortfalls in the five-year supply of effective housing land through the granting of planning permission for housing developments, on greenfield or brownfield sites, subject to satisfying each of the following criteria:

- the development will help to remedy the shortfall which has been identified;
- the development will contribute to sustainable development;
- the development will be in keeping with the character of the settlement and the local area;
- the development will not undermine Green Belt objectives; and,
- any additional infrastructure required as a result of the development is either committed or to be funded by the developer."

[14] In its Sustainable Development Strategy section, the Inverclyde LDP (2014), provides (policy SDS2) for the integration of land use and sustainable transport to be promoted by enhancing the network of sustainable forms of transport (walking and cycling, public

transport, rail) and directing new developments to locations which are accessible by a choice of modes of transport. The area where the development is located is described as follows:

*“Kilmacolm and Quarrier’s Village*

2.50 The Renfrewshire Housing Market Area covering Kilmacolm and Quarrier’s Village remains an area with capacity limits to its growth. This is due in part to the landscape setting of these settlements and their environmental and built heritage constraints, but mainly due to the absence of sustainable public transport infrastructure to support major new development. As indicated, the GCV HNDA and GCV SDP demonstrate that there is no justification for major housing development in this Sub Housing Market Area.”

[15] Policy TRA2 provides that new major trip-generating developments will be directed to locations which are accessible by walking, cycling and public transport. Policy RES3 provides that residential development will be supported at the locations specified in schedule 6.1 and the Proposals Map.

### **The Planning Application**

[16] In June 2018, the appellants applied to Inverclyde Council for planning permission in principle for a residential development at Carsemeadow, Quarriers Village, Kilmacolm. The site is shown in the following map:



[17] In their Planning Statement, the appellants identified the key issue as being the requirement in the SPP for the Council to ensure the provision of a 5-year supply of effective housing land. The consequences, of failing to maintain the required five-year supply of effective housing land, meant that (para 125) “development plan policies for the supply of housing land will not be considered up-to-date”. Where the supply of effective housing land fell below the required five-year level, as was the case, and the plan did not contain policies relevant to the proposals, the presumption in favour of development that contributes to sustainable development would be a significant material consideration. The Council should favour development unless there were any adverse impacts which significantly and demonstrably outweigh the benefits of development.

[18] The appellants argued that the development contributed to sustainable development, in terms of SPP (para 29), in a number of ways. These included economic benefit. The development would create local employment and investment. An increased population would increase local services. The proceeds from the sale of the site would help to ensure that Quarriers, which was a charity dedicated to assist, *inter alios*, disadvantaged young

persons, remained a significant employer within Inverclyde and a key part of the local economy. The development would support good design and the qualities necessary to support a successful place. It would support the delivery of accessible housing, providing choice for the local housing market. It would support the delivery of the infrastructure that was needed to serve it. It had regard to sustainable land use as set out in the Land Use Strategy. Electric vehicle charge points would help to achieve the Government's commitment to near zero carbon emissions from road transport.

[19] On 15 January 2019, the Council's Head of Regeneration and Planning, in a Report of Handling, recommended refusing permission because the development would be contrary to the Clydeplan SDP and significantly contrary to both the existing and proposed Inverclyde LDPs. On 21 February 2019, the Council refused the application on the grounds that it was contrary to the various policies within the development plan under reference to the report. One important feature of the report was that it said (p 21) that "there is no need for additional housing land at this time".

[20] The appellants appealed. They submitted that the figures in the Council's 2018 HLA confirmed a shortfall in the 5-year supply of effective housing land. The delivery of additional sites through the policy mechanisms in SPP and Clydeplan policy 8 were essential to address the shortfall. The presumption in favour of sustainable development became a significant material consideration in the determination of the appeal. Any negative effects must not only outweigh but also significantly and demonstrably outweigh any benefits. The release of the site in the green belt was justified in order to address the existing housing need. It would not result in any negative impacts that significantly outweighed the benefits of the development.

**The reporter's decision**

[21] On 29 July 2019, the respondents' reporter dismissed the appeal and refused planning permission. The report began by noting that the appeal was to be determined in accordance with the development plan, unless material considerations indicated otherwise. The development plan consisted of the Clydeplan SDP and the Inverclyde LDP. The main issues were identified as: HLS; sustainability; impact on the character of the settlement and the local area; impact on the Green Belt; and the presumption in SPP in favour of sustainable development.

[22] On HLS, the reporter noted the importance of the provision of a 5-year effective land supply. Any shortfall was to be remedied by granting permission on green field or brown field sites. LDP policy RES3 indicated a need to increase the housing supply to maintain an effective 5-year supply. In order to establish whether these provided development plan policy support, the reporter considered that she required first to establish whether there was a shortfall in the 5-year effective supply.

[23] The Council's position was that: for 2018 to 2023, in the local authority area, there would be a surplus of 746 units in the effective 5-year all-tenure supply and 275 in the private supply. There was a surplus for the Inverclyde part of the Renfrewshire sub-market area. The appellants' position was that, for the 6-year period 2018 to 2024, there was a shortfall in the private supply in the local authority area of 1,186 units and within the sub-market area of 72 units. The appellants had not presented any all-tenure supply data.

[24] The appellants' methodology used the HLR figure from Clydeplan 2017, whereas the Council used the HLS target figure. The HLR included an element of generosity of 15%. Clydeplan policy 8 required a 5-year "effective land supply" to be provided at all times.

Based on the use of that terminology, the reporter agreed with the Council that the lower HLS target figure was the more relevant one.

[25] The annual HLA was the established means for monitoring housing land, by providing a snapshot of the amount of land available at any particular time (PAN 2/2010 *Affordable Housing and Housing Land Audits*, para 45). Where there were disputed sites, the effective land supply figures should be treated with caution. The appellants' approach, whereby the undisputed HLS figure was used, should be adopted. The methodologies favoured by the appellants and the Council differed in their treatment of past completions. The appellants identified a past shortfall in 2012 and 2018. They carried this forward into the future housing supply calculation. The appellants were correct. A past shortfall should not be disregarded. Clydeplan policy 8 required local authorities to take steps to remedy any shortfalls in the 5-year supply of effective housing land. Any evidence of a shortfall in the private or all-tenure supply in any of the relevant local authority or sub-market areas would engage policy 8. The 5-year effective supply in the sub-market area as a whole should be considered. The effective supply in the smaller geographic area relating to Kilmacolm and Quarriers village was not relevant. The reporter could not conclude with certainty that there was a shortfall in the effective private supply in the sub-market area.

[26] There was some uncertainty over the parties' conclusions about the supply within the Inverclyde local authority area. The appellants' data was limited to the private housing, whereas the Council considered the all-tenure and the private supplies. Policy 8 dictated that it was reasonable to consider the private or the all tenure supply figures. The appellants' methodology had identified a significant shortfall in the private supply which was equal to less than 2 years. Even if they had used the HLS target, rather than the HLR, or included all the disputed sites from the 2018 HLA, the resultant figure would not give the

minimum 5-year supply. There was, therefore, a probable shortfall in the private supply in the local authority area. Policy 8 and LDP policy RES3 were thus engaged.

[27] Policy 8 set out a number of other criteria that a development, which was supported by a shortfall calculation, must meet, *viz.*: helping to remedy the identified shortfall; contributing to sustainable development; be in keeping with the character of the settlement and the local area; not undermining Green Belt objectives; and additional infrastructure either committed or funded by the developer. The development would help in remedying a shortfall and provide additional infrastructure.

[28] The site of the development was not a sustainable location for development. The development would conflict with LDP policies SDS2 and TRA2 and Clydeplan policy 1. The LDP's approach to sustainable development and SPP (para 287) required new development to place greater emphasis on modes of transport other than the private car. This was underpinned by LDP policies, which (SDS2) sought to direct new developments to locations which were accessible by a choice of modes of transport and expected (TRA2) that new major trip-generating developments would be directed to locations which were accessible by walking, cycling and public transport. The third placemaking principle, "easy to move around" (Clydeplan policy 1) was also relevant.

[29] The LDP identified (para 2.5) that the area encompassing Kilmacolm and Quarriers Village had limited capacity for growth, "mainly due to the absence of sustainable public transport infrastructure to support major new development." There were suitable footpath and cycle connections to the site from the village. The appellants were proposing to upgrade bus infrastructure close to the appeal site and to produce a Travel Plan. This did not mitigate the problem of the infrequent bus service passing through Quarriers Village. Occupiers would be dependent on trips made by private car. The appellants had committed

to providing charging facilities for electric cars, but this would not offset the dependency on the private car. Quarriers Village provided a location for the headquarters of Quarriers and there were a number of small businesses. There was no primary school or convenience shopping. A range of services were available in Kilmacolm and Bridge of Weir, both of which were approximately 4 kilometres from the village. The issues concerning private and public transport undermined the ability of the site to offer a sustainable location for new housing.

[30] In respect of the presumption in favour of sustainable development, SPP provided that, where a development plan was more than five years old or where there was a shortfall in the 5-year effective HLS, development plan policies for the supply of housing land would not be considered to be up-to-date. In those circumstances the presumption in favour of sustainable development was a significant material consideration. It involved the assessment of the proposal against the principles set out in SPP (para 29). Because “in all probability there is a shortfall”, the SPP presumption in favour of sustainable development was a significant material consideration.

[31] The development had then to be considered against the 13 principles of sustainable development which were set out in SPP. Two of these principles were not met. First, the development would not address two of the six qualities of a successful place (Distinctive and Easy to Move Around and Beyond). Secondly, it would not provide accessible housing (in public transport terms). Consequently, the presumption in favour of sustainable development did not apply. Four other appeals, at Kilmacolm (PPA-280-2016), Symington (PPA-370-2073), Strathblane (PPA-390-2060) and Bridge of Weir (PPA-350-2021), were noted. Each appeal was distinguishable on various grounds.

[32] In conclusion, the reporter stated:

“84. I have given due consideration to the age of the 2014 local development plan and the probability that there is a shortfall in the current effective five year [HLS] in the local authority area. Clydeplan policy 8 is engaged and I find that the proposed development would not comply with three key policy criteria and the development would not constitute sustainable development in term of Scottish Planning Policy.

85. I have considered the emerging local development plan and the revisions to development plan policy arising from this but I do not find that there are any provisions in the emerging plan that would justify setting aside my conclusions on Clydeplan policy 8 and the SPP. The economic benefit to both the joint appellant, Quarriers and the area generally are important considerations but I do not find there is anything exceptional regarding these benefits that would justify approving this development that does not, in my opinion, constitute sustainable development.

86. I therefore conclude, for the reasons set out above, that the proposed development does not accord overall with the relevant provisions of the development plan and that there are no material considerations which would still justify granting planning permission. I have considered all the other matters raised, but there are none which would lead me to alter my conclusions.”

## Submissions

### *Appellants*

[33] The appellants maintained that the reporter failed to apply the “tilted balance” (*Hopkins Homes v Secretary of State for Communities and Local Government* [2017] 1 WLR 1865, paras 59 and 80) provided for in paragraph 33 of SPP. Its application did not depend upon an earlier finding that the development was sustainable. It assumed that there may be adverse impacts. The use of “also” in paragraph 33 denoted an additional consequence to that identified in the first part of that paragraph. The additional consequence required a change to the balancing exercise, albeit still in the context of section 25 of the 1997 Act. SPP placed importance on boosting the supply of housing, while the rigid enforcement of planning policies may prevent a planning authority from meeting its requirement to provide a five-year HLS (*Hopkins Homes (supra)*, paras 77 and 79). The tilted balance applied notwithstanding that a development was not a sustainable one, supporting a bi-partite

approach to paragraph 33 (*Gladman Developments v Scottish Ministers* [2019] CSIH 34; *Graham's The Family Dairy v Scottish Ministers* 2019 SLT 258, para [36]).

[34] The appellants' construction was consistent with a purposive approach; the encouragement of housing being a policy priority (*Gladman Developments v Scottish Ministers* [2018] CSIH 17, paras [5]-[8] and [56]). The application of the tilted balance, only where a housing shortfall existed and the development was sustainable, would seriously inhibit tackling the shortfall. This was supported by *Gladman Developments v Scottish Ministers* (*supra* [2019]), which had also been concerned with a development that was said not to be sustainable. Paragraph 33 of SPP had been of central importance to the court's conclusions. There was no basis for the suggestion by the respondents that it had been determined *per incuriam*. The appellants' approach was consistent with that in England, which sought to address the same housing policy imperative, albeit the policies were expressed in different terms. Another purposive basis for the appellant's construction was that, if a plan was out of date, there would be good reason for tilting the balance for all development, bearing in mind that the system was to be plan-led only when those plans were up to date.

[35] There was no indication in her conclusions that the Reporter had applied a tilted balance. She appeared to apply a normal balance which was similar to that which would have been used where no housing shortage had been identified. She did not consider whether the two adverse impacts, which she identified, significantly and demonstrably outweighed the benefits. She proceeded on the basis that, if a development failed to meet any of the criteria described in SPP (para 29), no further consideration, in particular of paragraph 33, was required. No adequate reasons for not applying the titled balance were given.

[36] The Reporter erred by assessing the supply of effective housing land against the HLS target figure rather than the HLR figure. This was contrary to the guidance in SPP and PAN2/2010 (paras 41, 51 and 58). She therefore underestimated the extent of the shortfall. SPP (para 116) referred to plans which indicated the number of homes to be built (the HLS target). That figure was to be increased by a margin of 10 to 20% to establish the HLR. SPP (paras 118 to 120) made it clear that SDPs should set out the HLS target and the HLR. LDPs were to allocate sites to meet the HLR of the SDP. The mechanism to ensure that the HLR was met was the maintenance of the 5 year supply of effective sites. The requirement was to meet the HLR in full. There was a difference of 15% in the two figures, amounting to 117 houses (827 - 710).

[37] The reporter required to make an assessment of the level of shortage in order to determine what weight to give it (*Hallam Land Management v Secretary of State for Communities and Local Government* [2018] EWCA Civ 1808 at para 52; *Gladman Developments v Scottish Ministers* (*supra* [2019] at para 21). The reporter failed to provide proper, adequate and intelligible reasons to explain how she had determined the issues.

### ***Respondents***

[38] The respondents submitted that the reporter could not be faulted. She correctly identified that, as there was a housing supply shortfall, the presumption in favour of sustainable development became a significant material consideration. She then correctly identified that she had to assess the development against the thirteen principles of sustainable development, concluding that it did not meet two of those principles. She was correct to conclude that the presumption in favour of sustainable development did not apply. It was only if a developer succeeded in passing the gateway of sustainability that the

tilted balance came into play. This was how reporters had addressed matters in the appeals which had been cited to the reporter (*supra*). If there was no sustainability, the presumption did not apply.

[39] The tilted balance principle derived from that part of the English NPPF which explained the meaning of the presumption in favour of sustainable development. There were important distinctions between the NPPF (para 14) and SPP (para 33). In the NPPF the balance was tilted in favour of permission, unless that result was displaced by one or other of two specific grounds, namely significant and demonstrable adverse effects or policies in the NPPF. SPP referred to the presumption being a significant material consideration if the development plan was out of date. There was no direction to grant permission.

[40] The policy presumption in SPP (para 28) in favour of development contributing to sustainable development was elevated from a material consideration to a significant material consideration. That elevation only arose where the proposed development did in fact contribute to sustainable development. That was the reading of paragraph 33 that made sense. A single principle was provided and that applied only when a development was sustainable. Otherwise, a key component of the entire SPP would be seriously diluted. The appellant's reading would be close to "development at any cost", which SPP (para 28) was against. SPP (para 125) did not say that paragraph 33 was "engaged" where there was a shortfall; only that it was relevant. For it to be engaged, the development had to be sustainable. Had the intention been otherwise, stronger language would have been expected. Policy 8 of the Clydeplan supported this construction. It provided that shortfalls in the 5-year supply of effective housing land were to be remedied, subject to satisfying criteria which included that the development would be sustainable development.

[41] The origin of the “tilted balance” in Scotland was *Graham’s The Family Dairy v Scottish Ministers* (*supra*). There, the proposals had been found to contribute towards sustainable development. There was no issue about the relevance of the term in the Scottish context. Its use was adopted without analysis; in particular, none of the differences between the NPPF and the SPP were considered. The references to the tilted balance were in the context of the elevation of the sustainable development presumption from a material to a significant material consideration. Sustainability remained the underlying key characteristic. *Gladman Developments v Scottish Ministers* (*supra* [2019]) did not turn on paragraph 33 of SPP. Sustainability remained the underlying key characteristic. Only where the sustainable development presumption was elevated to a significant material consideration was the tilted balance engaged.

[42] The reporter had properly considered the issue of a housing land shortage. There was no universal method of calculating this. PAN 2/2010 proffered guidance in the preparation of HLAs. It was not directed at reporters. SPP (paras 118-120) was also directed to the preparation of development plans. It (para 120) only applied to urban areas, and this site was not in one. HLAs provided only a snapshot, which could change week by week. The generosity margin was designed to deal with uncertainties. Problems could appear in the first year of the plan. The reporter was looking at the matter from a different perspective. All that she had to determine was whether there was a shortfall based upon the material presented to her. That is what she did. She did not require to endorse a particular methodology or to fix the level of shortfall. She did consider the shortfall to be sufficiently serious to merit an exceptional circumstance for encroachment in the Greenbelt. She did not require to include a generosity margin, but to look at the position at the time of her decision.

## Decision

[43] There is no failure to state adequate reasons on the part of the reporter. She has set out her reasoning clearly and in some detail. The informed reader would have no difficulty in understanding what the reasons for the decision were and what factors were, or were not, taken into account in reaching that decision. The question is whether the reasoning is sound.

[44] In *Graham's The Family Dairy v Scottish Ministers* 2019 SLT 258 the court determined (LP (Carloway), delivering the opinion of the court, at para [36]) the effect of SPP paragraphs 33 and 125 where a shortage of housing land had been identified. This was that the shortage became a significant material consideration in favour of the grant of permission for housing development. The court appreciated that the precise wording of paragraph 33 was that it was the presumption in favour of development that became a significant material consideration. What the court was engaged in was an explanation of the practical import of the paragraph in terms of decision making. In determining to refuse planning permission, the counterbalancing factors require to outweigh that consideration "significantly and demonstrably". This is part of the equation for determining whether a development is, in overall terms, sustainable. It is not an exercise which is undertaken after a determination on sustainability has taken place. The same reasoning is evident from *Gladman Developments v Scottish Ministers* [2019] CSIH 34 (Lord Menzies, delivering the opinion of the court, at para [44]).

[45] Once a housing land shortage is established, SPP paragraph 125 dictates that paragraphs 32 to 35 become relevant. Paragraph 33 provides that the effect of this is that the presumption in favour of development becomes a significant material consideration. The paragraph requires that the development contributes to sustainability. That is not a barrier

to the application of the tilted balance. *Graham's The Family Dairy v Scottish Ministers (supra)* determined that the tilted balance did apply, in much the same way as under the similar but by no means identical English provisions, for the reasons given in *Hopkins Homes v Secretary of State for Communities and Local Government* [2017] 1 WLR 1865. In *Hopkins Homes*, Lord Gill explained that:

"79. Among the obvious constraints on housing development are development plan policies for the preservation of the greenbelt, and environmental and amenity policies... The rigid enforcement of such policies may prevent a planning authority from meeting its requirement to provide a five years' supply.

...

83. If a planning authority that was in default of the requirement of a five years' supply were to continue to apply its environmental and amenity policies with full rigour, the objective of the Framework could be frustrated. The purpose... is to indicate a way in which the lack of a five years' supply of sites can be put right...".

[46] A housing development which will remedy, to some extent, a housing shortage is something which almost inevitably "contributes to sustainable development", which is what paragraph 33 requires, in one degree or another. It will do so also in terms of the economic benefits of construction and in other ways too. Whether it is, in overall terms, a sustainable development is another question. That is one for planning judgement, but it involves the use of the tilted balance. The correct approach, in practical terms, where there is a housing shortage, is to regard that shortage as "a significant material consideration". It is not determinative. Paragraph 33 goes on to provide that, in such a situation, where the tilted balance is thus in play, the decision maker must take into account any adverse impacts. These will include factors such as greenbelt, environmental and transport policies as set out in the otherwise "out of date" SDP or LDP. Each factor will play a part in the determination of whether, overall, the development is to be regarded as sustainable. In short, the existence of one or more adverse findings in relation to the thirteen guiding principles to

sustainability in terms of SPP (para 29) does not prevent the operation of the tilted balance, but it may result in the balance tilting back to a refusal.

[47] The parties were not in dispute that, if a tilted balance applied, the reporter did not apply it and the appeal should succeed. The court agrees with that assessment. The reporter understood that, since there was a housing shortage, the development plan policies relative to housing could not be considered to be up to date and that therefore the presumption in favour of sustainable development was a significant material consideration. The difficulty is in discovering how, in practical terms, that presumption was taken into account. Rather, the exercise undertaken by the reporter was the customary one of determining whether there were exceptional reasons, such as the economic benefits to both Quarriers and the area generally, that would justify approving a development that did not constitute sustainable development. The starting point ought, on the contrary, to have been that there was a presumption in favour of this development because, *inter alia*, it provided a solution, at least in part, to the housing shortage. Thereafter, the question was whether the adverse impacts, notably the other policies in the development plan, “significantly and demonstrably outweighed” the benefits of the development in terms of the housing shortage and the economic gain.

[48] It follows from this that the appeal must be allowed and the decision of the reporter dated 29 July 2019 quashed. The matter will be remitted to the respondents to proceed as accords.

[49] The second issue in the appeal, namely the manner in which the housing shortage should be calculated, will be of some importance in any reconsideration of the appeal to the respondents. Although there is no need for the reporter to calculate the precise level of any shortage, it is necessary to make a broad assessment of the seriousness of the shortage. This

is to enable the reporter to give it due weight in the tilted balancing exercise; ie to determine the angle of the tilt before the adverse impacts are placed on the other side of the scale. The court agrees with the reasoning in that regard in *Hallam Land Management v Secretary of State for Communities and Local Government* [2018] EWCA Civ 1808 (Lindblom LJ at para [52]).

[50] SPP (para 115) states that development plans should address the supply of land for housing. They require to set out the HLS target for each area, based on the HNDA. This is the number of houses which the planning authority has determined will be delivered over the period of the development plan. It represents the demand in the particular market sector. This number is (para 116) to be increased by a margin of 10 to 20% in order to ensure a generous supply of land for housing. It is this augmented figure which represents the housing land requirement. When the SPP is referring to a shortage in the “effective housing land supply”, it is to the figure identified in the development plan as increased by the percentage margin selected; ie the housing land requirement. It is to that figure that regard should be had by a reporter in order to determine the level of shortage. The greater the shortage, the heavier the weight which tilts the balance will be. If the appellants’ figures for the shortage are correct, that weight may well be very substantial.



List of appeal documents	
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Ref No.	Document title
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Appeal Documents	
AD 1	Planning Appeal Form
AD 2	Statement of Appeal
AD 3	List of appeal documents

Original Submission	
OS1	Planning Application Form and notices
OS2	Application cover letter and legal opinion
OS3	Site Location Plan
OS4	Development Framework Plan 49 units
OS5	Planning Statement
OS6	Development Framework 30 units
OS7	Design Statement incl. Low Carbon Checklist
OS8	Noise Assessment
OS9	Landscape and Visual Appraisal
OS10	PEA
OS11	Transport Statement
OS12	Phase 1 Site Investigation
OS13	Drainage Assessment

Additional Submissions	
AS1	Additional Landscape information 17 February 2021 (note, winter photos and massing model)
AS2	Updated affordable requirement in Auchtermuchty November 2021 (email)

## **REF 19/03631/PPP: LOW ROAD / CARSWELL WYND, AUCHTERMUCHTY – LANDSCAPE NOTE IN RESPONSE TO URBAN DESIGN OFFICER'S COMMENTS**

**File Ref: 27442-A5-LANDSCAPE NOTE**

**Date: 17th February 2021**

### **Introduction**

A Planning Permission in Principle (PPiP) Application for up to 49 affordable homes on land at Low Road / Carswell Wynd, Auchtermuchty was submitted in December 2019. The Planning Application included a Landscape and Visual Appraisal (LVA) Report (Dec 2019).

The objectives of the LVA Report were:

- To assess the landscape character of the Site and its context and the function of the Site within the wider landscape, particularly in relation to existing landscape designations and policies;
- To appraise the visibility of the Site and the nature and quality of existing views towards the Site;
- To assess the potential of the Site and its landscape context to accommodate potential development in terms of landscape and visual opportunities and constraints; and
- Make recommendations for a suitable landscape strategy which assists with absorbing the potential development within the landscape and providing a network of green infrastructure.

The LVA Report was based on Figures 28: Masterplan and 29: Landscape Strategy in the Design and Access Statement (DAS) that accompanied the application.

In August 2020, a Preliminary Site Plan was submitted (Drawing Prel-C-02), showing the proposed layout for 30 affordable units on the Site, based on the principles set out in the DAS. Key principles set out in the DAS include:

- Provision of a green space on the corner of A91 Low Road and Carswell Wynd;
- A development setback from Low Road;
- Heights to the north of the Site restricted to a single story; and



- Provision of green space to the south of the Site, with proposed residential development not to extend further than existing residential development on Carswell Wynd.

In April 2020, comments were received from the Urban Design officer, which included comments on the LVA Report. The comments were repeated in the September 2020 response. These comments are addressed in this Landscape Note, with reference to the DAS and Preliminary Site Plan, as appropriate, and set out in full in **Appendix 1**.

We have identified four main issues or themes in the Urban Design officer's comments, which are addressed in this Landscape Note:

1. The scale of development and the need to address the points regarding capacity set out in the Fife Landscape Character Assessment (pages 117 and 118).
2. The absence of labels showing the Site's extents on the Site Context Photographs.
3. The lack of evidence base supporting some of the conclusions in the LVA report on the likely landscape and visual effects, in particular potential adverse visual effects on Views 4, 5 and 12.
4. The need to consider the Site and Proposed Development's relationship not only within the Lowland River Basin but also as part of the settlement of Auchtermuchty and with the Lowland Hills and Valleys.

### 1. Fife LCA Guidance regarding Scale of Development and Capacity for Development

The Urban Design officer's comments highlight content in the Fife Landscape Character Assessment section on Landscape Guidelines for Lowland Hills and Valleys which have not been addressed in the LVA Report:

#### ***Settlements and Built Development***

- ***"The largely unspoilt landscapes... in the Eden Valley have little capacity to absorb new development of any significant scale."***
- ***"Small scale built development well designed and related to its landscape setting could readily be absorbed into this varied landscape."***

There are a number of things to consider in relation to the above guidance.

Firstly, the Landscape Guidelines for the LCT apply to ***"an expansive area including much of lowland Fife"***, occurring in 15 different areas, including three in the Eden Valley. With respect to the capacity of the LCT for settlements and built development, the ***"largely unspoilt landscapes"*** are considered to have ***"little capacity to absorb new development of any significant scale"*** but also that ***"small scale built development well designed and related to its landscape setting could readily be absorbed into this varied landscape"***. Therefore capacity for development of different scales and types varies across this complex and variable LCT.

The area of the Lowland Hills and Valleys LCT within which the majority of Auchtermuchty, and part of the Site, are located forms a crescent around the Lowland River Basins LCT and comprises predominantly of farmland, with small settlements located along transport routes. Of these settlements, Auchtermuchty is the only town, and the largest settlement. It is therefore likely that residential development within the setting of Auchtermuchty could preserve the ***"largely unspoilt***

**landscapes**" and be absorbed, without significant adverse effects on the landscape character of the LCT.

Guidance for the Lowland River Basins, within which part of the Site is also located, along with a very small part of Auchtermuchty, states that **"new built development should relate to existing settlements and steadings"** and that **"the villages generally would be extended without significant effects on the landscape character, subject to good siting and design"**. There are also opportunities to enhance the relationship between settlement edges and the landscape through planting.

LCT boundaries are not hard transitions, and the descriptions and guidance for both LCTs are of relevance when appraising the character and capacity of the Site and the setting of the southern edge of Auchtermuchty.

Secondly, as noted in the Urban Design officer's comments, there is no definition of **"significant scale"**, **"small scale"** or **"modest-scale"**<sup>1</sup> development. However, it would be reasonable to consider that the perception of scale of development is influenced by context and setting; the sensitivity of the local landscape to built development; and the type of development that is proposed. Therefore, in the context of a town, even a small town, 30 houses located within the settlement envelope are unlikely to constitute development of a significant scale.

Finally, it must be acknowledged that the Fife LCA is over 20 years old and NatureScot notes that since these studies were produced, there have been:

- **"significant advances in digital technology**
- **additional complementary datasets produced e.g. Historic Landuse Assessment**
- **changes in development patterns and pressures."**

As a result, the 1990s LCAs were reviewed at the LCT level and a single dataset has now been created which supersedes the 1990s descriptions and mapping, the updated datasets were included in the Appendix of the LVA Report. Whilst the original published assessments are still useful, there have been changes to the landscape and settlement patterns over the past 20 years, as well as the methodologies setting out how landscape character assessments and sensitivity appraisals are carried out and documented, and this should be taken into consideration when making use of this older set of information. The updated LCT dataset does not include the comments regarding capacity.

## 2. Site Extents shown on Site Context Photographs

In response to the Urban Design officer's comments, the winter Site Context Photographs have been updated to illustrate the location and extent of the Site more clearly and form **Appendix 2** to this Note.

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<sup>1</sup> Modest-scale development is referred to in the Fife LCA Landscape Guidance with respect to **"Other Development and Structures in the Landscape"**, which states that **"subject to appropriate design and siting, the Lowland Hills and Valleys have the capacity to accommodate other forms of modest-scale development and structures, though in prominent locations these should be subject to landscape and visual impact assessment..."**

### 3. Lack of Evidence Base supporting some of the LVA Report Conclusions

Concerns have been raised regarding some of the conclusions of the LVA Report, particularly with respect to the visual effects on views from the A91, and how these have been evidenced. Judgements set out in the LVA Report have been made by highly experienced Landscape Architects, based on their professional judgement, in line with GLVIA3<sup>2</sup>. Given the PPIP nature of the application an LVA Report has been prepared, which does not include the level of detail that a Landscape and Visual Impact Assessment (LVIA) would provide. However, the judgements made have been supported by narrative that is considered to be proportionate and appropriate to the nature and scale of the Proposed Development.

As part of the iterative LVA and design process, LVA work was undertaken for a wider area that included the Site and tested views of the Site, and views from and towards the southern settlement edge of Auchtermuchty, in order to identify potential development capacity, design principles, and opportunities and constraints. This work was appended to the LVA Report. Mitigation and enhancement measures identified through this process were set out in Sections 6.0 and 7.0 of the LVA Report.

Whilst not included in the LVA Report, the development of the masterplan principles / parameters set out in the DAS were developed as an iterative process with the masterplanners and a three-dimensional model was used to test the effect of setbacks and height restrictions on views towards the Lomond Hills and the settlement of Auchtermuchty. Whilst this has not been undertaken as verifiable visualisations, the modelling has been updated to reflect the proposed layout as shown on the Preliminary Site Plan (Dwg Prel-C-02), and is included as Appendix 2.

The modelling tests sequential views along the A91 (Views 1 to 4) and views from core paths towards the settlement of Auchtermuchty and the Site (View 5 and 6).

As demonstrated in Views 1 to 4, the proposed setback, access arrangement and height parameters preserve views of the Lomond Hills and ensure that the Proposed Development relates to the existing scale and massing of Auchtermuchty. Whilst the Proposed Development will introduce built form into the foreground of views towards the Lomond Hills along part of the A91, the built form sits below the skyline of the hills and broadly corresponds with the line of policy woodland that surrounds Myres Castle, seen along the foot of East Lomond (Views 1 and 2).

As illustrated in Views 3 and 4, the connection between the urban/rural environment is not broken and open views of the Lomond Hills from the A91 are retained.

Overall, whilst there will be a slight foreshortening of the existing development edge, the Proposed Development does not interrupt the view of the Lomond Hills or break the urban/rural relationship between Auchtermuchty and the Lomond Hills. It is worth noting that this visual connection between Auchtermuchty and the Lomond Hills is not restricted to the open view along the A91 Low Road, but is a feature throughout the settlement, where views of the Lomond Hills are repeatedly concealed and revealed as one moves through Auchtermuchty.

The Urban Design officer's comments highlight the need for an evidence base for some of the LVA Report conclusions, in particular **"potential adverse visual effects on Views 4, 5 and 12"** of the LVA Report.

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<sup>2</sup> Landscape Institute and IEMA (2013) **"Guidelines for Landscape and Visual Impact Assessment"** Third Edition, Routledge

Views 3 and 4 of the Illustrative Views (**Appendix 3**) illustrate how the Proposed Development sits within the views of Site Context Photographs 4 and 5 from the A91 Low Road, respectively. GLVIA3 notes that **"travellers on road, rail or other transport routes tend to fall into an intermediate category of moderate susceptibility to change"**. It is acknowledged that there is local value placed on the open view from the A91 Low Road when travelling through Auchtermuchty; however, the Site itself contains no notable landscape features, and the value of the view lies in the visual connection with the Lowland Hills. This visual connection would be preserved through the mitigation measures embedded in the Proposed Development, as set out in the DAS, and recommended in the LVA Report.

With respect to the likely visual effects on the views illustrated by Site Context Photographs 12 (Carswell Wynd), this represents a view from a residential road within Auchtermuchty. It is acknowledged that the Proposed Development would result in a noticeable change in the view and the view would become enclosed by residential development on both sides of the road. This change in view would be experienced by residents and workers accessing the homes and Care Home on Carswell Wynd, as is typical for a residential development.

#### **4. The Site's relationship as part of the Settlement of Auchtermuchty and within the Lowland Hills and Valleys**

The Urban Design officer's comments note that the Site sits very close to and has a strong visual and physical relationship with the settlement of Auchtermuchty, which is more closely related to the rising slopes of the Lowland Hills and Valleys; and therefore the Proposed Development cannot be assessed as being part of the wider River Basin character area on its own.

The LVA Report considers the baseline of the Site and its context within the Study Area, which spans both LCTs, and includes a section on the Evolution of Auchtermuchty (para's 3.18 to 3.22).

With respect to Landscape Character, the LVA Report acknowledges that **"character areas do not tend to change dramatically across a line drawn on a map but contain areas of transition with land on either side reflecting one or both of the character types described"**. The Site itself is bisected by the 'line drawn on the map' and as such the landscape character appraisal of the Site considers both LCTs. Whilst the Site itself is considered to **"display the characteristics of the land to the south, i.e. a more level open medium scale field with little vegetation"** (para. 4.13, LVA Report), the LVA Report states that **"the Site is set directly within the context of the settlement to the north-west, north and east, tying it to the LCT to the north"**. Landscape Guidance of relevance to the Proposed Development has been identified from both the Lowland Hills and Valleys and the Lowland River Basins assessments. Therefore, we are confident that the Site and Proposed Development has not only been considered with regard to the Lowland River Basins LCT, but has also considered its relationship as part of Auchtermuchty and the Lowland Hills and Valleys LCT.

Encl.

**Appendix 1: Urban Design Officer's comments on LVA Report**

**Appendix 2: Site Context Photographs showing Site Extents**

**Appendix 3: Indicative Scale and Massing with Illustrative Views**

TOWN PLANNING  
MASTERPLANNING & URBAN DESIGN  
ARCHITECTURE  
LANDSCAPE PLANNING & DESIGN

INFRASTRUCTURE & ENVIRONMENTAL PLANNING  
HERITAGE  
GRAPHIC COMMUNICATION  
COMMUNICATIONS & ENGAGEMENT  
DEVELOPMENT ECONOMICS

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on stock and in a process  
that conforms to the PEFC  
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## APPENDIX 1: URBAN DESIGN OFFICER'S COMMENTS ON LVA REPORT

*"The LVA sets out clear assessment on the landscape character, including an appropriate range of viewpoints on which to consider the proposal against. It acknowledges the site comprises two landscape character areas – Lowland Hills and Valleys to the north of the site, and Lowland River Basins to the southern half of the site – each with its own characteristics and accompanying advice as set out in the Fife Landscape Character Assessment (SNH, 1999).*

*As also referenced in previous Pre-application advice, the LVA fails to pick up on an important point under Landscape Guidelines on Settlements and Built Development for Lowland Hills and Valleys (Fife Landscape Character Assessment, page 117), which clearly states that "The largely unspoilt landscapes...in the Eden Valley have little capacity to absorb new development of any significant scale. Small scale built development well designed and related to its landscape setting could readily be absorbed into this varied landscape." There is no narrative or information within the submitted LVA to address this aspect.*

*P118 of the FLCA also states that "Subject to appropriate design and siting, the Lowland Hills and Valleys have the capacity to accommodate other forms of modest-scale development and structures, though in prominent locations these should be subject to landscape and visual impact assessment..."*

*There is no common definition of what constitutes a particular scale of development. It is considered however, that in the context of the existing settlement, and the relationship of the urban/rural fringe in this location, that the proposal would not be considered small scale but is more significant than that due to the potential visual impact.*

*The photographs within the LVA that are used to demonstrate visual context and viewpoint perspectives are generally absent of information to identify the site within the view shown, and thus it is difficult to fully comprehend the proposed site and its development in relation to its landscape/town setting. To assist the understanding of any issues raised, the extent of the proposed development site should be marked on the photos.*

*Para 6.1 states that "Views to the Lomonds from the A91 should be a core part of any development proposals, and roads and building heights should be used to preserve the views where possible". ....Proposals appear to miss the fundamental aspect that development has the potential to break the connection between the urban/rural environment that is so important in this location. To preserve the views "where possible" is to*

*compromise the very character and distinctiveness that the Low Rd environment presents and contributes to the sense of place within the wider settlement.*

*Para 6.3 states that "Well-designed residential development that is reflective of the scale of the adjacent settlement is unlikely to cause any significant landscape or visual impacts. " – This not evidenced. It is considered that the loss of the expansive view along the stretch of Low Rd adjacent to the site would be of significant harm to the existing urban/rural relationship and the contribution that the existing landscape makes to the sense of place within this part of Auchtermuchty. While housing footprints may be proposed to be set back from Low Rd, the placement of buildings would still significantly interrupt the flow of the landscape to distant views. – given that elements of the existing view will be lost, the landscape connection at this rural/urban fringe will be significantly altered....*

*Para 8.4 "It is possible to incorporate one to two-storey development in the site in a way that preserves much of the view south from the A91 by ensuring that development is kept to the east." Again, this is acceptance by the applicant that some degree of loss is appropriate. This is neither evidenced nor, from the submitted information, considered appropriate.*

*Views 4, 5, and 12 – Carswell Wynd, and Low Rd – it is considered that the proposal would have a significant visual impact here. The LVA states that the building heights would make the proposal acceptable. However, this is not evidenced, and it is considered that the change and impact on the existing character and distinctiveness of the place would be too great and unacceptable.*

*The LVA states that the whole site is visually more related to the wider Lowland River Basin. Visually, and in isolation, this may be so. However, the whole settlement is more closely related to the rising slopes of the Lowland Hills and Valleys. Given that the application site sits very close to, and has a strong visual and physical relationship with the settlement, it cannot be assessed as being part of the wider River Basin character area on its own – the relationships are more closely integrated and complex than a simple division as perhaps considered within the LVA."*

## APPENDIX 2: SITE CONTEXT PHOTOGRAPHS SHOWING SITE EXTENTS

TOWN PLANNING  
MASTERPLANNING & URBAN DESIGN  
ARCHITECTURE  
LANDSCAPE PLANNING & DESIGN

INFRASTRUCTURE & ENVIRONMENTAL PLANNING  
HERITAGE  
GRAPHIC COMMUNICATION  
COMMUNICATIONS & ENGAGEMENT  
DEVELOPMENT ECONOMICS

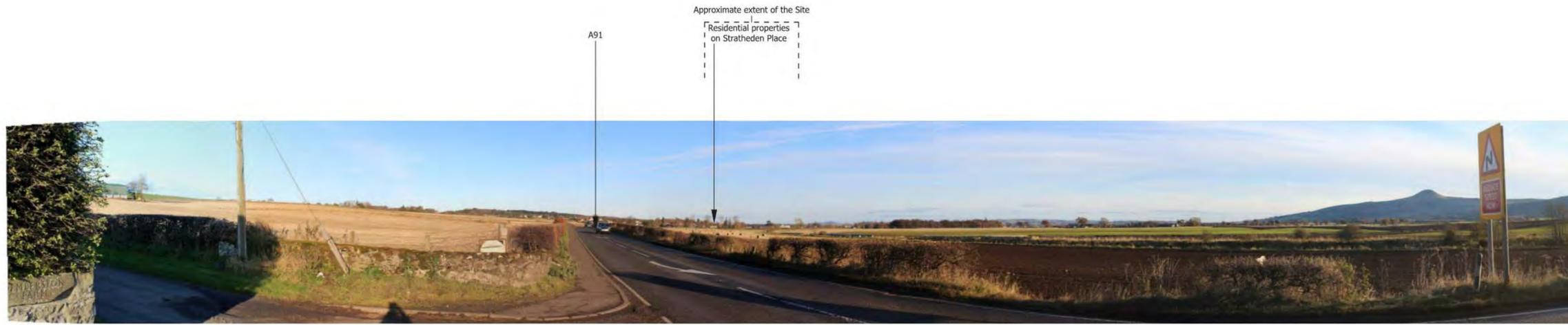
This product is printed  
on stock and in a process  
that conforms to the PEFC  
standards for sustainably  
managed forests.

## APPENDIX 3: INDICATIVE SCALE AND MASSING WITH ILLUSTRATIVE VIEWS

TOWN PLANNING  
MASTERPLANNING & URBAN DESIGN  
ARCHITECTURE  
LANDSCAPE PLANNING & DESIGN

INFRASTRUCTURE & ENVIRONMENTAL PLANNING  
HERITAGE  
GRAPHIC COMMUNICATION  
COMMUNICATIONS & ENGAGEMENT  
DEVELOPMENT ECONOMICS

This product is printed  
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that conforms to the PEFC  
standards for sustainably  
managed forests.



**SITE CONTEXT PHOTOGRAPH 1: VIEW FROM LOW ROAD, APPROACHING AUCHTERMUCHTY FROM THE WEST**

Distance: 1.31km  
Elevation: 54.1m AOD



**SITE CONTEXT PHOTOGRAPH 2: VIEW FROM LOW ROAD, AT THE WESTERN GATEWAY INTO AUCHTERMUCHTY**

Distance: 0.58km  
Elevation: 57.7m AOD



**SITE CONTEXT PHOTOGRAPH 3: VIEW FROM LOW ROAD, ADJACENT TO THE RECREATIONAL GROUNDS**

Distance: 376m  
Elevation: 51.0m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 1 - 3**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: NOV 2019**

**PROJECT NUMBER: 27442**

**BARTON  
WILLMORE**

Approximate extent of the Site

A91



**SITE CONTEXT PHOTOGRAPH 4: VIEW FROM LOW ROAD, OPPOSITE THE SITE**

Distance: 54m  
Elevation: 47.7m AOD

Approximate extent of the Site

A91



**SITE CONTEXT PHOTOGRAPH 5: VIEW FROM LOW ROAD, JUNCTION OF CARSWELL WYND**

Distance: 18m  
Elevation: 50.5m AOD

Approximate extent of the Site



**SITE CONTEXT PHOTOGRAPH 6: VIEW FROM AUCHTERMUCHTY ROAD B936 ON WESTERN EDGE OF DUNSHALT**

Distance: 1.17m  
Elevation: 45.3m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

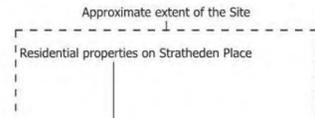
**SITE PHOTOGRAPHS: 4 - 6**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: NOV 2019**

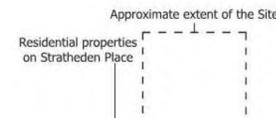
**PROJECT NUMBER: 27442**

**BARTON  
WILLMORE**



**SITE CONTEXT PHOTOGRAPH 7: VIEW FROM STATION ROAD B936 ADJACENT TO PLAY AREA**

Distance: 312m  
Elevation: 48.5m AOD



**SITE CONTEXT PHOTOGRAPH 8: VIEW FROM A912 TO THE EAST OF STRATHMIGLO, ADJACENT TO BELLFIELD AND BELLFIELD FARM COTTAGE**

Distance: 1.82km  
Elevation: 61.6m AOD



**SITE CONTEXT PHOTOGRAPH 9: VIEW FROM CORE PATH 298, ADJACENT TO FARM COTTAGES**

Distance: 0.96km  
Elevation: 52.0m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 7 - 9**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: NOV 2019**

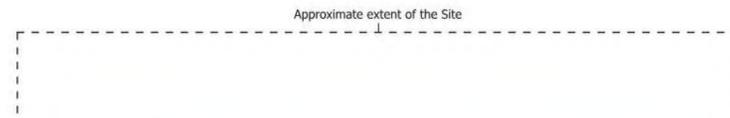
**PROJECT NUMBER: 27442**

**BARTON  
WILLMORE**



**SITE CONTEXT PHOTOGRAPH 10: VIEW FROM CORE PATH 298, ADJACENT TO REEDIELEYS**

Distance: 0.96km  
Elevation: 55.1m AOD



**SITE CONTEXT PHOTOGRAPH 11: VIEW FROM STRATHEDEN PLACE**

Distance: 173m  
Elevation: 50.6m AOD

Approximate extent of the Site

Residential properties on Stratheden Place



**SITE CONTEXT PHOTOGRAPH 12: VIEW FROM CARSWELL WYND**

Distance: 2m  
Elevation: 48.0m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 10 - 12**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: NOV 2019**

**PROJECT NUMBER: 27442**

**BARTON  
WILLMORE**



**SITE CONTEXT PHOTOGRAPH 13: VIEW FROM PLAYGROUND AND RECREATIONAL GROUND**

Distance: 273m

Elevation: 44.1m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 13**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: NOV 2019**

**PROJECT NUMBER: 27442**

**BARTON  
WILLMORE**

## Carswell Wynd, Auctermuchty

Indicative Scale and Massing with Illustrative Views

## Key Diagrams



Dwelling heights



Movement through Site



Green space to north and south boundary



## Illustrative Viewpoints

- 1 First view of Lomond Hills from North-East Corner
- 2 View towards Lomond Hills from the North-East corner
- 3 View from entrance of site towards Lomond Hills
- 4 View along Low Road going East



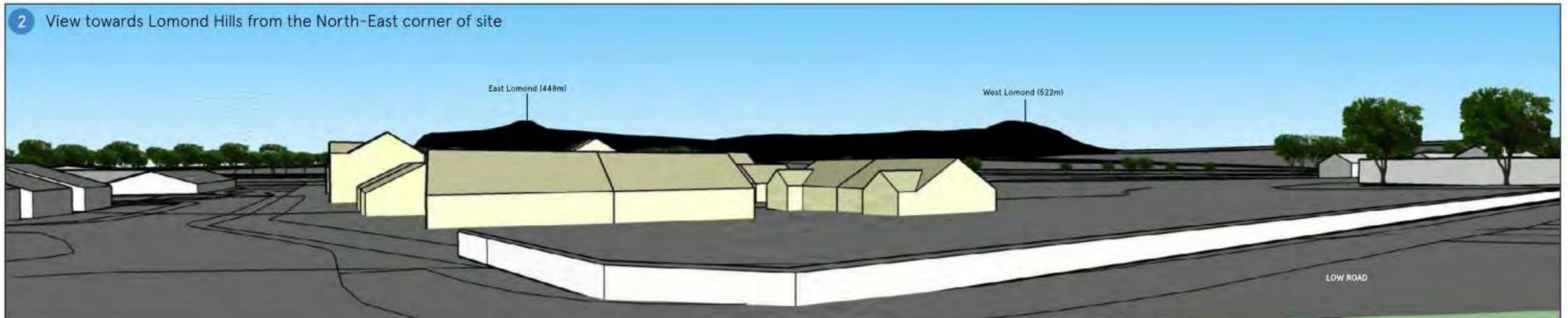
Illustrative Viewpoints

- 5 View from South West of the site
- 6 From Core Path 1km south

# Existing Views



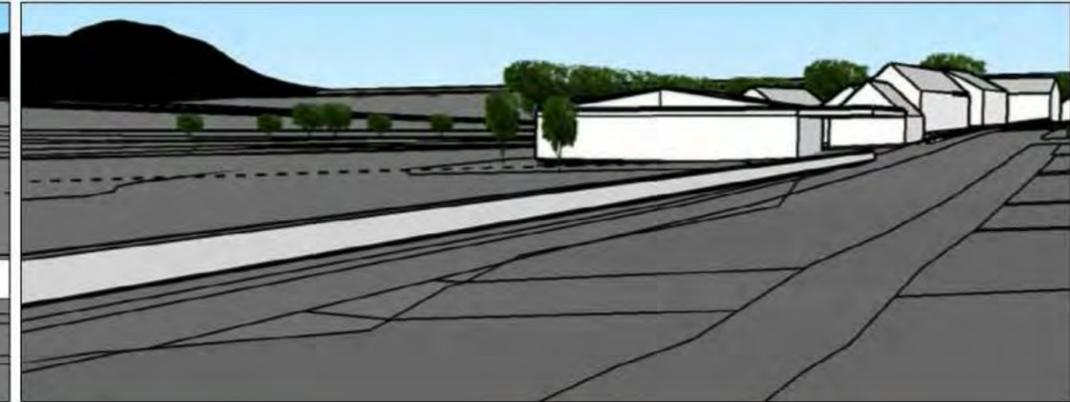
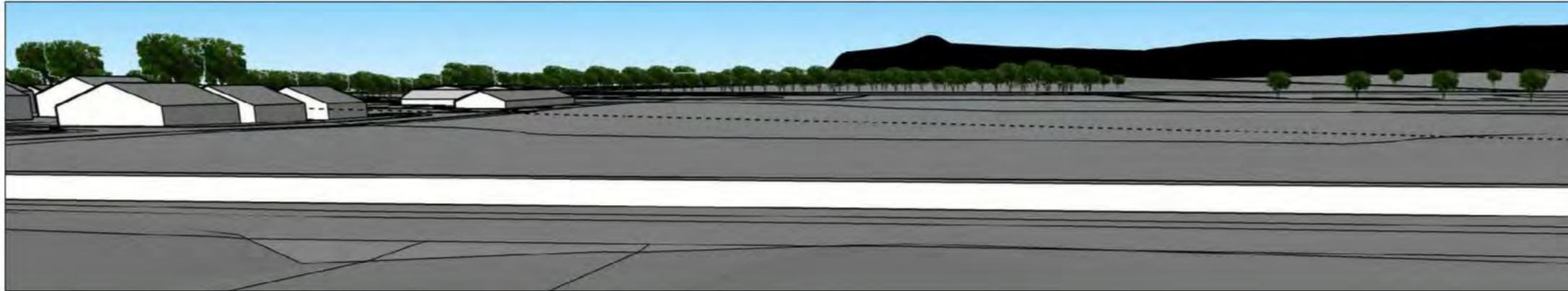
# 3D Massing



Existing Views



3 View from entrance of site towards Lomond Hills

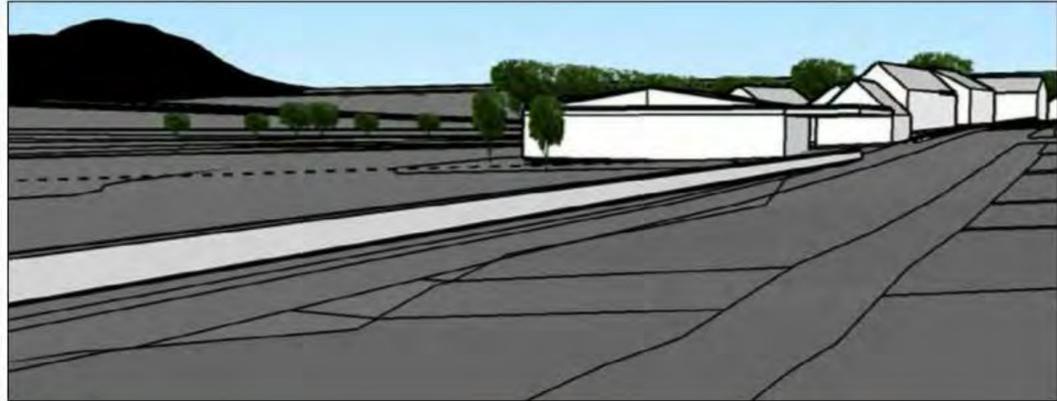
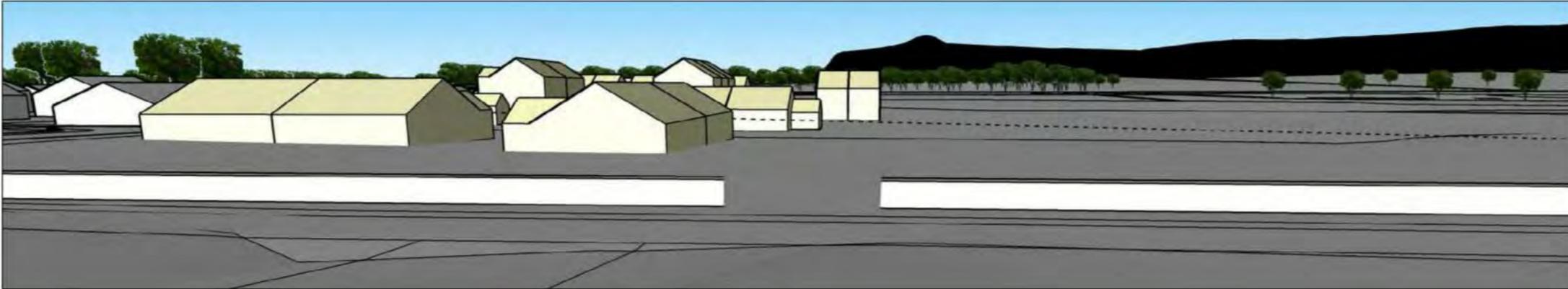


4 View along Low Road going East





3 View from entrance of site towards Lomond Hills



4 View along Low Road going East



# Existing Views



# 3D Massing







Economy, Planning and Employability Services Fife House North Street Glenrothes KY7 5LT Tel: 03451 55 11 22 Email [development.central@fife.gov.uk](mailto:development.central@fife.gov.uk)

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form.

ONLINE REFERENCE 100217349-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

## Type of Application

What is this application for? Please select one of the following: \*

- Application for planning permission (including changes of use and surface mineral working).
- Application for planning permission in principle.
- Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)
- Application for Approval of Matters specified in conditions.

## Description of Proposal

Please describe the proposal including any change of use: \* (Max 500 characters)

Proposed Development of Affordable Homes, Access, Landscaping, Open Space and Associated Works

Is this a temporary permission? \*

Yes  No

If a change of use is to be included in the proposal has it already taken place?

Yes  No

(Answer 'No' if there is no change of use.) \*

Has the work already been started and/or completed? \*

No  Yes - Started  Yes - Completed

## Applicant or Agent Details

Are you an applicant or an agent? \* (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant  Agent

## Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Other"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text" value="Gladman Developments Ltd"/>	Building Name:	<input type="text" value="Gladman Scotland"/>
First Name: *	<input type="text" value="Kingdom Housing Association"/>	Building Number:	<input type="text" value="2"/>
Last Name: *	<input type="text" value="Campion Homes"/>	Address 1 (Street): *	<input type="text" value="Elburn Office Park"/>
Company/Organisation	<input type="text"/>	Address 2:	<input type="text"/>
Telephone Number: *	<input type="text" value="01506 424920"/>	Town/City: *	<input type="text" value="Livingston"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="UK"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="EH54 6GR"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text" value="planningscotland@gladman.scot"/>		

## Site Address Details

Planning Authority:	<input type="text" value="Fife Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text"/>
Address 2:	<input type="text"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text"/>
Post Code:	<input type="text"/>

Please identify/describe the location of the site or sites

Northing	<input type="text" value="711517"/>	Easting	<input type="text" value="323763"/>
----------	-------------------------------------	---------	-------------------------------------

## Pre-Application Discussion

Have you discussed your proposal with the planning authority? \*

Yes  No

## Pre-Application Discussion Details Cont.

In what format was the feedback given? \*

Meeting  Telephone  Letter  Email

Please provide a description of the feedback you were given and the name of the officer who provided this feedback. If a processing agreement [note 1] is currently in place or if you are currently discussing a processing agreement with the planning authority, please provide details of this. (This will help the authority to deal with this application more efficiently.) \* (max 500 characters)

Pre-application request - reference 19/02021/PREAPP and follow-up meeting

Title:

Mr

Other title:

First Name:

Martin

Last Name:

Patrick

Correspondence Reference Number:

19/02021/PREAPP

Date (dd/mm/yyyy):

30/09/2019

Note 1. A Processing agreement involves setting out the key stages involved in determining a planning application, identifying what information is required and from whom and setting timescales for the delivery of various stages of the process.

## Site Area

Please state the site area:

1.90

Please state the measurement type used:

Hectares (ha)  Square Metres (sq.m)

## Existing Use

Please describe the current or most recent use: \* (Max 500 characters)

Arable - agricultural use.

## Access and Parking

Are you proposing a new altered vehicle access to or from a public road? \*

Yes  No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? \*

Yes  No

If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.

## Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? \*

Yes  No

Are you proposing to connect to the public drainage network (eg. to an existing sewer)? \*

- Yes – connecting to public drainage network  
 No – proposing to make private drainage arrangements  
 Not Applicable – only arrangements for water supply required

Do your proposals make provision for sustainable drainage of surface water?? \*  
(e.g. SUDS arrangements) \*

Yes  No

Note:-

Please include details of SUDS arrangements on your plans

Selecting 'No' to the above question means that you could be in breach of Environmental legislation.

Are you proposing to connect to the public water supply network? \*

- Yes  
 No, using a private water supply  
 No connection required

If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).

## Assessment of Flood Risk

Is the site within an area of known risk of flooding? \*

Yes  No  Don't Know

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? \*

Yes  No  Don't Know

## Trees

Are there any trees on or adjacent to the application site? \*

Yes  No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

## All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? \*

Yes  No

## Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013) \*

Yes  No  Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

## Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? \*

Yes  No

## Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? \*

Yes  No

Is any of the land part of an agricultural holding? \*

Yes  No

Are you able to identify and give appropriate notice to ALL the other owners? \*

Yes  No

## Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate B

## Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

I hereby certify that

(1) - No person other than myself/the applicant was an owner [Note 4] of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application;

or –

(1) - I have/The Applicant has served notice on every person other than myself/the applicant who, at the beginning of the period of 21 days ending with the date of the accompanying application was owner [Note 4] of any part of the land to which the application relates.

Name:

Mssrs. AA&J Brand

Address:

C/o. Anderson Beaton LamondBordeaux House, 31, Kinnoul Street, Perth, PH1 5EN

Date of Service of Notice: \*

18/12/2019

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding;

or –

(2) - The land or part of the land to which the application relates constitutes or forms part of an agricultural holding and I have/the applicant has served notice on every person other than myself/himself who, at the beginning of the period of 21 days ending with the date of the accompanying application was an agricultural tenant. These persons are:

Name:

Address:

Date of Service of Notice: \*

Signed: Gladman Developments Ltd Kingdom Housing Association Campion Homes

On behalf of:

Date: 17/12/2019

Please tick here to certify this Certificate. \*

## Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? \*

Yes  No  Not applicable to this application

b) If this is an application for planning permission or planning permission in principal where there is a crown interest in the land, have you provided a statement to that effect? \*

Yes  No  Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? \*

Yes  No  Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? \*

Yes  No  Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? \*

Yes  No  Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? \*

Yes  No  Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

- Site Layout Plan or Block plan.
- Elevations.
- Floor plans.
- Cross sections.
- Roof plan.
- Master Plan/Framework Plan.
- Landscape plan.
- Photographs and/or photomontages.
- Other.

If Other, please specify: \* (Max 500 characters)

Provide copies of the following documents if applicable:

- |  |  |
|--|--|
| A copy of an Environmental Statement. *  | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |
| A Design Statement or Design and Access Statement. *                                   | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A |
| A Flood Risk Assessment. *   | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A |
| A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). * | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A |
| Drainage/SUDS layout. *  | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A |
| A Transport Assessment or Travel Plan  | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A |
| Contaminated Land Assessment. *  | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A |
| Habitat Survey. *  | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A |
| A Processing Agreement. *  | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A |

Other Statements (please specify). (Max 500 characters)

Noise Assessment, Low Carbon statement (within Design Statement)

## Declare – For Application to Planning Authority

I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

Declaration Name: . Gladman Developments Ltd.

Declaration Date: 17/12/2019

## Payment Details

Telephone Payment Reference: Bank transfer

Created: 14/01/2020 15:49

Fife Council  
Economy, Planning & Employability Services  
Fife House  
North Street  
Glenrothes  
KY7 5LT

Our Ref: 100217349-001

17 December 2019

Dear Sirs,

**LAND AT LOW ROAD/ CARSWELL WYND, AUCHTERMUCHTY  
APPLICATION FOR PLANNING PERMISSION IN PRINCIPLE FOR AFFORDABLE HOUSING, ACCESS,  
OPEN SPACE, LANDSCAPING AND ASSOCIATED WORKS**

**E-PLANNING REFERENCE: 100217349-001**

The application as detailed above has now been submitted by Gladman Developments Ltd., Kingdom Housing Association and Campion Homes, using the Scottish Government e-planning service.

A bank transfer for the requisite fee of £7619.00, payable to Fife Council, will be made this week.

A disc is enclosed containing the supporting documents as noted on the e-planning submission.

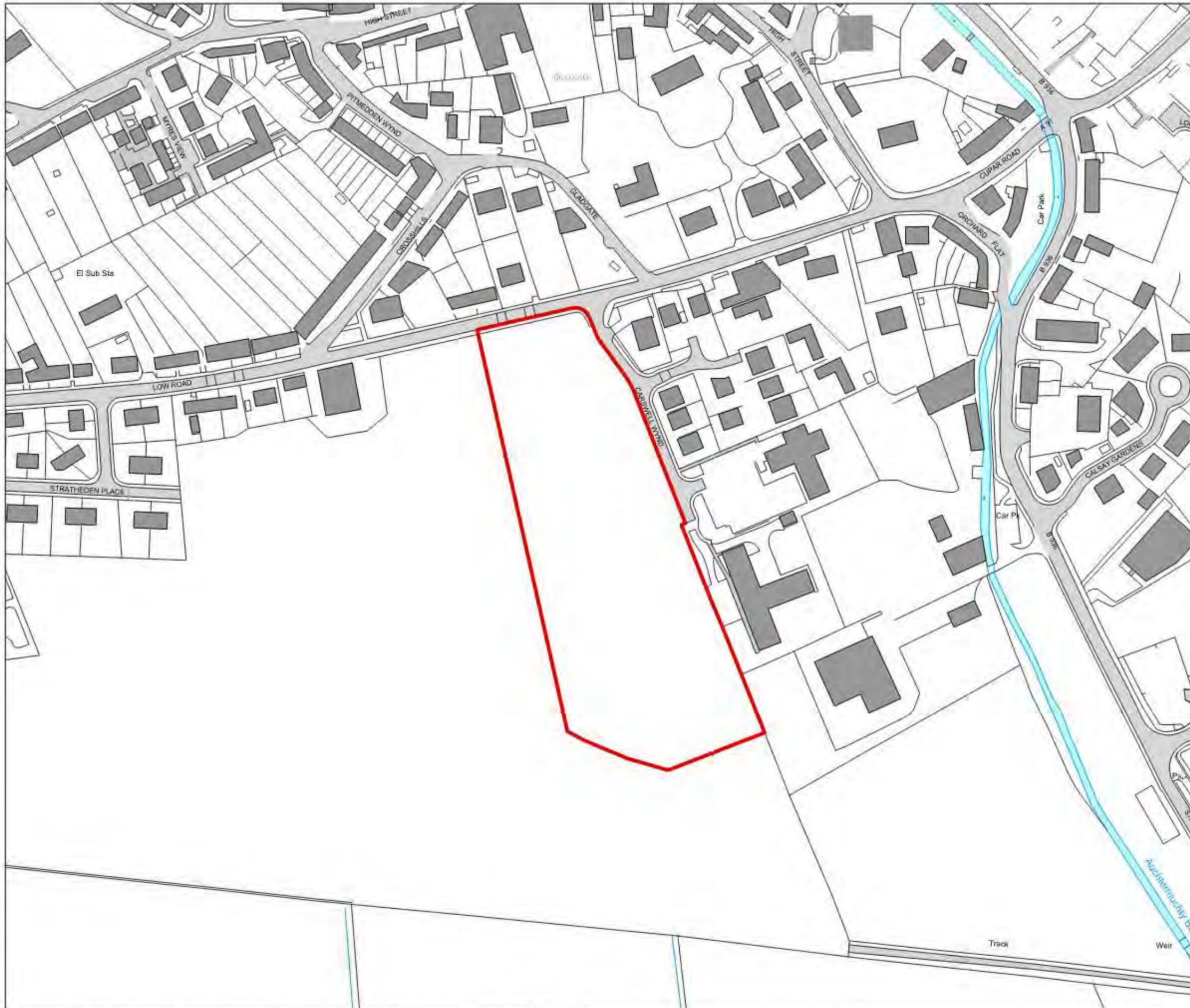
Trusting this submission meets with your requirements for registration, we look forward receiving confirmation of the same however please do not hesitate to get in touch if you have any queries.

Yours faithfully,



For Gladman Developments Ltd.  
[planningscotland@gladman.scot](mailto:planningscotland@gladman.scot)

Encl. Supporting documents on disc

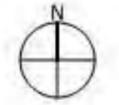


The scaling of this drawing cannot be assured

Revision \_\_\_\_\_ Date \_\_\_\_\_ Dm \_\_\_\_\_ Cld \_\_\_\_\_

**LEGEND**

 Site Boundary (c.1.9ha)



Project  
Low Road, Auchtermuchty

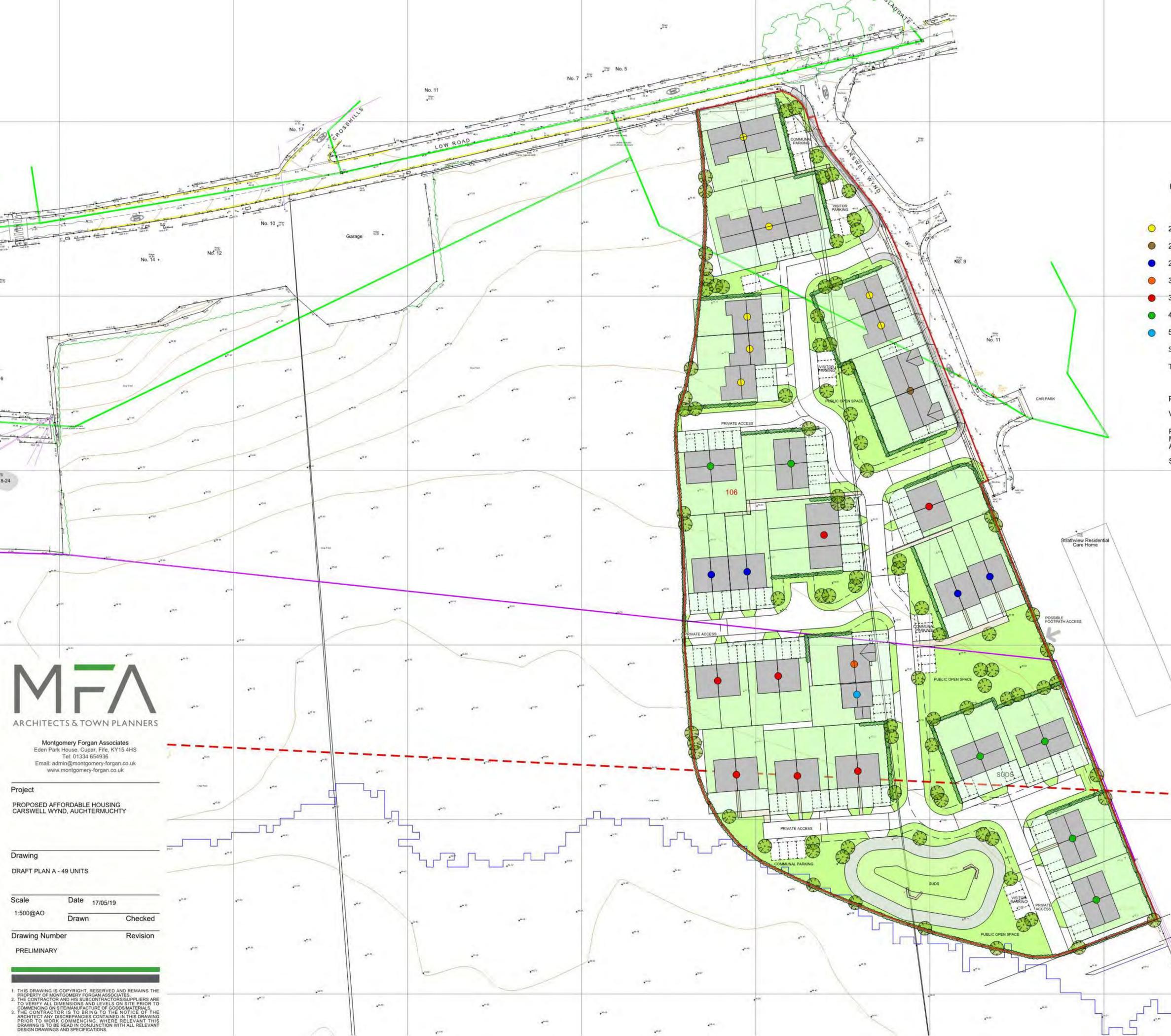
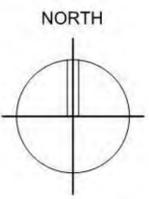
Drawing Title  
Site Location Plan

Date: 17-12-19	Scale: 1:2000 @ A3	Drawn by: HJ	Check by: MW
Project No: 27442	Drawing No: 04	Revised by:	



Planning • Master Planning & Urban Design • Architecture •  
Landscape Planning & Design • Environmental Planning • Graphic  
Communication • Public Engagement • Development Economics

bartonwillmore.co.uk 



HOUSING BRIEF

	GN	SN	P	GIFA (Per Unit)
● 2 bed Amenity Bungalow (4 person)	0	10	2	72
● 2 bed Wheelchair Bungalow (4 person)	0	2	2	91
● 2 bed House (4 person)	8	0	2	85
● 3 bed Wheelchair Bungalow (5 person)	0	1	2	105
● 3 bed House (5 person)	15	0	2	95
● 4 bed House (6 person)	12	0	2	112
● 5 bed Specific Needs House (7 person)	0	1	3	120
Subtotal	35	14		
Total	49			

Parking Spaces / Unit  
 Visitor 49 X 0.25 = 12.25

Public Open Space  
 Minimum Amenity Area - 49 X 60 = 2,940 sq m 0.73 acres  
 Actual (main areas including SUDS) = 3,450 sq m 0.85 acres  
 Site Area = 19,990 sq m 4.94 acres



Montgomery Forgan Associates  
 Eden Park House, Cupar, Fife, KY15 4HS  
 Tel: 01334 654936  
 Email: admin@montgomery-forgan.co.uk  
 www.montgomery-forgan.co.uk

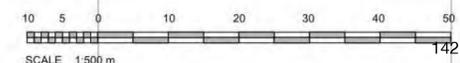
Project  
 PROPOSED AFFORDABLE HOUSING  
 CARSWELL WYND, AUCHTERMUCHTY

Drawing  
 DRAFT PLAN A - 49 UNITS

Scale Date 17/05/19  
 1:500@AO Drawn Checked

Drawing Number Revision  
 PRELIMINARY

1. THIS DRAWING IS COPYRIGHT, RESERVED AND REMAINS THE PROPERTY OF MONTGOMERY FORGAN ASSOCIATES.  
 2. THE CONTRACTOR AND HIS SUBCONTRACTORS/SUPPLIERS ARE TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE PRIOR TO COMMENCING ON SITE/MANUFACTURE OF GOODS/MATERIALS.  
 3. THE CONTRACTOR IS TO BRING TO THE NOTICE OF THE ARCHITECT ANY DISCREPANCIES CONTAINED IN THIS DRAWING PRIOR TO WORK COMMENCING. WHERE RELEVANT THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DESIGN DRAWINGS AND SPECIFICATIONS.



# **PLANNING STATEMENT**

**LAND AT LOW ROAD/ CARSWELL WYND**

**AUCHTERMUCHTY, FIFE**

**PROPOSED DEVELOPMENT OF AFFORDABLE HOMES,  
ACCESS, LANDSCAPING, OPEN SPACE AND ASSOCIATED WORKS**

**Application for Planning Permission in Principle (Local)**

**December 2019**

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### APPENDICES

1. Site Location Plan
2. EIA Screening Opinion
3. Pre-Application Advice – Fife
4. LDP Examination Report extract

## **1.0 INTRODUCTION**

### **1.1 Context**

1.1.1 This planning statement is submitted to Fife Council (FC) by Gladman Developments Ltd. (Gladman), Kingdom Housing Association (KHA) and Champion Homes, in support of their application for Planning Permission in Principle (PPiP) for affordable homes on land at Low Road/ Carswell Wynd, Auchtermuchty (Appendix One: Site Location Plan).

1.1.2 The proposal is of a local scale, with the application site area comprising less than 2 hectares.

1.1.3 This application responds to the requirement to deliver affordable housing within the area and seeks to demonstrate how a high-quality residential development can be delivered in this sustainable location within the five-year period. The development will be delivered by KHA and CH.

1.1.4 The submission should be read as a whole, with the technical documents demonstrating that the site is free from constraints, effective and capable of meeting key policy criteria for the delivery of affordable housing and contributing to the housing land supply in the short term.

### **1.2 About the Applicants**

1.2.1 Gladman was established in 1987 and the business takes a proactive approach to development, using experience and market knowledge to deliver housing where people want to live. The Company is the largest promoter of strategic land in the UK. Gladman does not 'land-bank' and as such deliver effective sites for residential development.

1.2.2 The Gladman business model aligns itself well with the Scottish Government's current objectives in so far as it seeks to increase the rate of housing delivery, and by contributing to sustainable economic growth through developing land in sustainable locations.

1.2.3 Our delivery partners in this project have a strong local presence, as KHA and CH are both local employers, with a well-known history of delivering affordable homes across Fife. Once Planning Permission in Principle is granted, an application for all matters reserved will be

submitted for the detailed layout and specification of the site to work toward site start in 2020/21.

### **1.3 The Planning Application**

#### **1.3.1 The application comprises the following:**

- E-planning application form, land ownership certificate and application fee
- Site Location Plan
- Indicative Masterplan
- Planning Statement
- Design and Access Statement (incorporating Low Carbon statement)
- Transportation Statement
- Phase 1 Habitat Survey
- Flood Risk Assessment
- Noise Assessment
- Engineering site appraisal (phase 1)

### **1.4 Pre-Application Consultation**

1.4.1 As the proposal is for a site area less than 2 hectares, it is classified as a "local" development, under the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009. Whilst there is no statutory requirement for public consultation, in the period prior to submission of the application, Gladman have spoken with the following parties to discuss future plans for the site:

- Auchtermuchty & Strathmiglo Community Council (meetings on 10.5.17 and 21.10.19)
- Auchtermuchty Community Trust (telephone discussions 22.11.19 and 9.12.19)

1.4.2 An EIA Screening Opinion was requested from the Council, whose response (EIA Screening Opinion dated 3 May 2018 Appendix 2) for a slightly larger study area than the application site confirmed that *"the proposal does not comprise development that is likely to have a significant impact on the environment"* and as such is not considered EIA development.

1.4.4 In addition, Gladman submitted a formal request for pre-application advice, a procedure advocated by Fife Council, and for which a fee was payable. The written advice provided is contained in Appendix 3, and further referenced in the Planning Assessment section of this statement. Meetings were held with the Council on 18.9.19 and 10.10.19, including officers from planning, transportation and urban design. Environmental health was also approached by the consultant team for input at the pre-application stage.

#### **1.4 Overview of Planning Case**

1.4.1 This application submission demonstrates the suitability of this site under the relevant policy criteria to provide a high quality, sustainable residential development, deliverable within the short-term for much needed local affordable homes in a well-designed format, sensitive to the village surroundings.

## **2.0 THE APPLICATION SITE**

### **2.1 Site Description**

2.1.1 The application site is approximately 1.98 hectares of green field land located to the western side of Auchtermuchty village, located (and accessed) off Carswell Wynd to the east, and housing development to the west, along Low Road. The site forms the eastern section of a greenfield "gap" site, with neighbouring uses predominantly residential in nature, plus some light industrial premises and agriculture.

2.1.4 The site is visually contained by existing development and affords open views in a southerly direction due to the flat nature of the landform. The site is well located in terms of the existing road and footpath network (including bus route), giving easy access to the village centre – less than one mile away – and good pedestrian and cycle access to local recreation and services.

### **2.2 Planning History**

2.2.1 The site, included as part of a wider area, was promoted through the preparation stages of the current LDP, however was not favoured by the Reporter. The conclusions of the Examination are attached (Appendix 4), and this application demonstrates how previous concerns have been dealt with by reducing the site area and maintaining key views.

### **2.3 Agricultural Land Classification**

2.3.1 The site forms a small parcel of arable farmland within a wider land holding, and is classified as land capability for agriculture class 2 (3.1) (according to the National scale land capability [http://map.environment.gov.scot/Soil\\_maps/?layer=5](http://map.environment.gov.scot/Soil_maps/?layer=5)), which defines the soil as capable of being used to produce a wide range of crops.

### 3.0 THE PROPOSED DEVELOPMENT

#### 3.1 Description of Development

3.1.1 Whilst this is an application for PPIP, in order to fully demonstrate suitability for residential use, an upper limit to development of 49 units has been assessed as appropriate through the landscape and design capacity work.

3.1.2 The illustrative masterplan has been informed by the various studies referred to, and comprises:

- A modest site area designed to facilitate key views and minimise visual impact.
- A maximum of 49 new residential units, all of which will be affordable.
- Associated infrastructure and engineering works, including new vehicular access points.
- Public open space.
- Landscape and habitat enhancement.

3.1.3 The proposed development density reflects the range in house-types that could be brought forward at the AMSC stage to meet the Council’s identified requirement for the area. The suggested housing mix from Fife Council is as follows:

**Proposed Mix: Carswell Wynd,  
Auchtermuchty**

Date:

01/04/2019

House Type	General Needs Units	Specific Needs Units
2 bed Amenity Bungalow (4 person)	0	10
2 bed Wheelchair Bungalow (4 person)	0	2
2 bed House (4 person)	8	0
3 bed Wheelchair Bungalow (5 person)	0	1
3 bed House (5 person)	15	0
4 bed House (6 person)	12	0
5 bed Specific Needs House (7 person)	0	1
<b>Subtotal</b>	<b>35</b>	<b>14</b>
<b>Total</b>	<b>49</b>	<b>14</b>

### 3.2 Affordable Housing Requirement

- 3.2.1 The Fife housing Partnership (FHP), Strategic Housing investment Plan (SHIP) 2019/20 - 2023/24 sets out the investment priorities in affordable housing to achieve the outcomes set out in the Local Housing Strategy (LHS) 2015-2020.
- 3.2.2 The SHIP identified that the combined TAYplan and SESplan HNDA requires an additional affordable supply of 594 affordable homes **per annum** over the next 20 years – a total of 2970 over the five-year period of the SHIP. The SHIP shows the potential to deliver significantly more than this over the five-year period through the AHSP.
- 3.2.3 The SHIP identifies an affordable housing need within Cupar and North West Fife Housing Market Area (HMA) of 46 homes per annum (social rent and below market rent).
- 3.2.4 In terms of the housing needs, based on Fife’s Housing Needs and Demands Assessment (HNDA), within the Cupar & Howe of Fife LHS, the 10-year need is only being met by 22% (Appendix 1 SHIP Scoring Matrix), however Table 8 of the document shows that Cupar & North West does have the potential to deliver the housing need requirement for the area, and this includes the programmed delivery of 49 units units in Auchtermuchty; subject to planning.
- 3.3.4 The application site is included in the latest Fife Strategic Investment Plan 2020/21 – 2024/25, for 49 units, reference P43195; Carswell Wynd, Auchtermuchty. Funding is in place to support site start in 2019/20, and given the planning application process, it is anticipated that this site could deliver new affordable homes to the village for occupation from 2021 in line with the SHIP programming.

### 3.3 Design

- 3.3.1 As set out in the Design and Access Statement, the illustrative masterplan has evolved based on site and townscape analysis, technical information, consultation and landscape and urban design principles.
- 3.3.2 The masterplan establishes the broad parameters of developable areas, and it would be for the AMSC application to follow up with a detailed design. The detailed design will be of a

high quality, reflecting the character of existing housing in the area, in accordance with LDP policy.

### **3.4 Delivery**

3.4.1 The development of the affordable housing will be delivered via CH for KHA. The tenure is likely to comprise social rented units.

3.4.2 Upon securing Planning Permission in Principle, an application will be submitted for all detailed matters specified by condition.

3.4.3 For the purposes of programming, Campion schedule a site start during 2020, with an indicative construction programme of circa 80 weeks, with phased handovers based on a development of 49 units as follows:

- 1<sup>st</sup> phase – 15nr units @ 60 wks from site start = circa June 2021
- 2<sup>nd</sup> phase – 15nr units @ 70 wks from site start = circa Sept 2021
- 3<sup>rd</sup> phase – 19nr units @ 80 wks from site start = circa Dec 2021

### **3.5 Planning Obligations**

3.5.1 Gladman will seek to enter into constructive dialogue to agree obligations for on and off-site provisions which are reasonably related in scale and kind to the proposed development and which meet the policy tests set out in Circular 3/2012: Planning Obligations and Good Neighbour Agreements. The Council's pre-application advice gives an indication of the likely scope and content of obligations relating to this proposal, that may include an education contribution.

3.5.2 The tenure and delivery of the homes as affordable units to an RSL can be secured via condition, the draft terms of which can be submitted prior to determination of this application as required.

### **3.6 Summary**

3.6.1 This proposal represents an opportunity to deliver a well-designed development of affordable units to the village, appropriate to its surroundings, of benefit to the local

community, contributing to the affordable housing need for the area and deliverable in the short term (five years).

## **4.0 THE DEVELOPMENT PLAN**

### **4.1 Context**

4.1.1 Section 25 of The Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. This is reinforced in Section 37 (2) of the Act, which requires that in determining planning applications, “the authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations.”

4.1.2 The Development Plan in this instance, is the TAYplan Strategic Development Plan (SDP) 2017, and the Fife Local Development Plan (FIFEplan) 2017.

4.1.3 As land outwith the settlement boundary as currently defined, the development plan policy position is set out in the following sections.

### **4.2 TAYplan SDP**

4.2.1 Setting out the spatial strategy for development, the settlement network is shown in a hierarchy of priority for focussing new housing development. Within Cupar and West Fife, the Housing Supply Target is 110 units in the period 2016-28 (HLR 121), of which 25% is affordable. The housing supply targets have been informed by the TAYplan-wide Joint Housing Need and Demand Assessment (2013), which identified the need for 44,100 over the next 20 years.

4.2.2 Whilst Auchtermuchty does not fall within the hierarchy of settlements, SDP Policy 1 (c) does allow for development where it can be demonstrated to avoid the suburbanisation of the countryside, and unsustainable patterns of travel and development. As set out in the wider submission; the Transport Statement, the Landscape and Visual Appraisal and the Design and Access Statement fully address these issues due to the modest scale, development footprint, landscaping and open space provision and sustainable location of the proposal.

4.2.3 Given the range of local services and infrastructure available in the village, the development can largely be accommodated and supported by the settlement, and the landscape and

visual analysis demonstrates that there is capacity for a development of the scale proposed, thus meeting the relevant criteria of this key policy test.

#### **4.3 Fife Local Development Plan 2017 (FIFEplan)**

4.3.1 FIFEplan Policy 2: Homes specifically supports the development of sites adjacent to settlement boundaries solely for affordable housing where there is established an unmet local need and if no site is available within the settlement boundary.

4.3.2 The local requirement within the Cupar and North West HMA is set out above, and the application site forms part of the SHIP programmed supply. There are two allocated sites within the settlement boundary which should be considered:

- AUC 001: East of Stratheden Place (18 Homes). This land is within the control of Gladman Developments Ltd. and proposals are being progressed in order to inform a PoAN submission during 2020. Pre-application discussions with Fife Council have covered this proposal.
- AUC 002: Leckiebank Farm (30 homes). We understand this site is within the control of another party and may be progressed during 2020. As such it is unavailable to the applicants.

Neither site forms part of the SHIP programming and the fact that neither site has been developed further exacerbates the delivery of affordable units in the area.

4.3.3 The scale of such adjacent development will reflect the character of the settlement – a maximum of 30 units for settlements of between 200 and 1,000 households; and a maximum of 49 units for settlements of greater than 1,000 households. In their pre-application advice, the Council confirm that Auchtermuchty sits just below the 1000-unit threshold, at around 927 units, however we would anticipate a degree of flexibility from the Council in considering above 30 units given the design justification and against the local housing need. Factoring in both housing allocations, plus this proposal could take the settlement total closer to or above the 1000-unit threshold.

4.3.4 The Transport Statement predicts traffic generation from the development and compliance with the above, however the local road network has been designed to accommodate development and proposals for the site would provide a betterment through active pedestrian and cycle links, plus public transport connections to nearby employment and the wider town.

4.3.5 As set out in the wider submission:

- the broad parameters of the development framework are in keeping with the character of the settlement and local area, and a detailed application will use this as the basis for a detailed scheme to ensure this is the case.

- Whilst the application site forms part of a wider agricultural holding – the loss of just under 2 hectares of prime agricultural can be considered negligible and should be balanced against the net biodiversity gain as a result of the enhanced planting and landscaping proposals.

- Residential development at this location is compatible with nearby uses, and will enhance the character of the local area, and a good residential environment can be achieved on this stand-alone site.

- As set out in the TA and D&AS the site already benefits from good accessibility, through public transport, and the local green network, being close to the village centre and associated services, the proposal can only enhance this through improved linkages.

- Existing physical infrastructure can accommodate up to 49 new units as proposed. A Transportation Assessment, Utilities Report and Drainage Report are provided, and there is education capacity at catchment schools, potentially subject to developer contribution.

- There is no risk of flooding.

#### **4.4 Development Plan Summary**

- 4.4.1 The development plan contains a clear policy pathway to facilitate the development of affordable housing on unallocated sites, as proposed. This submission demonstrates full compliance with the policy criteria.

## 5.0 MATERIAL CONSIDERATIONS

### 5.1 Scottish Planning Policy

5.1.1 SPP (June 23, 2014) states that the overarching purpose of the Scottish government is to create a more successful country, through increasing sustainable economic growth. The planning system has a vital role to play in taking a positive approach to enabling high quality development and making efficient use of land to deliver long-term benefits. As such there is a significant stated presumption in favour of sustainable development: *Policy Principles: This SPP introduces a presumption in favour of development that contributes to sustainable development.*

5.1.2 Paragraphs 28 and 29 of SPP state that: “The planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term. The aim is to achieve the right development in the right place; it is not to allow development at any cost”. “This means that policies and decisions should be guided by a series of guiding principles. Analysis of the proposal confirms a significant contribution to sustainable development for the following reasons:

- This proposal will bring economic benefit through the construction of new homes, creating employment and investment, both directly and indirectly through the procurement of materials and third-party consultant work. An increased local population will in turn increase the support and expansion of local services, increasing spend and sustaining those services over the medium to longer term.
- The above will assist in achieving the strategic objectives which seek to grow the local economy.
- The development supports good design and the six qualities necessary to support a successful place, as well as Making Fife’s Places guidance, as detailed in the supporting Design & Access Statement.
- The proposed development will make efficient use of the available land, to meet a local housing need, and in turn support local services.

- The proposal will support the delivery of accessible and affordable housing creating wider choice for all.
- The proposal can support the delivery of the infrastructure that is needed to serve it.
- The proposal can support the objectives of climate change mitigation, through detailed design considerations – as set out in the Design and Access Statement (incorporating Low Carbon Statement).
- The proposed development will comply with local and national standards for minimising the production of waste and encouraging recycling.
- The proposal does not constitute over-development and will ensure the protection of the amenity of existing development. There will be no adverse impacts on water or air quality.

**5.1.3** SPP takes further the commitment to increasing the supply of new homes and makes it explicitly clear that the planning system and planning authorities should identify, provide and maintain at least a five-year supply of effective housing-land, at all times.

**5.1.4** In addition, *Policy principal: Planning should take every opportunity to create high quality places by taking a design-led approach*, has been addressed in the approach taken in designing the illustrative masterplan. Planning should direct the right development to the right place and should support development that is designed to a high-quality, which demonstrates the six qualities of successful place.

**5.1.5** The proposal, when assessed against the wider policies in the SPP offers significant benefits, with regard to the delivery of a well-designed, effective and sustainable site for affordable housing, and can be accommodated within the existing social and physical infrastructure, against the context of a requirement for affordable homes in this HMA. As demonstrated, these benefits are not outweighed by any adverse impacts.

## 5.2 Fife Local Housing Strategy (LHS) 2015-2020

5.2.1 As set out in this statement, the LHS establishes the annual affordable housing requirement within this HMA, and it is imperative that those needs are met via the development plan.

## 5.3 PAN 2/2010: Site Effectiveness

5.3.1 The tests of effectiveness are set out in Scottish Government Planning Advice Note (PAN) 2/2010. An assessment of the application site in terms of the PAN effectiveness criteria set is provided below.

- **OWNERSHIP:** The site is within the one ownership and will be released for development upon securing a relevant planning permission.
- **PHYSICAL:** An indicative masterplan has been prepared for the site considering all relevant constraints and demonstrates how housing could feasibly be delivered.
- **CONTAMINATION:** There are no known contamination issues which would mean this site is undevelopable.
- **DEFICIT FUNDING:** The development is assessed as economically viable.
- **MARKETABILITY:** The site can be delivered by KHA for unmet demand in Auchtermuchty.
- **INFRASTRUCTURE:** There are no known infrastructure requirements that would mean this site is undevelopable.
- **LAND USE:** The sustainability and marketability of the site make it a realistic and deliverable site for housing.

5.3.2 Based on a thorough assessment of technical and planning matters, the application site is effective and there are no constraints to development as proposed.

#### 5.4 PAN 01/2011: Planning and Noise

5.4.1 The question of whether a suitable noise environment can be delivered by the development is set out in the accompanying Noise Assessment.

5.4.2 The Scottish Government issued Planning Advice Note (PAN) 1/2011: Planning and Noise in March 2011. This was accompanied by a Technical Advice Note (TAN). PAN1/2011 states at paragraph 16:

It is preferable that satisfactory noise levels can be achieved within dwellings with the windows sufficiently open for ventilation. Local circumstances, particularly relating to the existing noise character of the area, should influence the approach taken to noise levels with open or closed windows. It may be appropriate to take a different approach to noise levels in different areas. It may also be appropriate to take a different approach to noise levels when considering the effects of new noisy development on existing residential properties from the approach taken to new residential development close to existing noisy land uses. Satisfactory internal noise levels with open windows may not always be achievable, but are always preferable. Where satisfactory levels with open windows are not achievable, practicable mitigation solutions should be explored, taking into account their possible impact on the built environment. Design solutions may be possible, such as locating living rooms and bedrooms on the opposite side of a building to the source of the noise or use of windows designed to provide for ventilation while providing improved sound reduction. In some circumstances however, closed windows with alternative means of ventilation may be unavoidable. Passive systems may be considered but mechanical ventilation should only be used as a last resort. Sound levels in gardens and amenity areas may also need to be considered in terms of enabling a reasonable degree of peaceful enjoyment of these spaces for residents.

5.4.3 Accordingly, over the majority of the proposed development satisfactory noise levels can be achieved within dwellings with the windows sufficiently open for ventilation. Whilst there is potential for a small number of the new affordable homes to require practicable mitigation solutions, these would be subject to detailed design solutions at the AMSC stage.

## **5.5 Summary of Material Considerations**

- 5.5.1 This proposal can provide housing development in a sustainable location, making positive contribution to the affordable housing requirement in the short-term, to meet Council objectives.

## 6.0 SUMMARY AND CONCLUSION

- 6.1 The development plan contains a distinct policy pathway in order to facilitate development as proposed. The proposed use meets the key tests outlined in SDP policy 1 and FIFEPlan Policy 2; is sustainable and should be reasonably recognised as offering a range of benefits with regard to the short-term delivery of well-designed and effective site for affordable homes, that can be accommodated within the existing local, social and physical infrastructure, whilst contributing to the five-year housing-land supply. These benefits are not outweighed by any adverse impacts.
- 6.2 In conclusion, the promotion of this site, for use as affordable new homes for the village as proposed, is demonstrated to comply with the development plan, and relevant material considerations, as well as bringing a range of benefits. As such, we respectfully request that planning permission in principle be granted in this instance.

## APPENDICES



Gladman Development  
2 Eliburn Office Park  
Livingston  
West Lothian  
EH54 6GR

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**Economy, Planning and  
Employability Services**

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Martin Patrick  
03451 55 11 22  
development.central@fife.gov.uk

Your Ref:  
Our Ref: 19/03214/SCR

Date 25 November 2019

Dear Sir/ Madam

**Application No:** 19/03214/SCR  
**Proposal:** EIA screening opinion for proposed residential development of up to 49 affordable units, access, open space, landscaping and associated works  
**Address:** Land at Carswell Wynd, Auchtermuchty, Fife

I refer to your letter dated 4 November 2019 requesting a screening opinion on the above project, under the terms of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, specifically Regulation 6 which allows for a screening opinion to be sought prior to the submission of a planning application.

All developments which fall under Schedule 2 of the Regulations must be screened against the relevant criteria in Schedule 3. Schedule 2 provides a series of descriptions of developments along with qualifying criteria that would necessitate screening, to assess whether or not they would require to be accompanied by an Environmental Impact Assessment (EIA) Report and be processed under the EIA regulations.

The development is considered to fall within Schedule 2 category 10(b) Infrastructure Projects (Urban Development Projects) where the relevant qualifying criteria is where the area of development exceeds 0.5 hectares. Based on the information provided in your letter, the development is defined as a Schedule 2 Development under the Regulations.

The development has been assessed against the criteria in Schedule 3. This assessment has led to the following conclusion:

The characteristics of development are not unusual in scale or complexity that would necessitate detailed study in an EIA Report. It is the opinion of the planning authority that the planning system and the development plan policy framework an application would be assessed against is sufficient to examine the environmental impact of the development, identify risks and secure appropriate mitigation.

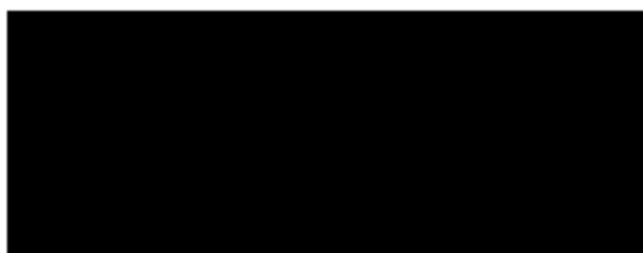
Planning  
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Kingdom House, Kingdom Avenue, Glenrothes, KY7 5LY  
03451 55 11 22

The location of development is not particularly sensitive and there are no statutory environmental designations within or adjacent to the site. The site is currently undeveloped farmland and the proposed development would alter the characteristics of the location. However, the planning system is capable of addressing these issues without the need for detailed study in an EIA Report.

Finally, the interaction between the characteristics of development and its location are not considered likely to result in any significant effects on the environment. The interaction between the two is not considered to be of sufficient scale, sensitivity or complexity as to warrant detailed study in an EIA Report.

Therefore, it is the opinion of this planning authority that the development is not considered to be EIA Development as defined by the 2017 Regulations.

Yours faithfully



Martin Patrick  
Planner

Chris Wright  
Gladman Development Ltd  
2 Eliburn Office Park  
Eliburn  
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**Economy, Planning and  
Employability Services**

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Martin Patrick  
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development.central@fife.gov.uk

Your Ref:  
Our Ref: 17/03828/PREAPP

Date 20th December 2017

Dear Mr Wright

**Application No:** 17/03828/PREAPP  
**Proposal:** Pre-application for residential development  
**Address:** LAND TO EAST OF STRATHEDEN PLACE, AUCHTERMUCHTY

I refer to your enquiry which was registered on 16th December 2018. This letter sets out Fife Council's response to the enquiry which provides an initial position on the principle of development relative to the development plan and other material considerations. This letter also sets out the supporting documents it is expected the applicant should submit to demonstrate compliance with the subject policies of the development plan and other material considerations. This letter also provides advice on processing of applications and other statutory requirements in relation to any future application which may be submitted.

This letter provides advice based on the following information submitted in support of this enquiry:

- Pre Application Enquiry Form
- Covering Letter
- Location Plan (dwg no S038.FI03.004)
- Landscape and Visual Appraisal Summary (November 2017)

The site comprises a 4.3ha area of ground currently in agricultural use. The proposal in this pre-application enquiry is indicated as residential development.

The site is located to the south of the settlement boundary of Auchtermuchty. It is bound on the north partly by the Low Road (A91) and partly by residential properties and a garage operating as an MOT Test Centre. On the east the site is bound by Carswell Wynd which provides access from the Low Road to residential properties, a health centre and the Strathview Residential Care Home. To the south, the site boundary follows an undefined field

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boundary with open countryside beyond. To the west, the site is bound partly by an existing play park and playing field and partly by residential properties of Stratheden Place.

The site is generally flat with a slight rise in gradient towards Stratheden Place. There is a substantial drop in levels at the north boundary with Low Road. The boundary with Low Road is formed by a stone wall with an existing field access located around 20m west of Carswell Wynd. The east boundary is defined by a post and wire fence as is the west boundary with the play park and north boundary with the existing properties of Low Road and Stratheden Place.

The majority of Auchtermuchty is located north of Low Road and grouped around the B936 road to Newburgh, following the course of a small burn which runs through the centre of the village. It was only after the Second World War with the erection of new homes on Stratheden Place that the village extended to the south of Low Road and the west of the burn. The settlement has largely retained this form since with small scale development along Carswell Wynd providing limited growth in this direction. The historic core of Auchtermuchty is designated as a Conservation Area. The west boundary of this area extends to the north east corner of the site, opposite the junction of Carswell Wynd and the A91 Low Road.

The site is partly allocated in the adopted FIFEplan for residential development of around 18 homes within a site measuring 0.7ha. The Proposal reference is AUC001. This Proposal site is situated to the rear of the residential properties along Low Road and to the east of Stratheden Place which provides site access. The west and south boundaries are defined by extending the existing building lines of the said residential properties.

The remainder of the site is located outwith the settlement boundary of Auchtermuchty, in the countryside area and not allocated for development in the adopted FIFEplan.

### **Hierarchy of Developments:**

I can confirm that the development would be classed as a Major Development in terms of the Hierarchy of Developments Regulations. As such a PAN must be submitted to the Council and a 12 week period allowed for the carrying out of the statutory public consultation before any application can be submitted to the Council.

Major Developments are required to be accompanied by a Pre-Application Consultation (PAC) Report which details the measures undertaken to consult with local residents on the proposals and how, if at all, the design of the development has been influenced by this process.

Major Developments should also be accompanied by a Design and Access Statement, if full planning permission is applied for, which sets out the process undertaken to design the proposal. This statement should be informed by PAN68: Design Statements, PAN67:

Housing Quality and Making Fife's Places, Fife Council's Supplementary Guidance on placemaking.

**Development Plan Policy:**

The development plan for this site comprises the TAYplan Strategic Development Plan 2017 and the Adopted Fife Local Development Plan (FIFEplan) 2017.

TAYplan sets a region-wide spatial strategy for development in the Dundee/ Perth city region, one that focusses the majority of new development within the existing settlement network. This network is categorised into a hierarchy with the two cities and their core areas as tier 1 settlements, regional towns such as St Andrews and Cupar as tier 2 settlements and smaller towns such as Newburgh and Leuchars as tier 3 settlements. Policy 1: Location Priorities requires Local Development Plans to direct the majority of growth towards settlements within the hierarchy within a sequential approach prioritising land release within Tier 1, and more modest demand within Tier 2 and Tier 3 settlements.

Policy 1 Part C does allow Local Development Plans to provide some development in settlements outwith the hierarchy of settlements, provided it can be accommodated within the settlement and it contributes to the outcomes of this Plan. Proposals for development in the countryside should avoid the suburbanisation of the countryside and unsustainable patterns of travel and development.

Auchtermutchy is not designated as a settlement within the hierarchy of settlements in TAYplan Policy 1. FIFEplan allocates a smaller area of the site for development of a modest scale of development, around 18 homes. This is consistent with Policy 1 of TAYplan. The remainder of the site is therefore considered to be contrary to Policy 1 of TAYplan as it is not allocated in the LDP for development.

Circular 3/2013: Development Management Procedures sets out the instances where a pre-determination hearing is required in the determination of a planning application. Paragraph 4.70 states that a pre-determination hearing must be provided for applications for planning permission in principle for major developments which are significantly contrary to the development plan. Section 38A of the Planning Act give local authorities discretion in decided if a departure from the development plan is significant. However, it states that Scottish Ministers consider that a significant departure is when approval would be contrary to the vision or wider spatial strategy of the plan.

In terms of the Strategic Development Plan, the spatial strategy is clearly expressed in terms of Policy 1. Therefore, notwithstanding the discussion of FIFEplan below, in strategic development plan terms, the proposal would be contrary to the spatial strategy of TAYplan and potentially significantly contrary. This could trigger the requirement for a pre-determination hearing in accord with Circular 3/2013.

Fife Local Development Plan (FIFEplan) sets out the vision, spatial strategy, development proposals and topic policies to guide decisions on development proposals in Fife. The spatial strategy seeks to balance the growth requirements of the region with protection of its many natural and cultural assets. For the Cupar and Howe of Fife Area, the spatial strategy promotes the development of Cupar North SDA and other smaller proposals to accommodate the majority of the area's growth requirements. Smaller development proposals are identified in Auchtermuchty, Falkland and Newburgh to accommodate the scale of development proposed. For rural areas more generally, the spatial strategy promotes some development in prime agricultural land but remains committed to minimising loss of this important natural resource to irreversible development.

FIFEplan Policy 1: Development Principles provides a framework in which to assess the principle of development all proposal. This framework is set against the presumption in favour of sustainable development provided by Scottish Planning Policy. This presumption in favour is discussed below.

Policy is split into three parts. Part A supports proposals on sites a) within a defined settlement boundary and compliant with the policies for the location; or b) in a location where the proposed use is supported by the LDP. If a proposal does not meet any of the above criteria, the principle may be supported if the development satisfies the criteria in Policy 2: Homes.

Policy 2 support the principle of residential development on those sites allocated for housing in the plan or affordable housing proposals that compliant with policies for the location.

The proposal presented in this pre-application enquiry do not wholly comply with this policy framework. The small portion of the site that falls within the area allocated for housing under Proposal AUC001 is supported by FIFEplan. However, as the proposal for pre-application consultation extends in scope and scale beyond the parameters set by AUC001, the principle of development is not supported by FIFEplan Policy 2 or Part A of Policy 1.

Policy 2 acknowledges that in some housing market areas in Fife, there is a shortfall in the five year supply of effective housing land, or that during the lifetime of the plan a shortfall may emerge. In response, Policy 2 makes provision for the assessment of non-allocated sites to deliver completion within five years to help make up the shortfall. This is in accord with Scottish Planning Policy (SPP).

Paragraph 125 of SPP states that if a shortfall in the five year supply of effective housing land emerges then the policies for the supply of housing are considered to be out of date. In this event, the presumption in favour of sustainable development becomes a significant material consideration in the determination of a planning application for residential development.

To monitor the maintenance of a five year supply of housing land supply, the Council publishes an annual audit of housing land supply. The latest Housing Land Audit (HLA17)

sets out a schedule of all effective housing sites expected to deliver new homes in the next seven years. It also sets out a position statement in relation to each HMA in Fife which measures the existing land supply against the five year housing supply target set by the two Strategic Development Plans.

Figure 4.8 of HLA17 calculates there is a surplus of effective housing land sites in the Cupar and North West Fife HMA. This surplus is 53 homes. Therefore, the housing policies in the plan can be considered up to date. The presumption in favour of sustainable development remains a material consideration; however, in accord with paragraphs 29-35 of SPP, the primacy of the development plan in the determination of planning applications for residential development remains.

Proposed development in the countryside is assessed against the terms of FIFEplan Policy 7 and Policy 8. Both of these policies set out the circumstances in which limited, small scale development can be acceptable in a location outwith the defined settlement boundaries. The proposal does not comply with any of these criteria and so cannot be supported by the provisions of either of these policies.

The site is designated as Prime Agricultural Land according to the Land Capability for Agriculture Survey by the James Hutton Institute. FIFEplan Policy 7 seeks to protect prime agricultural land from unplanned development. The criteria set out in Policy 7 that can be used to assess the principle of development on prime agricultural land is consistent with SPP paragraph 80. The proposal does not comply with any of this criteria; therefore, the development would result in the loss of this important natural resource to irreversible development. FIFEplan spatial strategy also notes the importance of prime agricultural land and provides similar policy protection. This adds significant material weight to the development plan position which presumes against residential development on the part of the site that falls outwith FIFEplan Proposal AUC001.

In summary, TAYplan and FIFEplan comprise the development plan relative to this site. TAYplan sets strategic housing land supply targets which development plans must meet to ensure sufficient land for housing is allocated to meet identified need. Fife Council's Housing Land Audit demonstrates the effective housing land supply is currently maintaining a five year supply. Therefore, there is no policy basis in which to support the principle of further land release for additional housing sites.

Under the terms of SPP, the primacy of the development plan in the determination process is maintained in this instance. As the proposal is, for the most part, contrary to the terms of the development, the proposal is unlikely to be supported by officers. Further support for this conclusion is provided by the protection for prime agricultural land in the FIFEplan Spatial Strategy, FIFEplan Policy 7 and SPP paragraph 80.

Representations were made to the Proposed Local Development Plan by the landowners requesting that the site be allocated as a housing site within FIFEplan (Candidate site AUC004). The Reporter acknowledged that:

*“there is a shortfall in meeting the housing land requirement in the SESplan area of Fife together with the uncertainties expressed with regard to the level of that shortfall under Issue 2b Homes. However, the conclusions find that adequate housing land has been provided in the TAYplan area in line with the requirements set out in the strategic development plan. In addition the 2015 Housing Land Audit has found that there is a 5-year effective housing land supply in the Cupar and North West Fife and St Andrews and North East Fife Housing Market Areas. Accordingly there is no strategic numerical justification to allocate further sites for housing within the TAYplan area.*

*This greenfield site is located to the south of Auchtermuchty outside the settlement envelope in the St Andrews and East Fife Local Plan. It is currently in agricultural use and bounded by existing housing to the east and north across Low Road; a garage and housing site AUC001 – East of Stratheden Place (allocated for 18 houses) to the west; and open countryside to the south. Expansive open views across the site provide one of the few remaining unobstructed views of the Lomond Hills from Low Road when entering or leaving Auchtermuchty. I agree that these views are an important aspect of the rural character and appearance of this part of Auchtermuchty and provide an important connection with the landscape setting of the town. Views across the allocated housing site AUC001 are already blocked by a row of built development along Low Road.*

*I have noted the argument that this would be a gap/infill site compatible with development on either side and the concept plans submitted attempting to illustrate how the visual impact of the development of this site could be reduced and a defensible settlement boundary created. However, I am not convinced that the proposed 30 houses could be accommodated on the 1.2 hectare site without a significant visual and landscape effect. Notwithstanding its location adjacent to the settlement boundary, the proposed development would contravene one of the 6 qualities of successful place listed in Scottish Planning Policy “distinctiveness” in that it would not complement local features such as the landscape and would have an adverse impact on the rural and open sense of identity of this part of the town. The loss of private views from the 3 residential properties on the north side of Low Road has not been material to my considerations.*

*The assertion that the allocation of a larger site for 50 dwellings would make the adjacent allocation for 18 dwellings (AUC001) more marketable, would not outweigh the resultant adverse impacts.*

*Taking all of the above into account, I do not consider that the proposed development of this site is justified. The potential for the site to integrate reasonably well with and support existing facilities in Auchtermuchty, its accessibility to public transport, the lack of sensitive natural heritage designations, the site’s overall effectiveness and the various other supporting*

*information provided by the promoter of the site, do not alter my view. I conclude that no change to the proposed plan is required."*

The decision and reasoning provided by the Reporter in the Examination into the Proposed FIFEplan would be material considerations in the determination of any future planning application for residential development on this site. Therefore, the applicant will wish to consider these comments closely and provide an appropriate response to demonstrate that the concerns have been overcome.

Overall, and on the basis of the above discussion, it is considered that the proposal would be considered significantly contrary to the development plan, by virtue of its conflict with the Spatial Strategy and Policy 1 of TAYplan and the Spatial Strategy of FIFEplan. Fife Council can provide further information on the pre-determination hearing process conducted in Fife on request.

### **Development Design:**

Policy 2 of TAYplan looks to shape better quality places in the Tay city region. Developments should ensure climate change resilience is built into the natural and built environments, integrate new development with existing community infrastructure, ensure the integration of transport and land use, ensure waste management solutions are incorporated into development, ensure high resource efficiency is incorporated within development through a variety of design solutions and, ensure that the arrangement layout, design, density and mix of development is borne out of an appreciation for the context of the site. TAYplan groups these requirements into proposals that are: a) place-led; b) active and health by design; c) resilient and future-ready; and, d) efficient resource consumption.

Scottish Planning Policy puts place-making at the heart of the Scottish Planning System and promotes the six qualities of a successful place measure to ensure that new developments result in places that are:

- Distinctive;
- Welcoming;
- Adaptable;
- Resource Efficient;
- Safe and Pleasant; and,
- Easy to Move Around and Beyond.

Fife Council's Making Fife's Places provides more detail on the application of these policies and Policies 3, 11, 12, 13 and 14 of FIFEplan. FIFEplan Policy 14 is based on SPP's six qualities of a successful place and Making Fife's Places provides an evaluation framework on which the adherence to these place-making principles, in a Fife context, will be determined.

This guidance covers a range of issues relating to the design of development including built and natural heritage, the design of streets, green infrastructure and buildings, sustainability and public art. It sets out the level of information and site appraisal that will be required from new development proposals at the planning application stage.

Please note that the Making Fife's Places replaces the following documents which should no longer be referenced: Green infrastructure SPG, Fife Masterplans Handbook, Creating a better Fife – Fife Urban Design Guide, Fife Sustainability Checklist, Public Art SPG, FC Transportation Development Guidelines (Supplementary Designing Streets Guidance)

The guidance includes an evaluation framework which highlights the key issues that need to be addressed by new development. This should be used to evaluate the design quality of the proposal.

The application, if submitted for a Full Application, will need to be accompanied by a **Design and Access Statement**. It is expected that the evaluation framework of Making Fife's Places will form a fundamental part of this Statement and it should clearly show the design of the development has taken these elements into account in formulating the final design solution. If the application is for planning permission in principle, it will be expected that a Design Statement is submitted that demonstrates consideration of and a commitment to the place-making principles set out in Making Fife's Places and other applicable guidance.

### **Landscape and Visual Impact**

FIFEplan Policy 1 Part B requires all development proposals to safeguard the character and qualities of the landscape. Policy 10: Amenity requires proposals to demonstrate the development would not result in a significant detrimental impact on amenity in relation to visual impact. Policy 13: Natural Environment and Access protects natural heritage and access assets and encourages the enhancement of designated sites of local importance, including Local Landscape Areas as well as landscape character and views more generally.

Making Fife's Places Supplementary Guidance sets out the level of site appraisal an Applicant is expected to undertake as part of the design process. This includes a consideration of the landscape setting, character and the topography of the site. This consideration is particularly important when determining proposals at the edge of a settlement. The appraisal process may also require an assessment of the townscape character of the site context, where appropriate. Appendix B of the Supplementary Guidance sets out the detailed site appraisal considerations in relation to landscape change.

Scottish Planning Policy Paragraph 194 promotes positive change that maintains and enhances distinctive landscape character. Paragraph 202 states that development should be designed to take account of local landscape character and the potential effects on

landscapes, including cumulative effects. SPP directs planning authorities to adopt a precautionary approach when considering landscape impacts, but also to consider the ways in which modifications to a proposal could be made to mitigate the risk (paragraph 204).

The Landscape and Visual Appraisal (Barton Willmore) has been reviewed by Fife Council officers. It states that, in addition to the units on the allocated site of 18, the balance of the proposed site could deliver "*between 50 to 60 new homes*". This would make a total of 68 to 78 units. The diagram accompanying the LVA entitled Settlement Character and Development Principles Plan, shows a number of different shaded areas across the site which are assumed to be proposed for housing. The LVA proposes these housing areas have capacity for medium density, 2 storey housing and an Opportunity for "*articulated built edge and roofline*". This concept will require further definition in any future revision of this document to make it clear exactly what this means and how it relates to the assessment and mitigation of landscape and/ or visual impacts.

It is assumed that the green shaded area is proposed for structural landscaping/ open space of some description but this is not made clear in the LVA. If, alternatively, the same density of 26 units per ha is applied to the whole site area as for the LDP allocation AUC 001, the proposed development site could deliver around 114 units.

### **Auchtermuchty Settlement Form**

The unique and historic settlement form of Auchtermuchty was analysed as part of the Site Assessment process for the preparation of FIFEplan. The conclusions reached by Fife Council officers are as follows:

*Medium sized village. Clustered historic settlement at junction of roads E-W and N-S with rural lanes, through N edge of Howe of Fife. On Auchtermuchty Burn and surrounded by rich farmland but also grew with industries such as weaving, distilling, and iron foundries. On route through rolling hills to N and views of Lomond Hills to E. Many historic buildings [houses + landmarks] on main streets - High Rd, Low Rd [now main through-route E-W] High St and Burnside with or without front gardens; often terraced. Rigg gardens; street trees/ garden trees and stone walls are characteristic. **Fingers of dev extending out along roads brings surrounding landscape close to core of village, including along edge at Low Road - directly onto farmland setting.** Expansion to NW in 1950s local authority housing; limited modern cul de sac expansion to edges [mainly bungalows]. Most of A'muchty to N of Low Rd on edge of rising slopes; to S of road part of flat plain. Open space at Recreation gnd to SW of village and behind Primary School; civic space associated with Burn channelled down street in Burnside. [emphasis added as it pertains to the pre-application enquiry site]*

### **Fife Landscape Character Assessment**

The LVA correctly references the Fife Landscape Character Assessment. The work by David Tyldesley and Associates [1999] for SNH is a key document in Landscape and Visual

appraisal of potential sites. The mapping is difficult to read, being black and white with poor definition, but it indicates almost all the site falls within The Lowland Hills and Valleys character, and the local designation is covered by LH34. Only a minimal proportion of the overall area along the south edge of the proposed site is covered by the adjacent character Lowland River Basins. This has a local designation of LR56 which extends across the western Howe of Fife.

The description of the Landscape Character type for Lowland Hills and Valleys notes the importance of landscape setting:

*[C.5.18]: The landscape experience of the low hills is probably the most complex and variable in the study area. These are subtle landscapes with variety being a key characteristic that should be valued. The relatively high density of settlement and the busy nature of the landscape, with many people living, working and travelling in the area, mean that the intrinsic landscape value of the Lowland Hills and Valleys is very high. They are the background and context to much of every day life in Fife, for most of the area's residents. They are landscapes familiar to many people and the landscapes which provide individuals and communities with their sense of belonging. The variety, continuity, maturity and subtlety of the landscape, with its long history of settlement and rural land use, is the essence of the landscape type.*

Description of the Landscape Character type for Lowland River Basins contrasts with many qualities of the Lowland Hills and Valleys. It notes:

*Western part of the Howe of Fife (LR56) is predominantly open, with a regular pattern of intensively cultivated, arable fields. Settlements are few and generally modern and organised or planned in layout.*

### **The Barton Willmore Landscape Visual Appraisal**

This document has been submitted to support Gladman's pre-application consultation enquiry to extend the existing LDP allocation AUC 001 with additional residential development. It is somewhat misleading with respect to Landscape Character Assessment in 2 respects:

1. while it states that Lowland River Basins [LR56] "covers a small portion of the site", it goes on to set out Key Characteristics of this landscape character type and Landscape Guidance for this typology before the points covering Lowland Hills and Valleys. In the Summary of Landscape and Visual Issues it quotes one of the Landscape Guidelines for the Lowland River Basin saying:  
*"The villages generally would be extended without significant effects on the landscape character, subject to good siting and design".* Without further commentary on the extents of the site's Character designations this implies the Lowland River Basin category has at least equal or even most significance for the site. By contrast, Fife

Council's officer assessment is that only a very narrow triangle along the south edge of the site falls into that category.

2. The LVA fails to pick up an important point under Landscape Guidelines on Settlements and Built Development for Lowland Hills and Valleys. This clearly states that *"The largely unspoilt landscapes ... in the Eden Valley have little capacity to absorb new development of any significant scale. Small-scale built development well designed and related to its landscape setting could readily be absorbed into this varied landscape."*

### **LDP Examination - Reporter's comments**

The site was recently considered during the Examination in to unresolved objections to the Proposed FIFEplan. Therefore, the conclusions drawn by Reporters on behalf of Scottish Ministers who conducted the Examination will be a material consideration of some significance in the determination of any future application on this site. The materiality will be limited to the extent that the site/ proposal promoted for inclusion in the plan and the proposal in any future application are the same.

The Reporters considered the north-east corner this site which the landowner submitted to be allocated as a housing site within FIFEplan (Candidate Site AUC004). The Reporter noted that:

*"Expansive open views across the site provide one of the few remaining unobstructed views of the Lomond Hills from Low Road when entering or leaving Auchtermuchty. I agree that these views are an important aspect of the rural character and appearance of this part of Auchtermuchty and provide an important connection with the landscape setting of the town.*

*Views across the allocated housing site AUC001 are already blocked by a row of built development along Low Road.*

*I have noted the argument that this would be a gap/infill site compatible with development on either side and the concept plans submitted attempting to illustrate how the visual impact of the development of this site could be reduced and a defensible settlement boundary created. However, I am not convinced that the proposed 30 houses could be accommodated on the 1.2 hectare site without a significant visual and landscape effect. Notwithstanding its location adjacent to the settlement boundary, the proposed development would contravene one of the 6 qualities of successful place listed in Scottish Planning Policy "distinctiveness" in that it would not complement local features such as the landscape and would have an adverse impact on the rural and open sense of identity of this part of the town".*

The David Tydesley Landscape Character Assessment work confirms that the village is most closely associated with the rising slopes at the edge of the Ochils rather than the flat Howe of Fife, but the Low Road provides 3 locations where views out over the Howe of Fife are

provided, including the frontage of the proposed site. These are recognised as providing an important sense of identity for the town, which should be maintained. Fife Council as planning authority supports the Reporter's analysis in this respect.

The LVA (Barton Willmore) proposes the "*development layout to maintain visual corridors and preserve views out to Lomond Hills*", but in practice it is considered the full extent of the open gap between the existing buildings on Low Road needs to be maintained free of development to achieve this. This is one reason the proposed development site cannot be supported. The development would undermine the distinctiveness of the place, and is contrary to FIFEplan Policy 14, Making Fife's Places and SPP's policies on Placemaking.

In addition, when considering the possible housing numbers as discussed above, an addition of between 68 and 114 units is not considered to represent "*small-scale built development..[that] could readily be absorbed into this varied landscape*" to be consistent with the Landscape Guidelines set out in the Fife Landscape Character Assessment for the Lowland Hills and Valleys. As the proposal would not protect landscape character and views, it would be considered contrary to Policy 2, Policy 8 and, Policy 13 of FIFEplan.

In the event the landowner wishes to progress with an application on this site, a layout and built form should be consistent with Making Fife's Places. This should include:

- Low natural stone walling onto the Low Road;
- Development fronting onto the Low Road and Carswell Wynd;
- Clear visual corridors through the development to open countryside to the south, across the Eden Valley to the Lomond hills;
- Built form and character to be respectful of the townscape and landscape character and the setting of the Conservation Area;
- Several points of vehicular access including through Stratheden Place, and onto the Low Road via Carswell Wynd;
- Hedging/ stone walling with trees and appropriate green landscape open space buffer onto the edge with the countryside and connecting into the existing POS to W. The provision of allotments is encouraged. Views from the S of high rear timber screen fences would not be acceptable; and,
- An articulated built edge behind the landscape buffer to the south. It must not present a uniform development pattern along this sensitive edge of the site. It should incorporate differences in massing and roofscape and include units with single or 1½ storeys height and, varying gaps between housing units.

Views to be considered from a range of viewpoints, particularly to the south, including from rights of way and the Lomond Hills. These should be agreed by Fife Council officers prior to undertaking detailed landscape and visual appraisal work.

On the basis of the above, it is considered that the site represents significant design challenges which will be difficult to overcome. If an application is to come forward on this site,

these challenges must be met and an innovative design solution that promotes development design of the highest quality is expected.

### **Green Infrastructure and Open Space**

FIFEplan Policy 3: Infrastructure and Services ensures that new development makes provision for infrastructure requirements to support new development. This includes green infrastructure and green network requirements, such as open space and amenity space. Policy 10: Amenity presumes against the loss of such assets. Policy 13: Natural Environment and Access protects natural heritage and access assets whilst also promoting the enhancement of green networks and greenspaces and access arrangements to encourage outdoor recreation.

Making Fife's Places encourages an integrated approach to the provision of green infrastructure, open space, SuDS and other green network assets. This is to secure opportunities to enhance biodiversity connectivity and promote healthy active enjoyment of outside spaces. The Supplementary Guidance, in Table 1, sets out how different proposals will be expected to deliver green infrastructure requirements, depending on the type and scale of development proposed. Generally, the expectation is that 60 sqm of open space per residential unit will be required. How this requirement is delivered should have regard to the findings of the Fife Greenspace Audit. FIFEplan Policy 4: Planning Obligations provides a policy basis to secure off-site financial contributions toward green infrastructure enhancement of existing assets, where this is deemed to be appropriate.

Proposal AUC 001 includes a Green Network Priority for the site, namely "Consider the appropriateness of an off-site contribution to enhance the quality and multi-functionality of the existing greenspace to the west".

The pre-application proposal has been reviewed by Fife Council's Parks, Development and Countryside Team. It is noted that the Auchtermuchty Community Trust have recently upgraded the Low Road Play Park in 2017. Further upgrades to the play park and therefore not considered necessary or feasible, due to drainage capacity of the park. The proximity of the adjacent playing fields and play park do provide the opportunity to diversify the open space provision within Auchtermuchty. There is currently a waiting list for allotments in the local area and few opportunities to increase their supply. Therefore, the applicant should consider the potential to include allotments within the site in lieu of the above open space requirements and the Green Network Priorities of FIFEplan Proposal AUC 001.

The Fife Greenspace Strategy 2010-2016 is currently under review but for the purposes of open space proposals it remains extant. For Auchtermuchty, the strategy notes that the village has two reasonable quality greenspaces, but the amount of greenspace is below the Fife average. As a result, the strategy notes the village may benefit from additional greenspaces and opportunities will depend on development proposals coming forward.

Therefore, the final proposal for this site should consider the inclusion of good quality greenspace in the form of allotments to help increase the amount of greenspace in the village and diversify the type of greenspace available. Further discussions can be arranged between Fife Council officers and the design team on request to further develop this element of the proposal.

### **Transportation Issues:**

FIFEplan Policy 3 requires new development to provide an appropriate level of supporting infrastructure to address its direct impact on local transport and access routes to link with existing networks. Policy 10 supports development that does not have a significant detrimental impact on the amenity of existing or proposed land uses in relation to traffic movements and construction impacts. Policy 14 promotes development that is (inter alia) easy to move around and beyond, that is places where street design considers all users and is well connected to existing networks, putting people and place before vehicular movement.

Appendix G to Making Fife's Places. Developments should also take into account Scottish Planning Policy, Designing Street guidance and other relevant national policy standards where appropriate.

The pre-application enquiry proposes three feasible vehicular access points connecting the site to the public road network. These are: directly from A91 Low Road; to Carswell Wynd; and, to Stratheden Place.

There is a fairly steep incline at the junction access of Stratheden Place with the A91 public road. This may be of some concern depending on the amount of units proposed.

Should access be taken onto the A91 public road, which is a classified road, there will be a requirement for the junction spacing to meet with the Fife Council Junction Spacing Standard of 100m distance between junctions on both sides of the carriageway on Distributor Roads. This spacing cannot be achieved on this stretch of road and depending on the amount of units proposed, this may be a concern that will require to be addressed.

Access onto the Fife Council adopted section of Carswell Wynd is acceptable although, there is no public footway adjacent to the development site. There may be a requirement for an adoptable footway to be constructed on this section.

### **Flood Risk and Drainage:**

FIFEplan Policy 3: Infrastructure and Services requires new development to provide the necessary supporting infrastructure and services to serve the new uses for the site. This includes foul and surface water drainage, including Sustainable Drainage Systems (SuDS).

Policy 12: Flooding and the Water Environment requires new development proposals to ensure that it is not at risk from flooding nor will it increase the risk of flooding elsewhere. It is also expected the proposal will demonstrate that the ecological quality of the water environment will not be adversely affected by the proposal.

Policy 13: Natural Environment and Access promotes an integrated approach to green networks and greenspaces which may include SuDS.

No details of any proposal for surface water disposal have been submitted in support of this pre-application consultation.

There are no recorded incidents of flooding on this site. The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) requires that a Sustainable Drainage System (SUDs) is installed for all new developments, with the exception of runoff from a single dwelling or discharge to coastal waters. The development is of a size that will require attenuation of storm water, a Sustainable Drainage System (SUDS) and forward flow restriction.

The part of the site that is allocated in FIFEplan for housing, Proposal AUC001, sets a requirement for development to be informed by a **Flood Risk Assessment**.

Flooding and Flood Risk Management is a subject that all developers and individuals must take into consideration when proposing to develop a site. This is in line with current legislation, guidance documents and good practice. It is a legal requirement to provide Sustainable Drainage for any development greater than a single dwelling house as well as a requirement to consider flood risk for all development proposals. This is required under the Flood Risk Management (Scotland) Act 2009, the Sewerage (Scotland) Act 1968 and the Water Environment Water Services (Controlled Activity) (Scotland) Regulations 2011.

As this is a requirement for all developments, Fife Council consider that all developers should have considered Flood Risk to a detailed level prior to submission of their planning application. Sustainable Drainage Systems (SuDS) has been a legal requirement since 2007 and it is well established that the best designs for a SuDS System will manage surface water above ground level. The detailed design of the drainage system should be considered at the planning application stage to ensure best practice in design by demonstrating that adequate land is provided for the SuDS system and that it is designed to blend in with the proposed development while delivering a drainage solution to the agreed treatment volumes.

For this reason, from 1 February 2017 Fife Council require detailed information (where applicable) on flood risk/SUDS to be submitted as part of all planning applications. **If the information and the design and check certificates (Appendices 1 and 2 for SuDS design and Appendices 3 and 4 for Flood Risk Assessments) are not submitted with the application then the application will not be validated.**

The detailed guidance

([http://publications.fife.org.uk/uploadfiles/publications/c64\\_SuDSGuidanceFinalNov2016.pdf](http://publications.fife.org.uk/uploadfiles/publications/c64_SuDSGuidanceFinalNov2016.pdf)

) on our website outlines the level of information we need. This is in line with the requirements of many other Local Authorities in Scotland.

### **Land & Air Quality:**

PAN33: Developing Contaminated Land provides details on the remediation of land contaminated by previous land uses and activities in order to make sure that land is made suitable for the proposed new use.

Fife Council records indicate the site is adjacent to a former garage and the former Fife Iron Foundry, the railway line located adjacent to the site and the former sand pit located in the vicinity of the site, it is advised that an appropriate contaminated land **Site Specific Risk Assessment** would be required in accord with the advice contained in Fife Council's guidance booklet "Advice for Developing Brownfield Sites in Fife".

This assessment may include the relevant testing of soils, waters, gases and vapours in order to adequately characterise the potential type(s), nature and scale of contamination associated with the site. The outcomes of such investigations will determine the remedial measures which may be required, details of which should be submitted to Fife Council's Land & Air Quality team for comment.

It is also advised that parts of the proposed development site may potentially be affected by Radon whereby suitable protection measures may be required. It is advised that this matter be investigated further should development proposals progress.

### **Residential Amenity:**

FIFEplan Policy 10 includes requirements to ensure new development achieves acceptable standards of amenity across a range of considerations. These considerations include noise. PAN 1/2011: Planning and Noise provides technical guidance for the assessment of noise impacts of and on new development.

Due to location and nature of your development proposals there is a risk that the development may be adversely effected by noise from road traffic and the adjacent MOT Test Centre on Low Road. A **Noise Report** is required to support an application, drafted in accordance with PAN 1/2011. This report should be able to demonstrate that a minimum internal amenity standard can be achieved. The report shall

- (i) Determine the existing noise climate
- (ii) Predict the noise climate in gardens (daytime), bedrooms (night-time) and other habitable rooms of the development

(iii) Detail the proposed attenuation/design necessary to protect the amenity of the occupants of the new residences (including ventilation if required).

(iii) Aim to achieve the following maximum levels:

- a. 35dB16hr LAeq between 0700 and 2300 hours in any noise sensitive rooms in the development;
- b. 30dB8hr LAeq between 2300 and 0700 hours inside any bedroom in the development;
- c. 45LAMax dB between 2300 and 0700hrs inside any bedroom in the development; and,
- d. 50dB16hr LAeq between 0700 and 2300 hours in any external amenity space.

If levels predicted in the report are unacceptable, it may be necessary to refuse the application. Otherwise, it may be necessary to specify attenuation measures as conditions of consent.

A competent person should undertake any noise survey and developers may wish to contact the Association of Noise Consultants <http://www.association-of-noise-consultants.co.uk/Pages/Links.htm> (01736 852958) or the Institute of Acoustics <http://www.ioa.org.uk> (01727 848195) for a list of members.

The REHIS Briefing Note 017 Noise Guidance for New Developments advises that only in exceptional circumstances should satisfactory internal noise levels only be achievable with windows closed and other means of ventilation provided.

Predictions of internal noise levels within noise sensitive premises must be calculated based on an open window scenario. For the purposes of this guidance exceptional circumstances are considered to be proposals which aim to promote sustainable development and transport within the local authority area and which would provide benefits such as:

- (a) reducing urban sprawl
- (b) reducing uptake of greenfield sites
- (c) promoting higher levels of density near transport hubs, town and local centres
- (d) meeting specific needs identified in the local development plan

Exceptional circumstances will, therefore, generally apply only to sites, which are small to medium in scale, within urban areas. This may include sites in established residential areas; brownfield sites; town and village centres, and sites near public transport hubs.

If the application is made without a noise report, and it is essential to allow the full consideration of the proposals, there is a risk that your application may be refused due to lack of information.

FIFEplan Policy 10 also considers other potential issues relating to amenity impacts. These include air quality, odour and light pollution, loss of privacy in residential properties, loss of daylight and sunlight in private garden ground, traffic and construction activities and the impact on adjacent commercial operations. Detailed guidance is available on topics such as daylight/ sunlight, minimum window distances and the provision of garden ground within residential development plots.

The site is located next to existing residential properties and so it is important that any Design/ Design & Access Statement examines the impact of the proposal on these properties, in relation to the considerations set out in Policy 10 and the appropriate planning customer guidelines.

To demonstrate compliance with FIFEplan Policy 10, the design of the proposal should include an examination of their interrelationship to ensure that the activities of one do not compromise the amenity of the other.

An assessment of the application will be undertaken to ensure the site layout and detailed design of any proposal meets appropriate standards set out above. Therefore, prior to submitting the application, the applicant is advised to undertake their own analysis to ensure the layout and design of the site is compliant.

### **Natural Heritage:**

FIFEplan Policies 12 and 13 states that development proposals will only be supported where they protect or enhance natural heritage and access assets. Where adverse impacts on existing assets are unavoidable we will only support proposals where these impacts will be satisfactorily mitigated.

Development proposals must provide an assessment of the potential impact on natural heritage, biodiversity, trees and landscape and include proposals for the enhancement of natural heritage and access assets, as detailed in Making Fife's Places Supplementary Guidance. Development proposals likely to have a significant effect on a Natura 2000 site will not be in accordance with the Plan if it cannot be ascertained, by means of an Appropriate Assessment, that they will not have an adverse effect on the integrity of Natura 2000 site(s). Unless there is an imperative reason of overriding public interest development that impacts negatively on these sites will not be supported.

There are no statutory nature conservation designations covering the site. The site at present appears to be agricultural, part of an arable field with just a few hedgerows and trees along the site boundaries which should be retained. There is great potential to provide biodiversity enhancement which is required by policy.

An integrated approach to biodiversity enhancement, landscaping and SUDS design, as detailed in Making Fife's Places Supplementary Guidance must be demonstrated. A **Landscaping Plan** should be provided, ideally incorporating native species rich hedgerows along boundaries and trees including street trees. Also a wildflower grassland strip/buffer created along hedgerow site boundaries would provide shelter and foraging for farmland species.

Biodiversity enhancement should be considered throughout the design process. Details of biodiversity enhancement must be provided with the application as required by policy. Making Fife's Places Supplementary Guidance covers the integration of biodiversity enhancement into design.

Surface water management should be taken out of pipes as far as possible. SUDS should be integrated into the environment as visually attractive features, which can also provide beneficial habitat for wildlife and enhance biodiversity.

To maximise biodiversity native species of native origin should be used for landscaping. Also expected would be use of some of the following: swales (wet and dry), rain gardens, green/living roofs and walls, integrated bat roost boxes and integrated bird nesting boxes, and wildflower grassland instead of amenity grassland. Making Fife's Places Supplementary Guidance covers the integration of biodiversity enhancement into design.

### **Low Carbon Fife**

FIFEplan Policy 11: Low Carbon Fife requires new proposals to demonstrate:

- It can meet the CO2 emissions reduction targets in force at the time;
- Their construction materials are from local or sustainable sources;
- Water conservation measures and SuDS are in place;
- Facilities are provided for recycling waste.

The design of the care home facility and affordable homes will need to demonstrate compliance with the above requirements. The assessment of compliance or otherwise will likely only be undertaken during the consideration of a detail application. However, for a PPP application, it is expected the applicant will be able to demonstrate consideration and commitment to meeting these requirements as the proposal is advanced.

### **Historic Environment:**

FIFEplan Policy 1 Part B requires development to address their impact on historic built environment assets. FIFEplan Policy 14: Built and Historic Environment supports development which protects or enhances the qualities of listed buildings or their setting.

The site lies within the area designated by the Council as the Howe of Fife Archaeological Area of Regional Importance. The site is not covered by any other historic environment designations. The proposal has been reviewed by Fife Council's Built Heritage team. The

review concludes that the proposal is unlikely to result in any significant detrimental effects on any listed buildings or the Auchtermuchty Conservation Area. However, it is expected that the impact on these designations is considered through the **Design/ Design and Access Statement**.

Auchtermuchty is a settlement of considerable antiquity. The place-name is Gaelic, so was probably coined in the 9<sup>th</sup> Century. The settlement was a thriving agricultural village and a royal possession by the 12<sup>th</sup> Century. Between 1204 and 1210 the village became a possession of the Earl of Fife, who kept a residence in the village. It was then returned to the Crown in 1425 and erected as a royal burgh in 1517.

The area surrounding the village is rich in archaeological sites, the most notable perhaps being the Flavian period (late 1<sup>st</sup> century AD) temporary Roman marching camp on the east of the burgh. Many further cropmark archaeological sites of probable prehistoric date exist on the lands around the burgh.

Within the development site itself, a large cropmark enclosure of indeterminate date or nature is recorded whilst the south west corner of the site is covered by a suite of archaeological cropmarks. These deposits are commensurate in nature with unenclosed prehistoric settlement although they could be medieval in date.

The presence of archaeological remains within the development site must be managed appropriately as part of the development process, in accord with FIFEplan Policy 14. Therefore, an archaeological condition would be attached to any consent granted which would require investigation be undertaken prior to works commencing. The applicant should engage the services of a suitably qualified archaeological consultant. Further engagement with Fife Council's archaeologist will be an important part of the site investigation to determine the scope of further archaeological investigations.

### **Affordable Housing:**

FIFEplan Policy 2: Homes makes provision for a proportion of private market housing units are to be made available as affordable homes. Figure 2.1 sets out the affordable housing requirement in each Housing Market Area (HMA), in accord with Fife Council Affordable Housing Supplementary Guidance. The site is located in the Cupar HMA and so a 20% affordable housing contribution is expected.

It is recommended that early engagement with Fife Council Housing and Neighbourhood Services is undertaken during the design process to ensure that the requirements for delivery of affordable housing provision, including an appropriate mix of house types, is incorporated into the plans for a full planning application.

In response to this pre-application consultation for 60 units, the affordable housing requirement is 12 homes. Housing and Neighbourhood Services have proposed to following mix:

House Type	2 bed	3 bed	4 bed	5+ bed	Total
GF Cottage Flat (Amenity)					0
Upper Cottage Flat					0
Amenity Bungalow		1			1
Wheelchair Bungalow			1		2
2 Storey House		6	3	1	10
<b>Total</b>		<b>7</b>	<b>4</b>	<b>1</b>	<b>12</b>

The density of affordable housing should equate to approximately 30 units per hectare. Policy 2 requires affordable housing to be fully integrated and indistinguishable from mainstream housing. Fife Council's Affordable Housing Supplementary Guidance provides further detail on providing affordable housing as part of larger residential developments and advises on the types of delivery models promoted by Fife Council.

### **Financial Contributions:**

Section 75 of the Planning Act provides a mechanism to secure planning obligations, either as financial or in kind contributions towards the provision of infrastructure necessary to make the development acceptable, where otherwise permission would have to be refused.

Circular 3/2012: Planning Obligations and Good Neighbour Agreements sets out five tests which must be met in order for a planning obligation to be acceptable. These tests require an obligation to be: necessary; serve a planning purpose; relate to the development; relate in scale and kind; and be reasonable in all other respects.

Fife Council has published a draft Planning Obligations Supplementary Guidance with the intention of adopting it as statutory supplementary planning guidance sometime in 2018. It provides details on the types and scale of development that is expected to require to make a financial contribution towards necessary infrastructure.

### **Education:**

Due to the nature and location of your proposals the development may have an impact on the school rolls of the primary and secondary schools in the area. During the processing of the

application we will establish if such an impact occurs. It is Fife Council's policy to seek financial contributions to offset the impacts on the individual schools.

The application site is within the catchment area for:

- Auchtermuchty Primary School and Bell Baxter High School; and,
- St Columbas RC Primary School and St Andrews RC High School.

Auchtermuchty Primary School has capacity for around 226 pupils and the current school roll is 167 pupils (2016/17 school session). There is spare capacity for around 59 pupils. It is unclear at this stage the pupil product that can be expected to be generated by the development. Fife Council assume that for every 100 homes built, 35.4 primary school age pupils will require education services in the area. On this basis, the current spare capacity would be sufficient to accommodate an additional 166 homes. Therefore, it appears on the face of it that there is currently sufficient primary school capacity to accommodate the new pupils generated by this proposal.

There is currently no identifiable capacity risks relating to the new pupils generated by new housing sites promoted in FIFEplan as it relates to Bell Baxter High School. However, there may be a long-term capacity risk relative to the cumulative impact together with new pupils generated by the Strategic Development Area in Cupar. Any additional housing sites approved over and above those currently promoted in FIFEplan may contribute to a cumulative impact on the capacity of Bell Baxter High School. Therefore, a financial contribution may be sought on this basis.

It is recommended that the applicant undertakes their own analysis of non-denominational and denominational school estates as part of the design process of any future application in this area. Once the application is submitted, further engagement with Fife Council Education Services will be undertaken to assess the extent of capacity risk at the time of determination. The conclusion of this updated assessment may include options for increasing capacity to accommodate the development, where appropriate.

#### Transport:

There are no strategic transport intervention required in this part of Fife. Therefore, no financial contributions will be required from this development.

#### Open Space/ Play Facilities:

It is expected that on-site open space provision will form part of any development proposal, in line with the Open Space and Play Facilities comments set out above. Therefore, no financial contribution as a planning obligation for open space will be sought.

#### Public Art:

Due to the nature and size of your proposals it is likely that the Council would expect the development to deliver public art as an integral part of the development. I would recommend that you prepare a public art strategy for this development and submit it with your application.

Fife Council's Planning Obligations Framework Guidance requires public art provision to equate to £300 per private market house and the strategy should set out a programme of works which can be delivered within this budget. If the strategy is approved then the implementation of which may be secured via a condition rather than through the appropriation of monies via a legal agreement.

### **Application Submission Documents:**

#### Access Information

Details of the vehicular access to the site must accompany a major application for planning permission in principle.

#### PAC report

A report on the public consultation carried out following this PAN submission must accompany a major planning application. If you do not submit a report or it is deficient in terms of its content then we may decline to determine the application. Advice on this is contained within Circular 1/2013 and the Development Management Regulations.

#### Design & Access Statement

A Design and Access Statement must accompany a major application for full planning permission. Whilst it is not essential for an application for planning permission in principle I would still recommend that you consider preparing it as it may assist in the assessment of your proposals. Advice on the preparation of this statement is included within PAN68 and Fife Council's Making Fife's Places Supplementary Guidance.

#### Contaminated Land

A site-specific risk assessment for contaminated land will be required.

#### Noise

A noise report will be required in support of your application.

#### Flood Risk

A Flood Risk Assessment and Drainage Impact Assessment will be required. This should include detailed development proposals for the surface water drainage and SUDS provisions, including micro-calculations and infiltration test results (if a soakaway and/or infiltration trenches are proposed), along with details of the discharge point.

#### Ecology

A Ecological Survey is recommended to identify the ecological impact of the proposal and to derive the appropriate biodiversity enhancement measures necessary to ensure an integrated approach to this element of the site design.

### Coal

The site is not within a Coal Authority Referral Area and therefore a Coal Mining Risk Assessment is not required.

### Urban Design

A Landscape and Visual Appraisal will be required to support the application and demonstrate the ways in which the development will fit into the landscape along with any appropriate mitigation measures.

A Landscaping Plan will also be required to show the proposed landscaping, taking into account the integrated approach to natural heritage, hydrology, tree retention and landscape impact mitigation the other surveys identify.

### Process:

#### Likely timescales & decision making

As this is a Major application the Scottish Government advise that the Council should strive to determine the application within 4 months of its receipt. With this proposal I would envisage this time period to be reasonable assuming that no significant amendments are required during the processing of the application. Under the current Scheme of Delegation the application must be determined by the relevant Planning Committee (unless the application is being refused solely due to lack of information requested from the applicant).

#### Administration of your application

When contacting the Council to submit correspondence or other documents you can use [development.central@fife.gov.uk](mailto:development.central@fife.gov.uk). This email address takes you direct to the Council's digital mail system. We now encourage all applicants to use this mailing address rather than any case officer's email address. You can still make your application by submitting the paper application forms and documents but the Council is able to accept online applications submitted through the planning portal at <https://eplanning.scotland.gov.uk/WAM/>. With Major applications we would still value at least two copies of paper documents especially large reports and other supporting documents.

#### Application fees

Your application will require a fee before it can be processed. The planning fees relevant to this application would either be:

- (a) planning permission in principle – where the site area does not exceed 2.5ha, £401 for each 0.1ha; where the site area exceeds 2.5ha, £10,028 plus £100 for each 0.1ha in excess of 2.5ha, subject to a maximum in total of £62,500.
- (b) Where the number of homes to be created does not exceed 50, £401 for each dwellinghouse; where the number of homes to be created exceeds 50, £20,050 plus £200 for each dwellinghouse in excess of 50, subject to a maximum in total of £124,850.

Based on the above fee framework, an application for planning in principle on 4.7ha of land would attract a fee of £12,228. For full planning permission, a proposal for 60 homes would attract a fee of £22,050.

You may also be asked for an advert fee to cover the cost of any statutory advert. This is normally £150.00 but with EIA adverts the costs can be higher based on the size of the advert required.

#### How to Pay

Please be aware that Fife Council no longer accepts cash or cheque as payment methods. Your client can however pay the application fee and any applicable advert fees by the following methods:

- The Scottish Government eplanning portal;
- Fife Council Online Payments;
- Telephone payments;
- Bank Transfer.

Whichever payment method you choose please ensure that your payment reaches us within 5 days of submitting your application. For further guidance on how to pay, please visit [www.fifedirect.org.uk/planning](http://www.fifedirect.org.uk/planning) and select the "completing your application" tab from the left hand side of the webpage.

#### Environmental Impact Assessment

Due to the scale and nature of your development proposals I would advise that you consider submitting a screening (and/or) a scoping opinion in relation to the Environmental Impact Assessment Regulations. It would be important to establish if your application needs to be considered under this legislation as soon as possible as it may affect the timescale and cost of the preparation of the application submission documents.

#### Preparation of EIA Documents

As part of the planning application registration process, Fife Council is required to upload the application submission onto the Council's website. To enable this to be done in the most efficient manner, it is requested that each document is limited to fewer than 10MB in size as files submitted which exceed this capacity are required to be split into smaller documents. Unfortunately, Fife Council does not have the resources to actively decide how best to split documents at legible points therefore it would be to your benefit if the documents were grouped together into associated order, each under the 10MB limit. This would then allow the EIA documents to be viewed online by members of the public and consultees in a legible and concise format. In addition, given that some of the information contained within any Ecology chapter may have sensitive information relating to the number and habitat location of protected species, it is advisable to separate it from the main ecology chapter and submit it as a separate appendix. This will ensure that the sensitive information is not uploaded onto

the public website and will only be circulated to the relevant consultees (SNH, Fife Council's Ecologist, etc).

Ordnance Survey Licence

All plans that use the Ordnance Survey map as a base map must be appropriately licensed and details of the date and licence number added to each plan. Please ensure this is addressed in all your documents including any plans inserted within reports and other supporting documents.

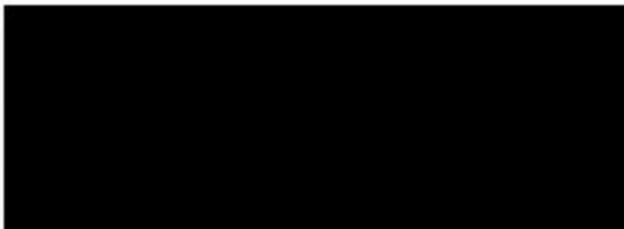
Land Ownership and access rights

If you are not the land owner please note that this advice or any subsequent planning permission does not supersede any requirement for you to gain the appropriate legal control over the land to carry out the development.

Please note that this information is given at officer level only and is made strictly without prejudice to the eventual decision of Fife Council as Planning Authority. Please also note that this advice does not take into account land ownership and extra information may be required for any application. Please refer to our Validation Standards at [www.fifedirect.org.uk/planning](http://www.fifedirect.org.uk/planning) to confirm the exact details required.

I trust this clarifies the position.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Martin J Patrick  
Planner

Luke Garrett  
Gladman Development Ltd  
2 Eliburn Office Park  
Eliburn  
Livingston  
West Lothian  
EH54 6GR

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**Economy, Planning and  
Employability Services**

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Martin Patrick  
03451 55 11 22  
development.central@fife.gov.uk

Your Ref:  
Our Ref: 19/02021/PREAPP

Date 30<sup>th</sup> August 2019

Dear Mr Garrett

**Application No:** 19/02021/PREAPP  
**Proposal:** Pre-application for residential development  
**Address:** LAND AT CARSEWELL WYND, AUCHTERMUCHTY

I refer to your enquiry which was registered on 11<sup>th</sup> July 2019. This letter sets out Fife Council's response to the enquiry which provides an initial position on the principle of development relative to the development plan and other material considerations. This letter also sets out the supporting documents it is expected the applicant should submit to demonstrate compliance with the subject policies of the development plan and other material considerations. This letter also provides advice on processing of applications and other statutory requirements in relation to any future application which may be submitted.

This letter provides advice based on the following information submitted in support of this enquiry:

- Pre-Application Enquiry Form
- Location Plan (dwg no S038.FI03.005)
- Block Plan (MFA, May 2019)

The site comprises a 1.9ha area of ground currently in agricultural use. The site is irregular in shape, fronting Carsewell Wynd to the east, the A91 Low road to the north and an undefined boundary with the remaining field enclosure to the west and south. Carsewell Wynd provides access to residential properties, a health centre and the Strathview Residential Care Home. It connects to the A91 by a T-junction at the north east corner of the site. The site is generally flat with a steep level change between its northern extent and the A91, where the boundary is defined by a low stone wall. The east boundary is defined by a post and wire fence.

The proposal in this pre-application enquiry is indicated as residential development, specifically affordable housing including access, open space, landscaping and associated

Planning  
Economy, Planning and Employability Services  
Kingdom House, Kingdom Avenue, Glenrothes, KY7 5LY  
03451 55 11 22

engineering works. The proposal is supported by a delivery partner, Kingdom Housing Association who are a registered social landlord and the Council's preferred affordable housing delivery agency.

According to the Block Plan, a total of 49 homes could be developed on the site. These would comprise a mix of 2, 3, 4 & 5 bed homes with provision for general and special needs housing. Parking is provided at 2 spaces per 2 – 4 bed homes and 3 spaces for a 5-bed property. A further 12 spaces would be provided for visitor parking. Open space would comprise an area totalling 2,940sqm primarily provided on land adjacent to the Strathview Residential Care Home, and other pockets through the site. SuDS would be provided to the south. Landscape trees are provided through the street network and amenity spaces. The site access is provided at two points connecting to Carswell Wynd which connects to the A91 at the existing T-junction. Two further communal access points would be provided to properties on the north. Four further properties would directly access Carswell Wynd. An access point to four visitor parking spaces is also proposed to the north of the site. All other properties would be accessed via the internal road network which runs through the centre of the site, terminated at the south boundary. Of the 49 homes, all vehicle movements would use the T-junction with the A91 and 40 would use the internal street proposed.

The site is located to the south of, but out with the extent of, the settlement boundary of Auchtermuchty, as defined by the Adopted Fife Local Development Plan (FIFEplan). To the west of the site, adjacent to Stratheden Place is AUC001: East of Stratheden Place. This 0.7ha site is allocated in FIFEplan for housing with a capacity for around 18 homes. FIFEplan indicates a Flood Risk Assessment is required to support an application for permission on this site. The proposal should also consider the appropriateness of an off-site contribution to enhance the quality and multi-functionality of the existing greenspace to the west.

The majority of Auchtermuchty is located north of Low Road and grouped around the B936 road to Newburgh, following the course of a small burn which runs through the centre of the village. It was only after the Second World War with the erection of new homes on Stratheden Place that the village extended to the south of Low Road and the west of the burn. The settlement has largely retained this form since with small scale development along Carswell Wynd providing limited growth in this direction. The historic core of Auchtermuchty is designated as a Conservation Area. The west boundary of this area extends to the north east corner of the site, opposite the junction of Carswell Wynd and the A91 Low Road.

The site is within the catchment areas of Auchtermuchty Primary School; Bell Baxter High School; St Columbas RC Primary School; and, St Andrews RC High School.

The site is not subject to any statutory designations relating to nature conservation. The site is out with any Coal Authority Risk to Development Zone. The site is not affected by any historic built environment designations, beyond its proximity to the Auchtermuchty Conservation Area.

The site is classed as Prime Agricultural Land (Class 2 and 3.1) according to the James Hutton Institute Soil Survey of Scotland. Land to the east of Carsewell Wynd could be subject of contamination from historic industrial works. Land to the south at the field boundary could also be at risk from old railway workings. Land to the south of the site is at risk from flooding, the extent of which does not appear to affect the site in this pre-application enquiry.

### **Hierarchy of Developments:**

I can confirm that the development would be classed as a Local Development in terms of the Hierarchy of Developments Regulations. As such, there is no statutory requirement for Pre-Application Consultation. However, the Council strongly recommends that the developer undertakes some form of consultation/ engagement with the local community so that their views on the proposal can be taken in to account and any issues the community are able to identify through their local knowledge of the site can be addressed in any subsequent planning application.

A Local Development is not obliged to be accompanied by a Design and Access Statement. However, given the design challenges the proposal would face, it is recommended that a Design Statement is submitted to fully justify the proposal in terms of national, regional and local placemaking policies. The Appraisal Method provided by Making Fife's Places provides a very useful evaluation tool for applicants to self-evaluate the proposal. This could be submitted in support of an application, allowing for an easier assessment by officers. A Design Statement should be informed by PAN68: Design Statements and also PAN44: Fitting New Housing in to the Landscape, PAN67: Housing Quality and, PAN78: Inclusive Design.

The Council has 8 weeks to determine an application for a Local Development. The Council's Scheme of Delegation (List of Officers Powers) allows appointed officers to determine local developments, subject to certain criteria. If, for example, the application attracted five or more objections that were contrary to the officer's recommendation, then the application would be removed from an officer delegated powers. In this instance, a recommendation would be presented to elected members of the planning committee for determination.

### **Development Plan Policy:**

The development plan for this site comprises the TAYplan Strategic Development Plan 2017 and the Adopted Fife Local Development Plan (FIFEplan) 2017.

TAYplan sets a region-wide spatial strategy for development in the Dundee/ Perth city region, one that focusses the majority of new development within the existing settlement network. This network is categorised into a hierarchy with the two cities and their core areas as tier 1 settlements, regional towns such as St Andrews and Cupar as tier 2 settlements and smaller towns such as Newburgh and Leuchars as tier 3 settlements. Policy 1: Location Priorities requires Local Development Plans to direct the majority of growth towards settlements within

the hierarchy within a sequential approach prioritising land release within Tier 1, and more modest demand within Tier 2 and Tier 3 settlements.

Policy 1 Part C does allow Local Development Plans to provide some development in settlements out with the hierarchy of settlements, provided it can be accommodated within the settlement and it contributes to the outcomes of this Plan. Proposals for development in the countryside should avoid the suburbanisation of the countryside and unsustainable patterns of travel and development.

Auchtermuchty is not designated as a settlement within the hierarchy of settlements in TAYplan Policy 1. FIFEplan has allocated a small area near the site for development of a modest scale of development, around 18 homes. This is consistent with Policy 1 of TAYplan. By contrast, the site is not allocated nor is it considered to be small scale development. The development could also be considered to result in the suburbanisation of the countryside, contrary to TAYplan Policy 1 Part C. On this basis, the proposal appears to be contrary to Policy 1 of TAYplan as it is not allocated in the LDP for development.

Fife Local Development Plan (FIFEplan) sets out the vision, spatial strategy, development proposals and topic policies to guide decisions on development proposals in Fife. The spatial strategy seeks to balance the growth requirements of the region with protection of its many natural and cultural assets. For the Cupar and Howe of Fife Area, the spatial strategy promotes the development of Cupar North SDA and other smaller proposals to accommodate the majority of the area's growth requirements. Smaller development proposals are identified in Auchtermuchty, Falkland and Newburgh to accommodate the scale of development proposed. For rural areas more generally, the spatial strategy promotes some development in prime agricultural land but remains committed to minimising loss of this important natural resource to irreversible development.

FIFEplan Policy 1: Development Principles provides a framework in which to assess the principle of development all proposal. This framework is set against the presumption in favour of sustainable development provided by Scottish Planning Policy. This presumption in favour is discussed below.

Policy is split into three parts. Part A supports proposals on sites a) within a defined settlement boundary and compliant with the policies for the location; or b) in a location where the proposed use is supported by the LDP. If a proposal does not meet any of the above criteria, the principle may be supported if the development satisfies the criteria in Policy 2: Homes.

Policy 2 support the principle of residential development on those sites allocated for housing in the plan or affordable housing proposals that compliant with policies for the location. The development of sites adjacent to settlement boundaries solely for affordable housing may be supported where there is established and unmet local need and if no alternative site is available within a settlement boundary. Priority is given to the redevelopment of brownfield

sites. The scale of development will reflect the character of the settlement. A maximum of 30 units for settlements of between 200 and 1,000 households and 49 units is appropriate for settlements of greater than 1,000 households. According to the 2011 Census, there were 927 households with residents in Auchtermuchty. A review of Housing Land Audits from 2014 – 2018 confirms no additional households were constructed in this period. Auchtermuchty is therefore considered to be a settlement of less than 1,000 households.

Therefore, to accord with Policy 2 (Affordable Housing), the maximum number of appropriate households is 30. A proposal for 49 units would therefore conflict with this element of the policy. HLA18 confirms there are two housing sites in Auchtermuchty:

- AUC 001: East of Stratheden Place (18 homes) – considered to be ineffective due to limited market/ developer interest;
- AUC 002: Leckiebank Farm (30 homes) – considered to be effective with a developer attached (Muir Homes), but not considered to deliver homes prior to 2023.

As there are other sites within the settlement boundary of Auchtermuchty, the proposal conflict with the requirement of Policy 2 (affordable housing) which requires there to be no alternative sites available.

Policy 2 acknowledges that in some housing market areas in Fife, there is a shortfall in the 5-year supply of effective housing land, or that during the lifetime of the plan a shortfall may emerge. HLA18 position statement for the Cupar and North West Fife Housing Market Area (HLA18, Figure 4.22) confirms there is a slim shortfall of 17 homes. In response, Policy 2 makes provision for the assessment of non-allocated sites to deliver completion within five years to help make up the shortfall. This is in accord with Scottish Planning Policy (SPP).

FIFEplan Policy 2 supports housing proposals within a Housing Market Area with a shortfall in the 5-year supply of effective housing land where it satisfies the following criteria:

1. The development is capable of delivering completions in the next 5 years;
2. The development would not have adverse impacts which would outweigh the benefits of addressing any shortfall when assessed against the wider policies of the plan;
3. The development would complement and not undermine the strategy of the plan; and,
4. Infrastructure constraints can be addressed.

As previously stated, the spatial strategy seeks to balance the growth requirements of the region with protection of its many natural and cultural assets. For rural areas more generally, the spatial strategy promotes some development in prime agricultural land but remains committed to minimising loss of this important natural resource to irreversible development. The site is prime agricultural land for which there is clear protection for provided in the spatial strategy of the development plan. The unplanned, irreversible loss of 1.9ha of prime agricultural land outweighs the potential of the site to contribute to the supply of effective

housing land, of which there is a modest shortfall in the HMA. The proposal would therefore not meet criteria 3 of FIFEplan Policy 2 (Homes).

Paragraph 125 of SPP states that if a shortfall in the 5-year supply of effective housing land emerges then the policies for the supply of housing are considered to be out of date. In this event, the presumption in favour of sustainable development becomes a significant material consideration in the determination of a planning application for residential development. FIFEplan Policy 1 also notes the principle of development must be assessed against the backdrop of the presumption in favour of sustainable development provided by SPP.

The criteria SPP promotes to determine what is and what is not sustainable development is provided by paragraph 29. This includes a requirement to conform to the Land Use Strategy. This Strategy provides national level protection for prime agricultural land. Therefore, the development would result in the loss of strategically important national assets, contrary to the definition of sustainable development provided by SPP. As the proposal cannot be considered as sustainable development, it would not find support in the provisions of Paragraph 125. Therefore, the material weight given to the development plan is the primary determining policy for this application.

In summary, TAYplan and FIFEplan comprise the development plan relative to this site. TAYplan sets strategic housing land supply targets which development plans must meet to ensure sufficient land for housing is allocated to meet identified need. Both TAYplan and FIFEplan seek to balance growth requirements with protection of natural assets. Fife Council's Housing Land Audit confirms a modest shortfall in the effective housing land supply in this Housing Market Area. Therefore, the presumption in favour of sustainable development is a significant material consideration alongside the provisions of FIFEplan Policy 2 relating to shortfalls in supply. Policy 2 also provides for small scale affordable housing developments adjacent to settlements under certain conditions.

Taking each in turn, the site is prime agricultural land. Therefore, it does not protect the natural assets of Fife or the TAYplan region. It does not conform to the Scottish Government's Land Use Strategy and so is not considered to be sustainable development. Therefore, the site is unsuitable as a windfall site to contribute to the supply of effective housing land. The scale of the shortfall is considered modest and not of sufficient extent to outweigh the protection provided to prime agricultural land.

For affordable housing sites, the proposal exceeds the definition of small-scale development as set by Policy 2. Auchtermuchty is a settlement of less than 1,000 households and so a maximum figure of 30 homes is set by Policy 2. There are also two other sites within the settlement which could be developed to deliver new housing. Development of this site, if permitted, could undermine the delivery of these allocated sites and further undermine the development strategy of the development plan. Again, the proposal fails to conform to the qualifying criteria of FIFEplan Policy 2 (affordable housing).

On the basis of the above, it is likely any future application would be refused by officers.

### **Development Design:**

Scottish Planning Policy puts place-making at the heart of the Scottish Planning System and promotes the six qualities of a successful place measure to ensure that new developments result in places that are:

- Distinctive;
- Welcoming;
- Adaptable;
- Resource Efficient;
- Safe and Pleasant; and,
- Easy to Move Around and Beyond.

Fife Council's Making Fife's Places provides more detail on the application of these policies and Policies 3, 11, 12, 13 and 14 of FIFEplan. FIFEplan Policy 14 is based on SPP's six qualities of a successful place and Making Fife's Places provides an evaluation framework on which the adherence to these place-making principles, in a Fife context, will be determined.

This guidance covers a range of issues relating to the design of development including built and natural heritage, the design of streets, green infrastructure and buildings, sustainability and public art. It sets out the level of information and site appraisal that will be required from new development proposals at the planning application stage.

As previously set out, it is recommended an application is accompanied by a **Design Statement**. This will allow the applicant to demonstrate to the Council that development of the site has been design in accord with the policy standards set at national, regional and local level.

Based on the block plan provided, the south and west boundaries of the site appear to follow no specific natural feature. The southern extent appears to avoid an area of flood risk to the south and this is welcomed as a response to this issue. However, together with the west boundary, the site appears to be unrelated to its natural context. This conflict with good placemaking principles which encourage new developments that are generated out of an understanding of and appreciation for existing natural assets of a site and its surroundings.

Furthermore, the proposal for 49 homes within an area of 1.9ha appears to be arbitrary constructs designed to maximise the development opportunity of the site. The proposal seems to be designed to remain under the statutory thresholds that define what is and what is not a Major Development, or an acceptable small-scale affordable housing development at the edge of a settlement as defined by the development plan. These factors appear to be the principal driver of the design solution presented in this pre-application enquiry, rather than a solution derived from careful study of the site's context. Therefore, my view is that the

proposed layout relates poorly to the site context, as defined by the natural features of the site and its surroundings. This conflicts with the principles of good placemaking and urban design as promoted by national, regional and local planning policy.

Further consideration of the detailed design of the development would require detail of housetypes, boundary treatments, street design and materials, and landscaping plans. Again, reference to Making Fife's Places should be made to guide the appropriate selection of details to ensure the proposal would result in a successful place in this location. For a development in this location, these details should be based on the existing architectural features of Auchtermuchty and what makes this place distinctive, in order to ensure this distinctiveness is carried forward in new development. A generic layout, housetypes, boundary treatments, street design and landscaping is inappropriate for this sensitive location and such a proposal would not be favoured by the planning authority.

The site appears to be poorly conceived at a fundamental level and a comprehensive justification will be required to support any future application. This justification should seek to overcome the initial views of the proposal expressed in this letter, and that the development can be and is designed according to the best principles of urban design. If it is considered by officers that the site does not conform to the six qualities of successful places, then the proposal will be refused for the reasons of conflict with TAYplan Policy 2, FIFEplan Policy 14 and Making Fife's Places. Proposal refused on the basis of design can be expected to be upheld at appeal, in accord with SPP paragraph 56.

Furthermore, failure of a development to conform with the six qualities of a successful place means it also fails the SPP test of sustainable development as defined in paragraph 29. If the proposal cannot be considered to be sustainable development, it cannot contribute to a shortfall in the supply of effective housing land.

### **Landscape and Visual Impact:**

FIFEplan Policy 1 Part B (7) requires all development proposals to safeguard the character and qualities of the landscape. Part C (7) promotes the six qualities of a successful place. Policy 10: Amenity requires proposals to demonstrate the development would not result in a significant detrimental impact on amenity in relation to visual impact. Policy 13: Natural Environment and Access protects natural heritage and access assets and encourages the enhancement of designated sites of local importance, including Local Landscape Areas as well as landscape character and views more generally.

Making Fife's Places Supplementary Guidance sets out the level of site appraisal an applicant is expected to undertake as part of the design process. This includes a consideration of the landscape setting, character and the topography of the site. This consideration is particularly important when determining proposals at the edge of a settlement. The appraisal process may also require an assessment of the townscape

character of the site context, where appropriate. Appendix B of the Supplementary Guidance sets out the detailed site appraisal considerations in relation to landscape change.

Scottish Planning Policy Paragraph 194 promotes positive change that maintains and enhances distinctive landscape character. Paragraph 202 states that development should be designed to take account of local landscape character and the potential effects on landscapes, including cumulative effects. SPP directs planning authorities to adopt a precautionary approach when considering landscape impacts, but also to consider the ways in which modifications to a proposal could be made to mitigate the risk (paragraph 204).

Representations were made to the Proposed Local Development Plan by the landowners requesting that the site be allocated as a housing site within FIFEplan (Candidate site AUC004). The Reporter acknowledged that:

*This greenfield site is located to the south of Auchtermuchty outside the settlement envelope in the St Andrews and East Fife Local Plan. It is currently in agricultural use and bounded by existing housing to the east and north across Low Road; a garage and housing site AUC001 – East of Stratheden Place (allocated for 18 houses) to the west; and open countryside to the south. Expansive open views across the site provide one of the few remaining unobstructed views of the Lomond Hills from Low Road when entering or leaving Auchtermuchty. I agree that these views are an important aspect of the rural character and appearance of this part of Auchtermuchty and provide an important connection with the landscape setting of the town. Views across the allocated housing site AUC001 are already blocked by a row of built development along Low Road.*

*I have noted the argument that this would be a gap/infill site compatible with development on either side and the concept plans submitted attempting to illustrate how the visual impact of the development of this site could be reduced and a defensible settlement boundary created. However, I am not convinced that the proposed 30 houses could be accommodated on the 1.2 hectare site without a significant visual and landscape effect. Notwithstanding its location adjacent to the settlement boundary, the proposed development would contravene one of the 6 qualities of successful place listed in Scottish Planning Policy “distinctiveness” in that it would not complement local features such as the landscape and would have an adverse impact on the rural and open sense of identity of this part of the town. The loss of private views from the 3 residential properties on the north side of Low Road has not been material to my considerations.*

*The assertion that the allocation of a larger site for 50 dwellings would make the adjacent allocation for 18 dwellings (AUC001) more marketable, would not outweigh the resultant adverse impacts.*

*Taking all of the above into account, I do not consider that the proposed development of this site is justified. The potential for the site to integrate reasonably well with and support existing facilities in Auchtermuchty, its accessibility to public transport, the lack of sensitive natural*

*heritage designations, the site's overall effectiveness and the various other supporting information provided by the promoter of the site, do not alter my view. I conclude that no change to the proposed plan is required."*

It is acknowledged that the Block Plan shows only two properties sited along Low Road, thereby maintaining some continuation of views from the Low Road to the south west towards the Lomond Hills Local Landscape Area. This would address some of the issues raised by the Reporter in the consideration of candidate site AUC004 at the LDP Examination. However, with reference to our previous comments on 17/03828/PREAPP, it is considered by officers that the full extent of the gap in development on the south side of Low Road should be maintained. Therefore, the layout would still generate an unacceptable landscape and visual impact, contrary to the stated policies.

The Reporter's comments regarding distinctiveness remain relevant. The candidate site considered at Examination proposed 30 homes over a 1.2ha site, or 25 homes per hectare. The proposal in this pre-application enquiry proposes 49 over 1.9ha site, also around 25 homes per hectare. Considered with the comments above regarding design and placemaking, the applicant needs to consider the ways in which development of the site maintains the distinctiveness of the existing townscape/ landscape relationship that this site provides to the village.

Therefore, any future application should be accompanied by a **Landscape and Visual Appraisal**. This appraisal should also consider the impact of development on the settlement character of Auchtermuchty as well as the impact on the landscape character of the surrounding countryside. The LVIA should consider the following issues:

### **Auchtermuchty Settlement Form**

The unique and historic settlement form of Auchtermuchty was analysed as part of the Site Assessment process for the preparation of FIFEplan. The conclusions reached by Fife Council officers are as follows:

*Medium sized village. Clustered historic settlement at junction of roads E-W and N-S with rural lanes, through N edge of Howe of Fife. On Auchtermuchty Burn and surrounded by rich farmland but also grew with industries such as weaving, distilling, and iron foundries. On route through rolling hills to N and views of Lomond Hills to E. Many historic buildings [houses + landmarks] on main streets - High Rd, Low Rd [now main through-route E-W] High St and Burnside with or without front gardens; often terraced. Rigg gardens; street trees/ garden trees and stone walls are characteristic. **Fingers of dev extending out along roads brings surrounding landscape close to core of village, including along edge at Low Road - directly onto farmland setting.** Expansion to NW in 1950s local authority housing; limited modern cul de sac expansion to edges [mainly bungalows]. Most of A'muchty to N of Low Rd on edge of rising slopes; to S of road part of flat plain. Open space at Recreation gnd*

*to SW of village and behind Primary School; civic space associated with Burn channelled down street in Burnside. [emphasis added as it pertains to the pre-application enquiry site]*

### **Fife Landscape Character Assessment**

The LVA correctly references the Fife Landscape Character Assessment. The work by David Tyldesley and Associates [1999] for SNH is a key document in Landscape and Visual appraisal of potential sites. The mapping is difficult to read, being black and white with poor definition, but it indicates almost all the site falls within The Lowland Hills and Valleys character, and the local designation is covered by LH34. Only a minimal proportion of the overall area along the south edge of the proposed site is covered by the adjacent character Lowland River Basins. This has a local designation of LR56 which extends across the western Howe of Fife.

The description of the Landscape Character type for Lowland Hills and Valleys notes the importance of landscape setting:

*[C.5.18]: The landscape experience of the low hills is probably the most complex and variable in the study area. These are subtle landscapes with variety being a key characteristic that should be valued. The relatively high density of settlement and the busy nature of the landscape, with many people living, working and travelling in the area, mean that the intrinsic landscape value of the Lowland Hills and Valleys is very high. They are the background and context to much of everyday life in Fife, for most of the area's residents. They are landscapes familiar to many people and the landscapes which provide individuals and communities with their sense of belonging. The variety, continuity, maturity and subtlety of the landscape, with its long history of settlement and rural land use, is the essence of the landscape type.*

Description of the Landscape Character type for Lowland River Basins contrasts with many qualities of the Lowland Hills and Valleys. It notes:

*Western part of the Howe of Fife (LR56) is predominantly open, with a regular pattern of intensively cultivated, arable fields. Settlements are few and generally modern and organised or planned in layout.*

### **The Barton Willmore Landscape Visual Appraisal (17/03828/PREAPP)**

A previous proposal was considered at pre-application stage and included a Landscape Visual Appraisal in support. The comments provided by officers to this proposal are reproduced below as they contain views which would be relevant to any updated appraisal.

This document is somewhat misleading with respect to Landscape Character Assessment in 2 respects:

1. while it states that Lowland River Basins [LR56] "covers a small portion of the site", it

goes on to set out Key Characteristics of this landscape character type and Landscape Guidance for this typology before the points covering Lowland Hills and Valleys. In the Summary of Landscape and Visual Issues it quotes one of the Landscape Guidelines for the Lowland River Basin saying:

*"The villages generally would be extended without significant effects on the landscape character, subject to good siting and design"*. Without further commentary on the extents of the site's Character designations this implies the Lowland River Basin category has at least equal or even most significance for the site. By contrast, Fife Council's officer assessment is that only a very narrow triangle along the south edge of the site falls into that category.

2. The LVA fails to pick up an important point under Landscape Guidelines on Settlements and Built Development for Lowland Hills and Valleys. This clearly states that *"The largely unspoilt landscapes ... in the Eden Valley have little capacity to absorb new development of any significant scale. Small-scale built development well designed and related to its landscape setting could readily be absorbed into this varied landscape."*

The David Tyldesley Landscape Character Assessment work confirms that the village is most closely associated with the rising slopes at the edge of the Ochils rather than the flat Howe of Fife, but the Low Road provides 3 locations where views out over the Howe of Fife are provided, including the frontage of the proposed site. These are recognised as providing an important sense of identity for the town, which should be maintained. Fife Council as planning authority supports the Reporter's analysis in this respect.

The LVA (Barton Willmore) proposes the *"development layout to maintain visual corridors and preserve views out to Lomond Hills"*, but in practice it is considered the full extent of the open gap between the existing buildings on Low Road needs to be maintained free of development to achieve this. This is one reason the proposed development site cannot be supported. The development would undermine the distinctiveness of the place, and is contrary to FIFEplan Policy 14, Making Fife's Places and SPP's policies on Placemaking.

In addition, when considering the possible housing numbers as discussed above, an addition of 49 units is not considered to represent *"small-scale built development...[that] could readily be absorbed into this varied landscape"* to be consistent with the Landscape Guidelines set out in the Fife Landscape Character Assessment for the Lowland Hills and Valleys. As the proposal would not protect landscape character and views, it would be considered contrary to Policy 2 and, Policy 13 of FIFEplan and therefore FIFEplan Policy 1 Part B (7) and Part C (7).

On the basis of the above, it is considered that the site represents significant design challenges which will be difficult to overcome. If an application is to come forward on this site, these challenges must be met and an innovative design solution that promotes development design of the highest quality is expected.

### **Green Infrastructure and Open Space:**

FIFEplan Policy 3: Infrastructure and Services ensures that new development makes provision for infrastructure requirements to support new development. This includes green infrastructure and green network requirements, such as open space and amenity space. Policy 10: Amenity presumes against the loss of such assets. Policy 13: Natural Environment and Access protects natural heritage and access assets whilst also promoting the enhancement of green networks and greenspaces and access arrangements to encourage outdoor recreation.

Making Fife's Places encourages an integrated approach to the provision of green infrastructure, open space, SuDS and other green network assets. This is to secure opportunities to enhance biodiversity connectivity and promote healthy active enjoyment of outside spaces. The Supplementary Guidance, in Table 1, sets out how different proposals will be expected to deliver green infrastructure requirements, depending on the type and scale of development proposed. Generally, the expectation is that 60 sqm of open space per residential unit will be required. How this requirement is delivered should have regard to the findings of the Fife Greenspace Audit. FIFEplan Policy 4: Planning Obligations provides a policy basis to secure off-site financial contributions toward green infrastructure enhancement of existing assets, where this is deemed to be appropriate.

The pre-application proposal has been reviewed by Fife Council's Parks, Development and Countryside Team. It is noted that the Auchtermuchty Community Trust have recently upgraded the Low Road Play Park in 2017. Further upgrades to the play park and therefore not considered necessary or feasible, due to drainage capacity of the park. The proximity of the adjacent playing fields and play park do provide the opportunity to diversify the open space provision within Auchtermuchty. There is currently a waiting list for allotments in the local area and few opportunities to increase their supply. Therefore, the applicant should consider the potential to include allotments within the site in lieu of the above open space requirements and the Green Network Priorities of FIFEplan Proposal AUC 001.

The Fife Greenspace Strategy 2010-2016 is currently under review but for the purposes of open space proposals it remains extant. For Auchtermuchty, the strategy notes that the village has two reasonable quality greenspaces, but the amount of greenspace is below the Fife average. As a result, the strategy notes the village may benefit from additional greenspaces and opportunities will depend on development proposals coming forward.

Therefore, the final proposal for this site should consider the inclusion of good quality greenspace in the form of allotments to help increase the amount of greenspace in the village and diversify the type of greenspace available. Further discussions can be arranged between Fife Council officers and the design team on request to further develop this element of the proposal.

### **Transportation:**

FIFEplan Policy 3 requires new development to provide an appropriate level of supporting infrastructure to address its direct impact on local transport and access routes to link with existing networks. Policy 10 supports development that does not have a significant detrimental impact on the amenity of existing or proposed land uses in relation to traffic movements and construction impacts. Policy 14 promotes development that is (inter alia) easy to move around and beyond, that is places where street design considers all users and is well connected to existing networks, putting people and place before vehicular movement.

Appendix G to Making Fife's Places. Developments should also take into account Scottish Planning Policy, Designing Street guidance and other relevant national policy standards where appropriate.

The pre-application enquiry proposes two vehicular access points connecting the site to the public road network both directly to Carswell Wynd. Access onto the Fife Council adopted section of Carswell Wynd is acceptable although, there is no public footway adjacent to the development site. There may be a requirement for an adoptable footway to be constructed on this section.

A full assessment of the proposals in this pre-application enquiry are still to be undertaken by Fife Council transportation officers. This will follow as a supplement to this letter in due course.

### **Flood Risk and Drainage:**

FIFEplan Policy 3: Infrastructure and Services requires new development to provide the necessary supporting infrastructure and services to serve the new uses for the site. This includes foul and surface water drainage, including Sustainable Drainage Systems (SuDS).

Policy 12: Flooding and the Water Environment requires new development proposals to ensure that it is not at risk from flooding nor will it increase the risk of flooding elsewhere. It is also expected the proposal will demonstrate that the ecological quality of the water environment will not be adversely affected by the proposal.

Policy 13: Natural Environment and Access promotes an integrated approach to green networks and greenspaces which may include SuDS.

No details of any proposal for surface water disposal have been submitted in support of this pre-application consultation.

There are no recorded incidents of flooding on this site. Therefore, a flood risk assessment is not required.

The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) requires that a Sustainable Drainage System (SUDs) is installed for all new developments, with the exception of runoff from a single dwelling or discharge to coastal waters. The development is of a size that will require attenuation of storm water, a Sustainable Drainage System (SUDS) and forward flow restriction.

Flooding and Flood Risk Management is a subject that all developers and individuals must take into consideration when proposing to develop a site. This is in line with current legislation, guidance documents and good practice. It is a legal requirement to provide Sustainable Drainage for any development greater than a single dwelling house as well as a requirement to consider flood risk for all development proposals. This is required under the Flood Risk Management (Scotland) Act 2009, the Sewerage (Scotland) Act 1968 and the Water Environment Water Services (Controlled Activity) (Scotland) Regulations 2011.

As this is a requirement for all developments, Fife Council consider that all developers should have considered Flood Risk to a detailed level prior to submission of their planning application. Sustainable Drainage Systems (SuDS) has been a legal requirement since 2007 and it is well established that the best designs for a SuDS System will manage surface water above ground level. The detailed design of the drainage system should be considered at the planning application stage to ensure best practice in design by demonstrating that adequate land is provided for the SuDS system and that it is designed to blend in with the proposed development while delivering a drainage solution to the agreed treatment volumes.

For this reason, from 1 February 2017 Fife Council require detailed information (where applicable) on flood risk/SUDS to be submitted as part of all planning applications. **If the information and the design and check certificates (Appendices 1 and 2 for SuDS design and Appendices 3 and 4 for Flood Risk Assessments) are not submitted with the application then the application will not be validated.**

The detailed guidance

([http://publications.fife.org.uk/uploadfiles/publications/c64\\_SuDSGuidanceFinalNov2016.pdf](http://publications.fife.org.uk/uploadfiles/publications/c64_SuDSGuidanceFinalNov2016.pdf)) on our website outlines the level of information we need. This is in line with the requirements of many other Local Authorities in Scotland.

The SuDS area on the Block Plan appears to be in a logical location in topographic terms. The final designs for this element of the proposal should consider SuDS ponds/ basins not just in terms of engineering solutions, but also in terms of open/ amenity spaces and wildlife and biodiversity assets. The associated landscaping, public access and any associated works should be coordinated to deliver, as far as possible, multiple benefits.

#### **Land & Air Quality:**

PAN33: Developing Contaminated Land provides details on the remediation of land contaminated by previous land uses and activities in order to make sure that land is made suitable for the proposed new use.

Fife Council records indicate the site is adjacent to a former garage and the former Fife Iron Foundry. The railway line located adjacent to the site and the former sand pit located in the vicinity of the site, it is advised that an appropriate contaminated land **Site Specific Risk Assessment** would be required in accord with the advice contained in Fife Council's guidance booklet "Advice for Developing Brownfield Sites in Fife".

This assessment may include the relevant testing of soils, waters, gases and vapours in order to adequately characterise the potential type(s), nature and scale of contamination associated with the site. The outcomes of such investigations will determine the remedial measures which may be required, details of which should be submitted to Fife Council's Land & Air Quality team for comment.

It is also advised that parts of the proposed development site may potentially be affected by Radon whereby suitable has protection measures may be required. It is advised that this matter be investigated further should development proposals progress.

#### **Residential Amenity:**

FIFEplan Policy 10 includes requirements to ensure new development achieves acceptable standards of amenity across a range of considerations. These considerations include noise. PAN 1/2011: Planning and Noise provides technical guidance for the assessment of noise impacts of and on new development.

Due to location and nature of your development proposals there is a risk that the development may be adversely affected by noise from road traffic and the adjacent MOT Test Centre on Low Road. A **Noise Report** is required to support an application, drafted in accordance with PAN 1/2011. This report should be able to demonstrate that a minimum internal amenity standard can be achieved. The report shall

- (i) Determine the existing noise climate
- (ii) Predict the noise climate in gardens (daytime), bedrooms (night-time) and other habitable rooms of the development
- (iii) Detail the proposed attenuation/design necessary to protect the amenity of the occupants of the new residences (including ventilation if required).

The noise report should consider all existing noise sources and use the most relevant method of noise assessment applicable to the particular noise source being assessed. It is strongly recommended that prior to commencing any noise impact assessment, the appointed noise consultant liaise with Fife Council, Public Protection to agree the location of

noise sensitive receptors, relevant noise assessment methodology and establish appropriate noise assessment criteria.

If levels predicted in the report are unacceptable, it may be necessary to refuse the application. Otherwise, it may be necessary to specify attenuation measures as conditions of consent.

A competent person should undertake any noise survey and developers may wish to contact the Association of Noise Consultants <http://www.association-of-noise-consultants.co.uk/Pages/Links.htm> (01736 852958) or the Institute of Acoustics <http://www.ioa.org.uk> (01727 848195) for a list of members.

The REHIS Briefing Note 017 Noise Guidance for New Developments advises that only in exceptional circumstances should satisfactory internal noise levels only be achievable with windows closed and other means of ventilation provided.

Predictions of internal noise levels within noise sensitive premises must be calculated based on an open window scenario. For the purposes of this guidance exceptional circumstances are considered to be proposals which aim to promote sustainable development and transport within the local authority area and which would provide benefits such as:

- (a) reducing urban sprawl
- (b) reducing uptake of greenfield sites
- (c) promoting higher levels of density near transport hubs, town and local centres
- (d) meeting specific needs identified in the local development plan

Exceptional circumstances will, therefore, generally apply only to sites, which are small to medium in scale, within urban areas. This may include sites in established residential areas; brownfield sites; town and village centres, and sites near public transport hubs.

If the application is made without a noise report, and it is essential to allow the full consideration of the proposals, there is a risk that your application may be refused due to lack of information.

FIFEplan Policy 10 also considers other potential issues relating to amenity impacts. These include air quality, odour and light pollution, loss of privacy in residential properties, loss of daylight and sunlight in private garden ground, traffic and construction activities and the impact on adjacent commercial operations. Detailed guidance is available on topics such as daylight/ sunlight, minimum window distances and the provision of garden ground within residential development plots.

The site is located next to existing residential properties and so it is important that any Design/ Design & Access Statement examines the impact of the proposal on these

properties, in relation to the considerations set out in Policy 10 and the appropriate planning customer guidelines.

To demonstrate compliance with FIFEplan Policy 10, the design of the proposal should include an examination of their interrelationship to ensure that the activities of one do not compromise the amenity of the other.

An assessment of the application will be undertaken to ensure the site layout and detailed design of any proposal meets appropriate standards set out above. Therefore, prior to submitting the application, the applicant is advised to undertake their own analysis to ensure the layout and design of the site is compliant.

In terms of construction operations and resulting noise, dust and pollution prevention measures, the planning authority would normally consider these matters post-consent and secured by conditions.

### **Natural Heritage:**

FIFEplan Policies 12 and 13 states that development proposals will only be supported where they protect or enhance natural heritage and access assets. Where adverse impacts on existing assets are unavoidable we will only support proposals where these impacts will be satisfactorily mitigated.

Development proposals must provide an assessment of the potential impact on natural heritage, biodiversity, trees and landscape and include proposals for the enhancement of natural heritage and access assets, as detailed in Making Fife's Places Supplementary Guidance. Therefore, an **Ecological Appraisal** of the site is essential to allow for a consideration of these matters.

Development proposals likely to have a significant effect on a Natura 2000 site will not be in accordance with the Plan if it cannot be ascertained, by means of an Appropriate Assessment, that they will not have an adverse effect on the integrity of Natura 2000 site(s). Unless there is an imperative reason of overriding public interest development that impacts negatively on these sites will not be supported.

There are no statutory nature conservation designations covering the site. The site is in agricultural use, part of an arable field with just a few hedgerows and trees along the site boundaries which should be retained. There is great potential to provide biodiversity enhancement which is required by policy.

An integrated approach to biodiversity enhancement, landscaping and SUDS design, as detailed in Making Fife's Places Supplementary Guidance must be demonstrated. A **Landscaping Plan** should be provided, ideally incorporating native species rich hedgerows along boundaries and trees including street trees. Also, a wildflower grassland strip/buffer

created along hedgerow site boundaries would provide shelter and foraging for farmland species.

Biodiversity enhancement should be considered throughout the design process. Details of biodiversity enhancement must be provided with the application as required by policy. Making Fife's Places Supplementary Guidance covers the integration of biodiversity enhancement into design.

Surface water management should be taken out of pipes as far as possible. SUDS should be integrated into the environment as visually attractive features, which can also provide beneficial habitat for wildlife and enhance biodiversity.

To maximise biodiversity native species of native origin should be used for landscaping. Also expected would be use of some of the following: swales (wet and dry), rain gardens, green/living roofs and walls, integrated bat roost boxes and integrated bird nesting boxes, and wildflower grassland instead of amenity grassland. Making Fife's Places Supplementary Guidance covers the integration of biodiversity enhancement into design.

### **Low Carbon Fife:**

FIFEplan Policy 11: Low Carbon Fife requires new development to demonstrate it meets the CO2 emissions targets in place at the time, with part this target being met from generating technologies. It also requires a developer to demonstrate that construction materials are from sustainable sources, that water quality can be protected and provision is made for waste separation and collection. Appendix B of the Adopted Low Carbon Fife Supplementary Guidance is a checklist which must be completed by the developer. It allows for an assessment of the compliance of the proposal with the requirements of Policy 11. This is a validation requirement for all residential developments in Fife.

### **Historic Environment:**

FIFEplan Policy 1 Part B requires development to address their impact on historic built environment assets. FIFEplan Policy 14: Built and Historic Environment supports development which protects or enhances the qualities of listed buildings or their setting.

The site lies within the area designated by the Council as the Howe of Fife Archaeological Area of Regional Importance. The site is not covered by any other historic environment designations. The proposal has been reviewed by Fife Council's Built Heritage team. The review concludes that the proposal is unlikely to result in any significant detrimental effects on any listed buildings or the Auchtermuchty Conservation Area. However, it is expected that the impact on these designations is considered through the **Design/ Design and Access Statement**.

Auchtermuchty is a settlement of considerable antiquity. The place-name is Gaelic, so was probably coined in the 9<sup>th</sup> Century. The settlement was a thriving agricultural village and a royal possession by the 12<sup>th</sup> Century. Between 1204 and 1210 the village became a possession of the Earl of Fife, who kept a residence in the village. It was then returned to the Crown in 1425 and erected as a royal burgh in 1517.

Significant archaeological deposits of prehistoric date are known to exist in the fields neighbouring the site. Indeed, the land around Auchtermuchty is one of the most intensively archaeologically crop marked areas of Fife and includes a well-preserved temporary Roman marching camp of Flavian date on the eastern edge of the town.

The presence of archaeological remains within the development site must be managed appropriately as part of the development process, in accord with FIFEplan Policy 14. Therefore, an archaeological condition would be attached to any consent granted which would require investigation be undertaken prior to works commencing. The applicant should engage the services of a suitably qualified archaeological consultant. Further engagement with Fife Council's archaeologist will be an important part of the site investigation to determine the scope of further archaeological investigations.

#### **Infrastructure & Planning Obligations:**

FIFEplan Policy 4 accords with TAYplan Policy 6 by providing mechanisms to allow for the mitigation of impacts on local services through financial or in-kind contributions from developers. Section 75 of the Planning Act provides a legal mechanism to secure planning obligations towards the provision of infrastructure necessary to make the development acceptable, where otherwise permission would have to be refused.

Circular 3/2012: Planning Obligations and Good Neighbour Agreements sets out five tests which must be met in order for a planning obligation to be acceptable. These tests require an obligation to be: necessary; serve a planning purpose; relate to the development; relate in scale and kind; and be reasonable in all other respects.

Fife Council has published a draft Planning Obligations Supplementary Guidance (March 2017). It provides details on the types and scale of development that is expected to require to make a financial contribution towards necessary infrastructure.

FIFEplan Policy 4 provides a series of exemptions, types and scales of development which are not required to make a contribution. These include affordable housing development. However, where a proposed development would create a critical capacity issue for infrastructure or services, then this exemption will be removed.

#### **Affordable Housing:**

The proposal for affordable housing across the whole site does not necessitate a further contribution to affordable housing. The tenure and delivery of the homes to an RSL will need to be secured via a legal agreement.

#### Education:

Due to the nature and location of your proposals the development may have an impact on the school rolls of the primary and secondary schools in the area. During the processing of the application we will establish if such an impact occurs. It is Fife Council's policy to seek financial contributions to offset the impacts on the individual schools.

The application site is within the catchment area for:

- Auchtermuchty Primary School and Bell Baxter High School; and,
- St Columbas RC Primary School and St Andrews RC High School.

Education Services are currently assessing the impact of the proposal based on the indicative phasing plan provided in support of this enquiry. To date this assessment has not yet completed, but it will follow as a supplement to this letter.

#### Transport:

There are no strategic transport intervention required in this part of Fife. Therefore, no financial contributions will be required from this development.

#### Open Space/ Play Facilities:

It is expected that on-site open space provision will form part of any development proposal, in line with the Open Space and Play Facilities comments set out above. Therefore, no financial contribution as a planning obligation for open space will be sought.

#### Public Art:

An affordable housing scheme would be exempt from providing a public art strategy on site. However, the applicant is encouraged to consider the ways in which the design of new development could be enhanced by a public art strategy for the benefit of good placemaking.

### **Application Submission Documents:**

#### Contaminated Land

A site-specific risk assessment for contaminated land will be required.

#### Noise

A noise report will be required in support of your application.

#### Flood Risk

A Flood Risk Assessment and Drainage Impact Assessment will be required. This should include detailed development proposals for the surface water drainage and SUDS provisions,

including micro-calculations and infiltration test results (if a soakaway and/or infiltration trenches are proposed), along with details of the discharge point.

#### Ecology

An Ecological Survey is recommended to identify the ecological impact of the proposal and to derive the appropriate biodiversity enhancement measures necessary to ensure an integrated approach to this element of the site design.

#### Coal

The site is not within a Coal Authority Referral Area and therefore a Coal Mining Risk Assessment is not required.

#### Urban Design

A Landscape and Visual Appraisal will be required to support the application and demonstrate the ways in which the development will fit into the landscape along with any appropriate mitigation measures.

A Landscaping Plan will also be required to show the proposed landscaping, taking into account the integrated approach to natural heritage, hydrology, tree retention and landscape impact mitigation the other surveys identify.

#### **Process:**

##### Administration of your application

When contacting the Council to submit correspondence or other documents you can use [development.central@fife.gov.uk](mailto:development.central@fife.gov.uk). This email address takes you direct to the Council's digital mail system. We now encourage all applicants to use this mailing address rather than any case officer's email address. You can still make your application by submitting the paper application forms and documents but the Council is able to accept online applications submitted through the planning portal at <https://eplanning.scotland.gov.uk/WAM/>. With Major applications we would still value at least two copies of paper documents especially large reports and other supporting documents.

##### Application fees

Your application will require a fee before it can be processed. The planning fees relevant to this application would either be:

- (a) planning permission in principle – where the site area does not exceed 2.5ha, £401 for each 0.1ha; where the site area exceeds 2.5ha, £10,028 plus £100 for each 0.1ha in excess of 2.5ha, subject to a maximum in total of £62,500.
- (b) Where the number of homes to be created does not exceed 50, £401 for each dwellinghouse; where the number of homes to be created exceeds 50, £20,050 plus £200 for each dwellinghouse in excess of 50, subject to a maximum in total of £124,850.

Based on the above fee framework, an application for planning in principle on 1.9ha of land would attract a fee of £7,619. For full planning permission, a proposal for 49 homes would attract a fee of £19,649.

You may also be asked for an advert fee to cover the cost of any statutory advert. This is normally £150.00 but with EIA adverts the costs can be higher based on the size of the advert required.

#### How to Pay

Please be aware that Fife Council no longer accepts cash or cheque as payment methods. Your client can however pay the application fee and any applicable advert fees by the following methods:

- The Scottish Government eplanning portal;
- Fife Council Online Payments;
- Telephone payments;
- Bank Transfer.

Whichever payment method you choose please ensure that your payment reaches us within 5 days of submitting your application. For further guidance on how to pay, please visit [www.fifedirect.org.uk/planning](http://www.fifedirect.org.uk/planning) and select the "completing your application" tab from the left-hand side of the webpage.

#### Environmental Impact Assessment

Due to the scale and nature of your development proposals I would advise that you consider submitting a screening (and/or) a scoping opinion in relation to the Environmental Impact Assessment Regulations. It would be important to establish if your application needs to be considered under this legislation as soon as possible as it may affect the timescale and cost of the preparation of the application submission documents.

#### Ordnance Survey Licence

All plans that use the Ordnance Survey map as a base map must be appropriately licensed and details of the date and licence number added to each plan. Please ensure this is addressed in all your documents including any plans inserted within reports and other supporting documents.

#### Land Ownership and access rights

If you are not the land owner please note that this advice or any subsequent planning permission does not supersede any requirement for you to gain the appropriate legal control over the land to carry out the development.

Please note that this information is given at officer level only and is made strictly without prejudice to the eventual decision of Fife Council as Planning Authority. Please also note

that this advice does not take into account land ownership and extra information may be required for any application. Please refer to our Validation Standards at [www.fifedirect.org.uk/planning](http://www.fifedirect.org.uk/planning) to confirm the exact details required.

I trust this clarifies the position.

Yours sincerely,



Martin J Patrick  
Planner

open countryside to the east.

30. The development of the site for 150-180 dwellings would represent a major development in terms of the existing size and level of facilities available in Auchtermuchty and significantly extend the settlement to the south-east into open countryside. The proposed plan already allocates sites for 48 houses in the town and I agree with the council that the addition of a further 150-180 houses would be unlikely to fit in with the existing character, scale and form of the settlement. From my site inspection I also noted the lack of readily available access points to easily integrate a development of this scale with the rest of the town.

31. In response to my further information request FIR 102 the Scottish Environment Protection Agency notes that this larger site is now within the updated fluvial Flood Maps and refers again to the 3 regulated sites in the vicinity and the potential for co-location odour nuisance issues with the Scottish Water Treatment works.

32. Given the above and in particular the provision of adequate new housing sites elsewhere to meet the strategic housing needs of the TAYplan area, I conclude that the large scale expansion of Auchtermuchty at this location is not currently justified. The additional information submitted with regard to land ownership does not change my conclusions.

33. Overall, no amendment to the proposed plan is required.

#### Candidate site LDP-AUC004 – Land at Low Road

34. I acknowledge that there is a shortfall in meeting the housing land requirement in the SESplan area of Fife together with the uncertainties expressed with regard to the level of that shortfall under Issue 2b Homes. However, the conclusions find that adequate housing land has been provided in the TAYplan area in line with the requirements set out in the strategic development plan. In addition the 2015 Housing Land Audit has found that there is a 5-year effective housing land supply in the Cupar and North West Fife and St Andrews and North East Fife Housing Market Areas. Accordingly there is no strategic numerical justification to allocate further sites for housing within the TAYplan area.

35. This greenfield site is located to the south of Auchtermuchty outside the settlement envelope in the St Andrews and East Fife Local Plan. It is currently in agricultural use and bounded by existing housing to the east and north across Low Road; a garage and housing site AUC001 – East of Stratheden Place (allocated for 18 houses) to the west; and open countryside to the south. Expansive open views across the site provide one of the few remaining unobstructed views of the Lomond Hills from Low Road when entering or leaving Auchtermuchty. I agree that these views are an important aspect of the rural character and appearance of this part of Auchtermuchty and provide an important connection with the landscape setting of the town. Views across the allocated housing site AUC001 are already blocked by a row of built development along Low Road.

36. I have noted the argument that this would be a gap/infill site compatible with development on either side and the concept plans submitted attempting to illustrate how the visual impact of the development of this site could be reduced and a defensible settlement boundary created. However, I am not convinced that the proposed 30 houses could be accommodated on the 1.2 hectare site without a significant visual and

landscape effect. Notwithstanding its location adjacent to the settlement boundary, the proposed development would contravene one of the 6 qualities of successful place listed in Scottish Planning Policy "distinctiveness" in that it would not complement local features such as the landscape and would have an adverse impact on the rural and open sense of identity of this part of the town. The loss of private views from the 3 residential properties on the north side of Low Road has not been material to my considerations.

37. The assertion that the allocation of a larger site for 50 dwellings would make the adjacent allocation for 18 dwellings (AUC001) more marketable, would not outweigh the resultant adverse impacts.

38. Taking all of the above into account, I do not consider that the proposed development of this site is justified. The potential for the site to integrate reasonably well with and support existing facilities in Auchtermuchty, its accessibility to public transport, the lack of sensitive natural heritage designations, the site's overall effectiveness and the various other supporting information provided by the promoter of the site, do not alter my view. I conclude that no change to the proposed plan is required.

39. Site NEB001 is dealt with in Issue 19 and site FAL001 is dealt with below.

## FALKLAND

### Falkland issues

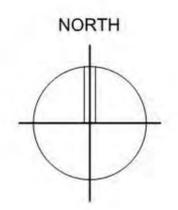
40. The strategy for the Cupar and Howe part of Fife concentrates development within the Cupar North Strategic Development Area as supported by the strategic development plan for the area, TAYplan. Development in the Strategic Development Area is linked to the provision of a relief road and other key infrastructure to support the future needs of the town. The strategy for the wider area, which includes Falkland, is to provide opportunities for additional small and medium scale development which would complement the existing Strategic Development Area allocation. The development proposed for Falkland in the proposed plan is also related to the availability of existing services and the ability of the settlement to accommodate the scale proposed.

41. Following my further information request FIR 38, the council while accepting that the principle of a bypass is acceptable, state that a feasibility study would be required to determine if a satisfactory road design could be achieved. Furthermore, that any such road would have to be developer funded and would therefore require significant associated development.

42. While I recognise that there is a shortfall in meeting the housing land requirement in the SESplan area of Fife together with the uncertainties expressed with regard to the level of that shortfall under Issue 2b Homes, the conclusions find that adequate housing land has been provided in the TAYplan area in line with the requirements set out in the strategic development plan. In addition the 2015 Housing Land Audit has found that there is a 5-year effective housing land supply in the Cupar and North West Fife Housing Market Area. Accordingly there is no strategic numerical justification to allocate further sites for housing within Falkland over and above those already allocated. I am also unaware of any need for substantial employment development in the village.

43. Therefore, although I acknowledge the argument that an eastern bypass could be

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Auchtermuchty



**Proposed Housing Mix**  
Carswell Wynd

House Type	General Needs	Specific Needs
2 bed Amenity Bungalow (4 person)	0	6
2 bed Wheelchair Bungalow (4 person)	0	1
2 bed House (4 person)	5	0
3 bed Wheelchair Bungalow (5 person)	0	1
3 bed House (5 person)	9	0
4 bed House (6 person)	7	0
5 bed Specific Needs House (7 person)	0	1
Subtotal	21	9
Total	30	

**Parking**  
 In compliance with Fife Council Parking Standards for Affordable Housing

Visitor Parking 8no  
 Site Area 19,650 sqm  
 4.85 acres

REV	Description	DDMMYY	DATE

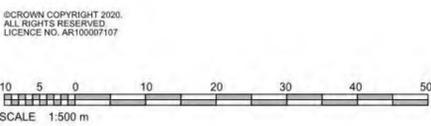


**Project**  
 Proposed Affordable Housing,  
 Carswell Wynd,  
 Auchtermuchty

**Drawing**  
 Preliminary Site Plan

Date	25/08/2020	Drawn	AKA
Scale	1-500@A1	Status	Prelim
Drawing Number	Prel-C-02	Revision	-

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# LAND AT LOW ROAD/ CARSWELL WYND, AUCHTERMUCHTY

## DESIGN STATEMENT (INCORPORATING LOW CARBON CHECKLIST / STATEMENT)

**Document reference: 27442**

**Desk Top Publishing and Graphic Design by Barton Willmore.**

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Revision:	D
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# 1.0 INTRODUCTION

**This Design Statement has been prepared by Barton Willmore, on behalf of Gladman Developments Ltd., Kingdom Housing Association and Campion Homes. ("the Applicant"), in support of a Planning Permission in Principle (PPP) application for the proposed residential development on land at Low Road/ Carswell Wynd, Auchtermuchty.**

## LOCATION

The site is located on the southern edge of the settlement of Auchtermuchty, Fife, located north of the Lomond Hills Regional Park, but south of the River Tay. Auchtermuchty sits at the junction of the A91 and the B936.

The site is located close to the strategic road network; the A91 connects with the M90 at Mawcarse for routes south, and at Milnathort for routes north. The M90 provides a north south route from Edinburgh, through Perth to Inverness.

It is located c.17km south east of Perth, c.25km south west from Dundee, and c.40km north of Edinburgh.

## DESCRIPTION

The site comprises 1.9 ha of currently arable land in agricultural use. It is bound to the north by the Low Road (A91) and to the east partly by Carswell Wynd which provides access from Low Road (A91) to residential properties, a health centre and the Strathview Residential Care Home.

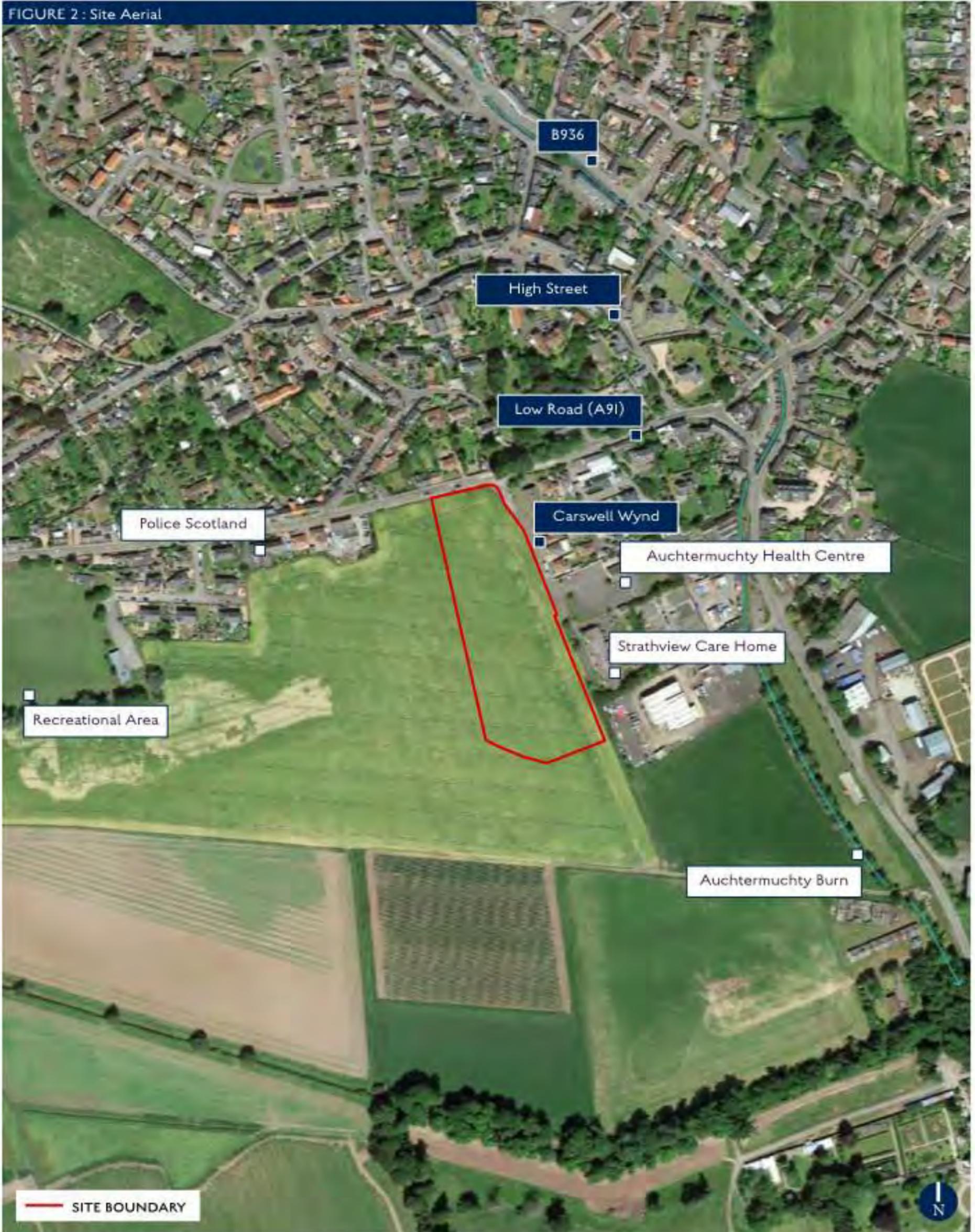
The site gently rises towards the north from approximately 45m AOD to 47.5m AOD and there are residential properties adjacent to the site to the north and east fronting the A91 and Carswell Wynd. To the south and west sits agricultural land. The boundary with Low Road is formed by a stone wall with an existing field access located around 20m west of Carswell Wynd, and the boundary with Carswell Wynd is defined by a post and wire fence.

The Auchtermuchty Burn flows from north to south to the east of the site.

FIGURE 1 : Site Location Plan



FIGURE 2 : Site Aerial



## DEVELOPMENT DESCRIPTION

### **Proposed development of affordable homes, access, landscaping, open space and associated works, on land at Low Road/ Carswell Wynd, Auchtermuchty.**

#### APPLICATION BOUNDARY

Whilst the western and southern site boundaries might appear somewhat arbitrary and not necessarily defined by existing features (such as roads, built form or field boundaries), they have been determined through a detailed site assessment process.

Notably, the provision of a northern access from Low Road (which allows two points of vehicle access to the site) has been positioned halfway between the junction with Carswell Wynd and the Petrol Filling Station (PFS) in order to provide adequate spacing and visibility. From this point the boundary has been drawn roughly south in a straight line in order to reflect the alignment of existing field boundaries and settlement edge to the east.

This western boundary can be planted with native species (see Landscape Strategy) such that it forms a new hedgerow and planted field boundary that will allow the proposed development to sympathetically integrate within its context.

FIGURE 3 : Parameters Plan



## 2.0 LANDSCAPE ASSESSMENT

Barton Willmore Landscape Planning and Design was commissioned by Gladman Scotland to undertake a Landscape and Visual Appraisal (LVA) for proposed residential development (the Proposed Development) on land south of Low Road and west of Carswell Wynd on the southern edge of Auchtermuchty in Fife. It's findings are summarised here

### DESIGNATIONS

The Site is not covered by any landscape designations

The nearest Regional Park is the Lomond Hills, 5km to the south of the Site. Views from the Lomond Hills were considered as part of this appraisal. In views from the Lomond Hills, the Site forms an extremely small element in the view, set back against the existing built form see Chapter 5 of the LVA Report.

The grounds of Myers Castle, 450m to the south, are covered by an Area Tree Preservation Order (TPO) but development within the Site will not affect this. There are further TPOs at the junction of High Road and the A91 Low Road, 300m to the north-west of the Site. Development on the Site will not affect these protected trees.

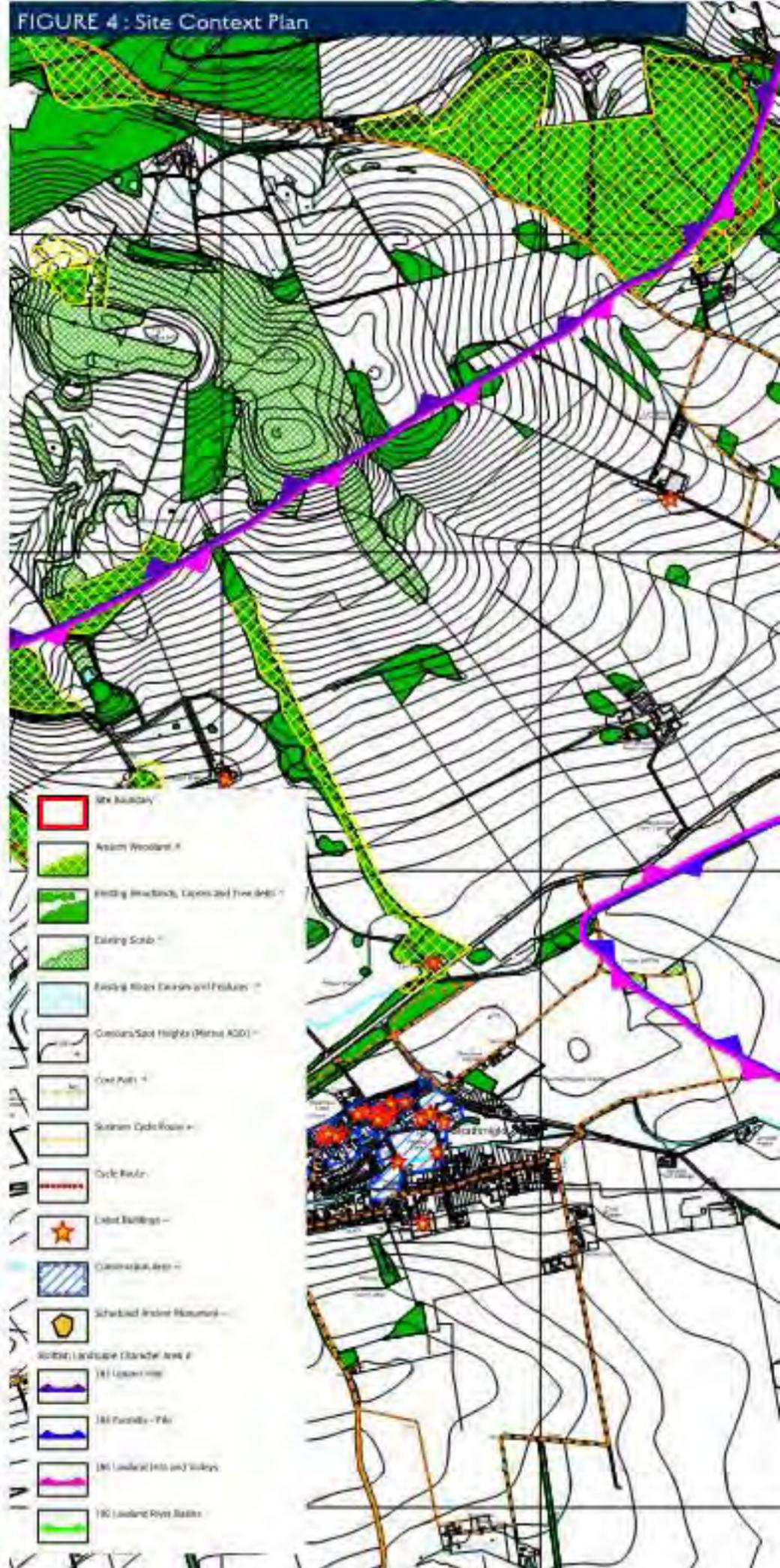
The Auchtermuchty Conservation Area is located 20m to the north-east of the Site on the northern edge of the A91. There are no Listed Buildings within the Site and the closest are Category C buildings on the north side of the junction of the A91 with Crosshills. These buildings are separated from the Site by the car garage. Myers Castle, approximately 600m to the south-east of the Site is Category B Listed. There are no Designed Landscapes or Scheduled Monuments within the Site or in close proximity.

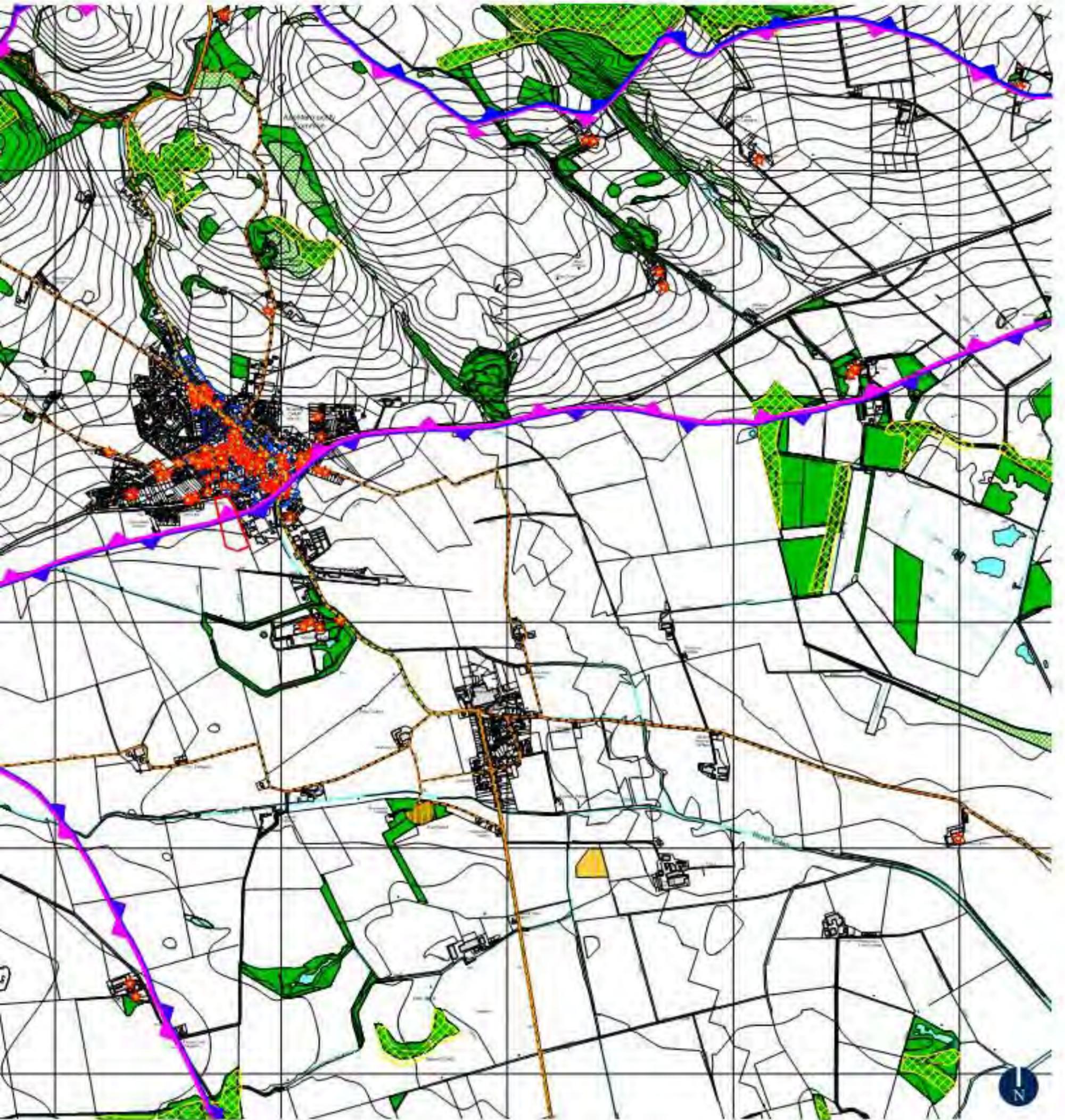
### TOPOGRAPHY AND HYDROLOGY

Auchtermuchty is located on the northern edge of the Howe of Fife at the bottom of the southern slope of the Ochil Hills. The land rises again into the Lomond Hills to the south of Falkland, 4km to the south.

The wide flat valley of the River Eden forms part of the Howe of Fife and comprises marshland drained for agriculture. There is a distinct contrast between the gentle undulating topography of the Ochils to the north of Auchtermuchty, the flat open landscape of the river valley to the south and the steep high hills of the Lomonds.

The valley is characterised by drainage ditches and drains forming a broadly geometric pattern, whereas water runs down the Ochils in a series of undulating burns. The Auchtermuchty Burn flows south from the Ochils, through the village before turning south-east to the south of the village. The Broadway Burn runs east to west 500m south of the Site, and part of this is bordered by a tree belt along the northern edge of Myers Castle. The Broadway Burn meets the Auchtermuchty Burn 200m to the south-east of the Site.





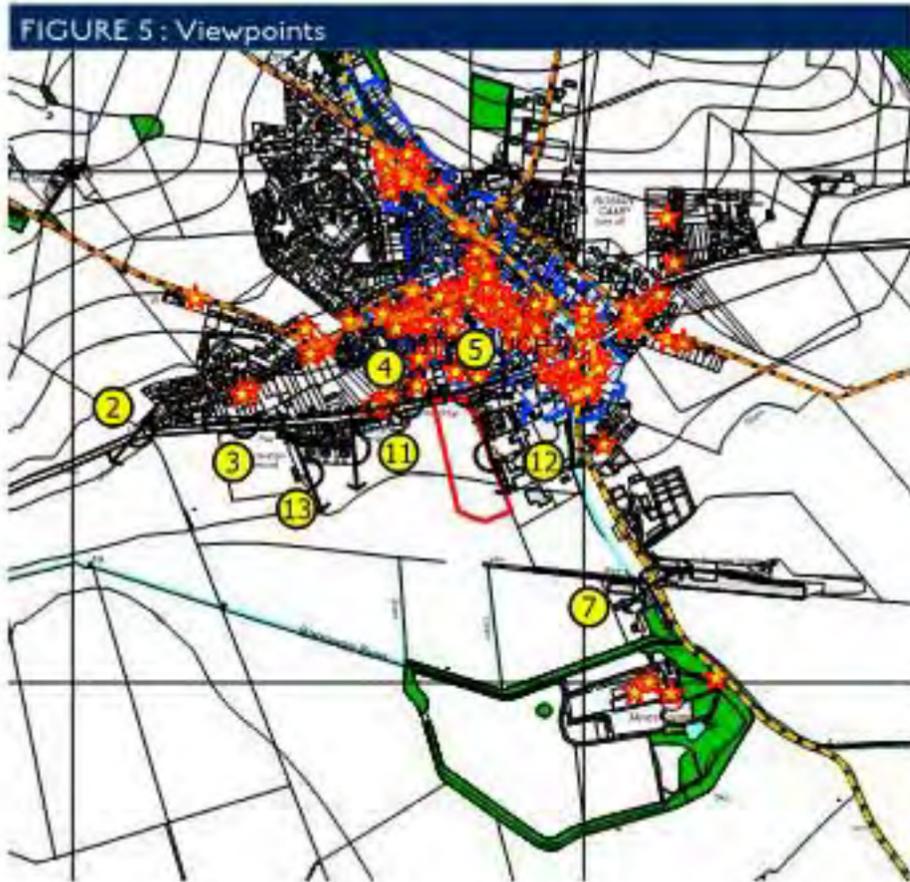
**SUMMARY OF VISUAL ISSUES**

Views towards the Site are generally screened from the river valley by the intervening tree belts and development due to the level topography. Where the Site is visible, it is seen set back against the existing settlement edge of Auchtermuchty and would cause minimal additional intrusion into views. Views from the Ochils are generally screened by the vegetation and landform within the higher ground although some isolated views may be possible, for example from Core Paths 305 and 306. Panoramic views towards the Site are possible from the areas of higher ground in the Lomond Hills, particularly East Lomond where there is a Trig Point and viewing location. East Lomond is located approximately 5.5km to the south of the Site. From these locations within the Lomond Hills, the Site would form a very minor element within the view, indistinguishable from the surrounding settlement of Auchtermuchty, which itself would form a very small component of the wider panoramic view.

Key views towards the Site are those from the A91 Low Road as it passes along the northern boundary, from Carswell Wynd to the immediate east and from Core Path 298, approximately 900m to the south-west.

Views across the Site from Low Road towards the Lomonds are possible and highlighted throughout the correspondence with the Planning Authority.

A selection of views have been included opposite.



**FIGURE 6 : View 4: View from Low Road, Opposite the Site**



**FIGURE 7 : View 5: View from Low Road, Junction of Carswell Wynd**



**FIGURE 8 : View 7: View from Station Road B936 Adjacent to Play Area**



**FIGURE 9 : View 11: View from Stratheden Place**



**FIGURE 10 : View 12: View from Carswell Wynd**





**OPPORTUNITIES AND CONSTRAINTS**

The following issues and considerations have been highlighted as a result of the desktop appraisal of the Site and a Site visits

- There are no landscape designations that would prevent development within the Site, or spatial designations with landscape or visual implications.
- Existing landscape features should be retained although there are none of note within the Site.
- Opportunities should be taken to add to the hedgerow network where appropriate.
- Development should be respectful of its townscape and landscape context, particularly the Conservation Area to the north-east.
- Development should reflect the positive frontage existing along the A91.
- Views from local roads and rights of way should be considered within any scheme design.
- Views to the Lomonds from the A91 should be a core part of any development proposals, and roads and building heights should be used to preserve the views where possible.
- Views from the south, particularly from Core Path 298, towards the southern edge of Auchtermuchty should be considered in any design solution.
- Materials and building typologies should reflect those already in Auchtermuchty.
- The stone wall along the northern boundary should be retained and enhanced.
- There is the opportunity to soften the settlement edge of Auchtermuchty through sensitive planting, in accordance with local landscape character guidance.
- The southern and western boundaries of the Site should be marked by native hedgerows and native trees, to create important wildlife habitats and to create a softer edge to Auchtermuchty when viewed from the south and south-west.

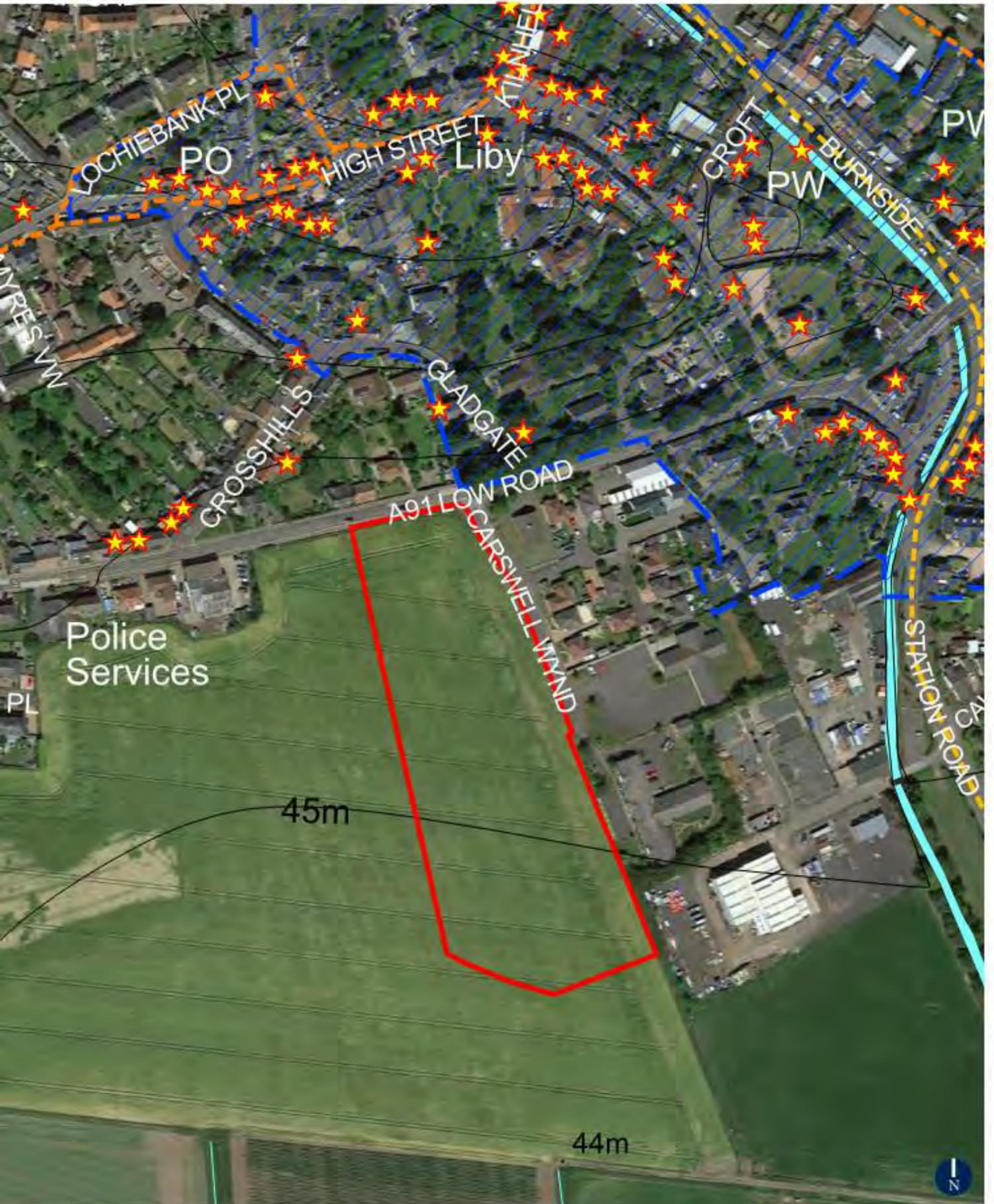
The findings of this desktop study do not prevent the development of land to the south of Auchtermuchty, to the west of Carswell Wynd

Well-designed residential development that is reflective of the scale of the adjacent settlement is unlikely to cause any significant landscape or visual impacts. The Site is not particularly visually sensitive, despite forming part of long distance panoramic views from the Lomond Hills, due to the effects of topography and distance, and the Site's relationship with the existing built edge of Auchtermuchty. There are no notable landscape or historic features identified within this assessment would require protection from development. Conversely, there are opportunities to improve the edge of Auchtermuchty in this area through the introduction of new areas of native tree and hedgerow planting.

Views outwards from the A91 should be incorporated into any design layout where practicable.

FIGURE II : Site Appraisal Plan





## 3.0 VIEWS

### VIEWS

It is recognised that the proposed development will need to respond to both the settlement and the landscape setting and character, and fully consider the views towards the Lomond Hills

There is a key view from Low Road (A91) at the site's northern boundary, towards the south / south west towards the Lomond Hills (outward views). There is also a notable view from areas south west of the site, towards the settlement of Auchtermuchty (inward views)

### OUTWARD VIEWS

Currently the site provides views out from Low Road (A91) along its northern boundary, at point A on Figure 15. These views are limited to this 110m gap in built form where the Lomond Hills are viewed between existing development along Carswell Wynd, and that on Low Road and around Stratheden Place.

It would be possible for the same views to be experienced from Low Road (A91), at point B on Figure 15, but from a narrower frontage with visual impact mitigated further if development were to be set back from Low Road (A91) and limited in height and massing.

These view corridors are denoted in green in Figure 15, solid lines denote the respective summits of the Lomond Hills, and the dashed lines denote context to either side of them.

### INWARD VIEWS

High points within the settlement of Auchtermuchty are distinguishable from south west of the settlement, specifically, these are towards the Parish Church and the Town Hall spire, and they provide a visual connection between the hinterland around the settlement and its town centre.

While view towards these features are distant and set amongst many other buildings we acknowledge their contribution to identity and legibility. This view corridor is denoted in blue in Figure 14.

### SUMMARY

With development limited with the setback denoted on Figure 14 and 15, views both towards and from the settlement to the Lomond Hill would be maintained as they are just now.



FIGURE 12 : Diagrammatic View Corridor Elevation

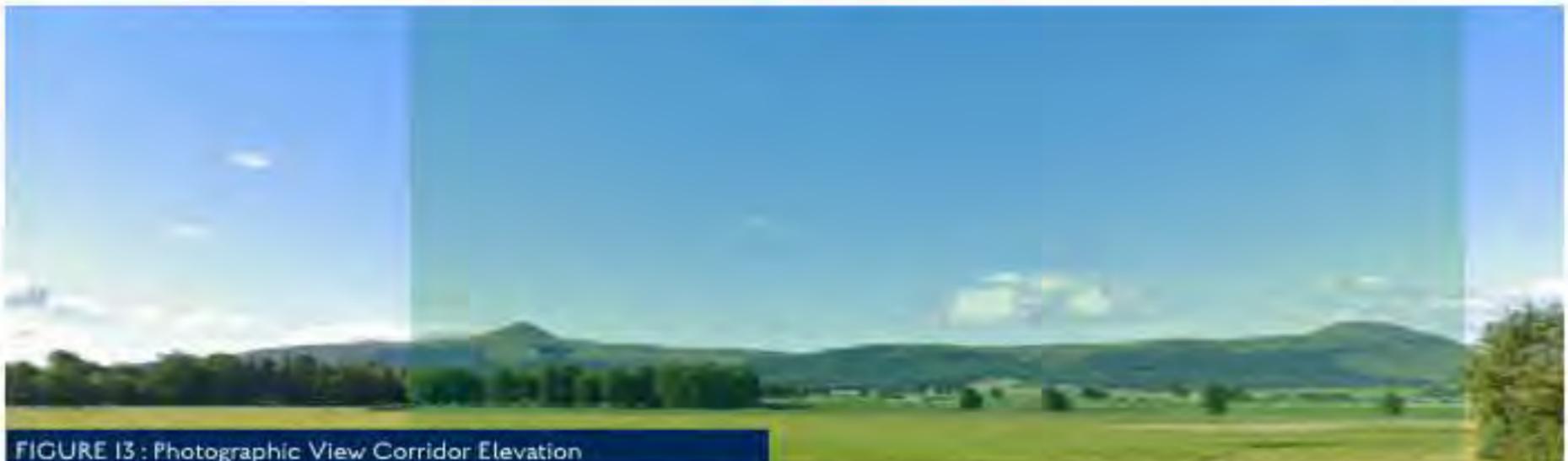


FIGURE 13 : Photographic View Corridor Elevation

FIGURE 14 : View Corridors (Inward)



FIGURE 15 : View Corridors (Outward)



## 4.0 NEIGHBOURHOOD ASSESSMENT

### SUSTAINABILITY

Situated in close proximity to the town centre, the site offers convenient access to a range of existing services and facilities, highlighted on the plan opposite.

### SHOPS AND SERVICES

There is a modest selection of existing shops and services spread over the settlement, and the majority are located within 400m of the site access. These include:

- Grocery shops such as the Co-op supermarket;
- Services such as Rowlands Pharmacy and Auchtermuchty Health Centre, and a hairdresser;
- Community facilities such as Auchtermuchty Community Centre and Auchtermuchty Library;
- Cultural attractions such as the Jimmy Shand Monument;
- Places of worship such as Auchtermuchty Parish Church, and;
- Recreational facilities such as the grounds for Auchtermuchty Bellvue AFC.

The open countryside and local core path network in the immediate vicinity of the site also offer recreational opportunities.

### EDUCATION

Auchtermuchty Primary School sits within 400m of the site access and is comfortably accessible within a 10 minute walking time. In terms of secondary schools, the proposed development would be within the catchment for Bell Baxter High School in Cupar. Any prospective students attending Bell Baxter High School would most likely travel by bus, using the free dedicated school service available.

### EMPLOYMENT

There are a number of employment uses to the east of the site, such as the business park east of the B936 c. 300m from the site, and industrial uses to the west of the B936 c. 150m from the site. There are also several industrial estates in nearby settlements, located in close vicinity to the site, providing further job opportunities. These include:

- Eden Valley Business Park c. 15.5km to the east in Cupar;
- Bridgend Industrial Estate and surrounding industrial premises c. 15.5km to the south west in Kinross; and
- A number in Glenrothes (c. 10km to the south), such as Eastfield Industrial Estate and Saltire Retail Park, among others.

Larger employment centres are located in Perth (c. 17km to the north west), Dundee (c. 25km to the north east) and Edinburgh (c. 40km to the south).

### ACCESSIBILITY

#### ROAD NETWORK

The site is located adjacent to Low Road (A91) which connects with the M90 at Mawcarse for routes south, and at Milnathort for routes north. The M90 provides a north-south route from Edinburgh, through Perth to Inverness. Low Road (A91) connects the site to St Andrews to the east, Stirling to the west and to Dundee to the north east via the M92.

#### WALKING AND CYCLING

There are existing footways along both sides of Low Road (A91) including along the frontage of the proposed residential development. There is also an existing signaled crossing on Low Road (A91) c. 25 m to the east of the site's north eastern corner. These provide suitable walking conditions to access services and facilities throughout Auchtermuchty, while also connecting with a network of Core Paths which extend into the countryside surrounding the settlement.

The National Cycle Route 776 between Newburgh and Ladybank also passes near the proposed development site, following the B936.

#### PUBLIC TRANSPORT

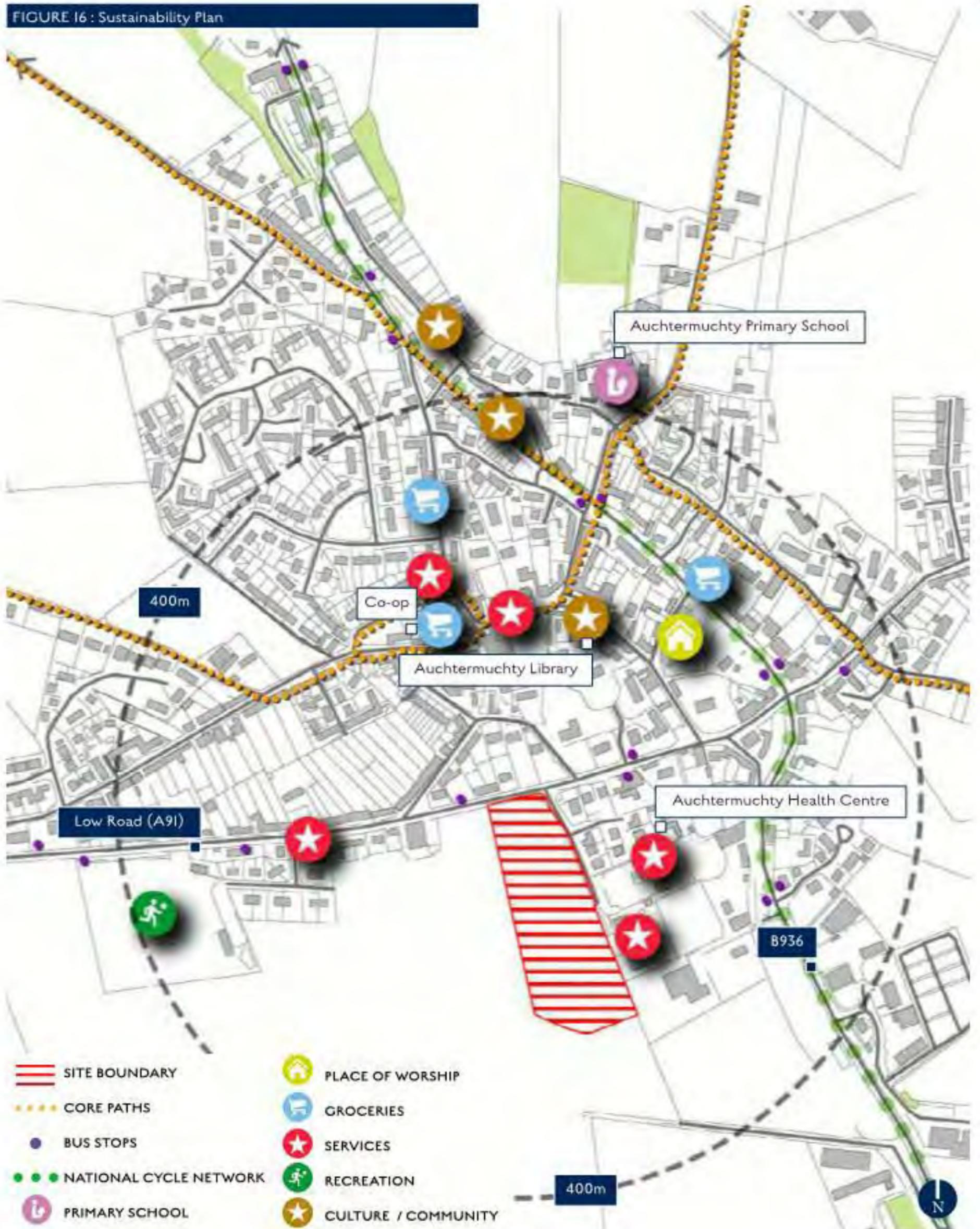
There are currently a range of existing bus services on Low Road (A91) which serve a number of bus stops adjacent to the site boundary. The buses services along Low Road (A91) are operated by Stagecoach, and there are also some dedicated school buses as previously referred to.

The nearest bus stop is located c. 35m to the west of the site's north west boundary, and a further two are located c. 80m east of the site's north eastern corner. These bus stops adequately cover the whole of the proposed development site and it is not envisaged that improvements to the existing bus stops are likely to be necessary to accommodate passengers going to or from the proposed development. Further information on the available bus services from the bus stops adjacent to the site are provided in the table below.

The Service 64, outlined below, calls at Ladybank Railway Station (13 minute journey time) which would allow connections with direct Scotrail and CrossCountry rail services to Edinburgh, Perth, Dundee, Inverness, Aberdeen and Plymouth.

Bus Stop	Service	Route	Frequency
Low Road (A91)	64	Glenrothes - St Andrews	Hourly
	66	Glenrothes - Burnside	Every 3 Hours
	23	Stirling - St Andrews	Every 3 Hours
B936	36	Perth - Glenrothes	Hourly
	94A	Newburgh - St Andrews	Every 2 Hours

FIGURE 16 : Sustainability Plan



## LOCAL CONTEXT AND URBAN GROWTH

Auchtermuchty is a town of approximately 2,000 people and was established as a royal burgh in 1517.

The majority of Auchtermuchty is located north of Low Road and grouped around the B936 road to Newburgh, following the course of a small burn which runs through the centre of the town. The settlement formed upon a hill, where many of the buildings date from the 17<sup>th</sup> and 18<sup>th</sup> century and are centred around the medieval peel tower (now forming part of the town library). This area now forms a Conservation Area.

After the Second World War new homes were developed on the edges of the settlement, and south of Low Road (A91) at Stratheden Place. Further small scale development occurred along Carswell Wynd providing limited growth in this direction.

## SETTING

Auchtermuchty's raised setting on higher ground on the edge of the Pitmedden Forest, provides glimpses of views to prominent landscape features to the south, such as the Lomond Hills, while this also makes it a prominent feature in itself, particularly its high points, such as the Parish Church and Town Hall spire. Views outward from the settlement are limited, but where present take the form of glimpses punctured with gable roofs, chimneys or stone walls.

## STRUCTURE

A key characteristic of the town is its informal arrangement and the internal views and spaces this creates when buildings and streets meet - a feature which is particularly evident in the older part of the town.

Dwellings are typically terraced and have a limited setback from adjacent streets. Arranged in irregularly / organic shaped blocks, many buildings are orientated towards a physical feature such as the burn or the A91. This results in buildings presenting long continuous edge conditions towards the street, which in themselves feature a mix of frontages and gables. There are few front gardens and boundary treatments are often 'hard', such as low and high stone walls with some also featuring hedges. Some larger blocks feature development at their centres accessed by narrow lanes.

Streets often feature short sections which have larger setbacks, creating spaces within the streetscape, often at key points such as the high street. Larger spaces are also present where irregular blocks meet. Older development features larger rear gardens, with more dense planting.

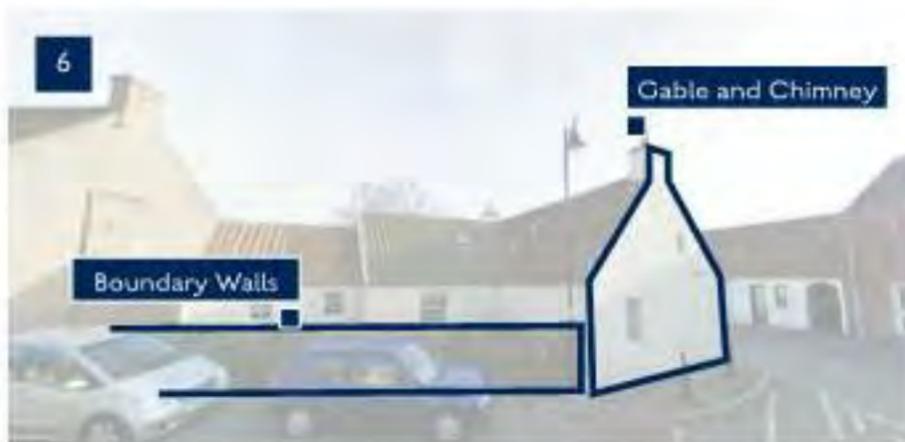
Post war development was less dense and irregularly arranged, largely in culs-de-sac. There was less consideration of perimeter blocks and strong frontages, however there was a greater emphasis on front gardens, public areas of open space and more variety of boundary treatments.

FIGURE 17 : Character Areas



## IDENTITY AND CHARACTER

To inform the housing of future development on the site, a number of areas have been selected in order to understand what is more or less successful in terms of placemaking character. These are predominantly residential and have been selected on the basis of close proximity to the site.



## KEY FEATURES

- Gables and chimneys are prominent
- Buildings are 1, 1.5 and 2 storey
- Buildings terminating streets
- Pocket Parks and shared spaces
- Low / High boundary walls
- Glimpses at long distance views
- Continuous frontages and buildings to kerbs

## SETTLEMENT CHARACTER

To inform the design approach on the site, three key areas of settlement characteristics are explored in more detail below.



### MIXED FRONTAGES



— BUILDING FRONTAGE / SIDE ON  
~ BUILDING CABLE



### TERMINATED STREETS



→ VIEWS  
■ TERMINATING BUILDINGS



### SPACES BETWEEN BUILDINGS



POCKET SPACES  
STREETSCAPE

- Blocks have a strong but irregular edge conditions, and sit adjacent to the kerb.
  - This edge condition is punctured with a mix of building frontages, gables and sides.
  - Gables and chimneys are common
  - Resultant spaces and frontages provide a strong sense of place.
  - Breaks in frontage often feature low stone walls.
- 
- Streets, although connected, are often terminated with perpendicular building frontages.
  - Streets therefore often limit long distance views, but frame urban features
  - Glimpses of surrounding landscape are occasionally visible, punctured with urban features.
- 
- Typically buildings are not set back from adjacent streets
  - Strong irregular edge conditions are often broken with a short run of buildings, which have a greater set back than those surrounding them.
  - This results in a varying 'frontage to frontage' widths along streets.
  - 'Pockets' of space are created within the streetscape which in some cases feature parking or modest landscape features.

## MATERIALITY / BOUNDARIES

### BOUNDARY TREATMENTS



### ROOFING



### FACADE



### WINDOWS



## SUMMARY

### MATERIALS

- ✓ Roofing is typically grey slate or terracotta / brown tiles.
- ✓ Windows are traditionally sash in style, however more recently brown or white UPVC.
- ✓ Buildings are either exposed stone, or rendered in pale colours, often with contrasting window surrounds.
- ✓ Boundary treatments are predominantly stone walls, some lower with hedges above. Occasionally there are cast iron railings.

### SETTLEMENT CHARACTER

- ✓ Streets terminated with perpendicular building frontages.
- ✓ Blocks have strong but irregular edges, featuring a mix of building frontages, gables and sides.
- ✓ Street widths vary creating 'pockets'.
- ✓ Views are important, but often limited to urban features.

## 5.0 PLANNING CONTEXT

### NATIONAL POLICY

Several national policy documents have been considered while developing proposals for the Site including:

- Scottish Planning Policy (SPP);
- Designing Places;
- Creating Places;
- Designing Streets;
- PAN 67: Housing Quality;
- PAN 68: Design Statements, and
- PAN 83: Masterplanning.

### SCOTTISH PLANNING POLICY

Overarching design guidelines for new development are provided in Scottish Planning Policy (SPP), with further detailed design advice provided in a series of national guidance documents.

The key requirement according to SPP is to design successful places that demonstrate the following six qualities:

- Distinctive
- Safe and Pleasant
- Welcoming
- Adaptable
- Resource Efficient
- Easy to Move Around

SPP identifies that there are a number of design tools that guide the quality of development. A masterplan is one such tool which is appropriate to use when considering a specific site to describe and illustrate how a proposal will meet the vision and how it will work on the ground. Masterplans, and all other design tools, should focus on delivering the six qualities of successful places (listed above).

SPP indicates that further guidance and advice on preparing masterplans is found in PAN 83: Master Planning.

### PAN 83: MASTER PLANNING

An effective masterplan should explain how a site will be developed, describing and illustrating the proposed urban form. It should show how that form will achieve the intended vision for the place, and how a distinct and appropriate character will be created.

PAN 83 is particularly useful as it sets out a series of practical questions, aligned with the six qualities, that should be asked when assessing whether a masterplan is likely to deliver a successful place. These also relate to the six qualities of successful placemaking.

### DESIGNING STREETS

Designing Streets is the policy statement relating to street design, identifying the significant contribution streets make to the creation of successful places.

The policy statement emphasises the need for designed solutions which recognise that streets have a variety of functions and due consideration must be given to different users and that place and movement are considered together.

As such, hierarchies of streets will also affect the design approach relating to place and movement. Within a residential environment where there is a low to medium movement function, there should be a medium to high place function.

Designing Streets identifies a range of key considerations for street design in relation to the six qualities of successful places.

### MAKING FIFE'S PLACES SUPPLEMENTARY GUIDANCE

Making Fife's Places Supplementary Guidance sets out an Evaluation Framework against which applications will be assessed. Key issues have been established within the Framework to assess whether proposals meet the six qualities of successful places.

Although the application seeks PPP, a significant level of work has been undertaken to inform the proposal and ensure an appropriate design approach is taken to the delivery of development.

The proposed development has taken specific account of this guidance and section T3 Design Guide (p.42/43) demonstrate this.



## 6.0 SITE ASSESSMENT

### GROUND CONDITIONS

Sweco undertook an Engineering Survey of the site in April 2017 which included surveying ground conditions and found the site consists of arable land, therefore, it is unlikely that development of the site would have significant impacts on important ecological features. Furthermore, historical maps do not show any development within the site, although made ground may be present associated with residential development adjacent to the north, and the railway formerly present to the south.

The Coal Authority Interactive Map Viewer indicates that the site does not lie within a coal mining reporting area or a development high risk area.

### ECOLOGY

A Preliminary Ecological Appraisal was undertaken by Energised Environments Limited in September 2019 and found Turflundie Wood SAC (which is also an SSSI) is of international importance and is located 4.4km from the site boundary. An additional three SSSIs, one LNR and four areas of ancient woodland were identified within 5km. Additionally, the Firth of Tay and Eden Estuary SPA and Ramsar is located 7km north of the site boundary.

Auchtermuchty Burn was found to provide a suitable commuting and foraging habitat for otter. A spraint was identified on the Burn confirming otter use. However, no suitable areas for holt construction are available within the site or 250m buffer. Badger prints were identified on the farm track in the south-east of the Study Area, although no suitable sett building habitat was identified.

The report concludes that it is unlikely that development of the site would have significant impacts on the aforementioned designations and wildlife habitats.

### NOISE

A Noise Assessment was undertaken by Energised Environments Ltd. in November 2018 and found that daytime and night time baseline noise levels across the site were found to be dominated by road traffic from Low Road and the surrounding road network, and were broadly within the range of target noise levels.

Noise effects at existing NSRs arising from additional road traffic flows associated with the development have been determined to be not significant.

The assessment concludes that the site is therefore suitable for residential development which features a setback from Low Road (A91) of 35m, or alternative mitigation such that noise target levels are met via open window attenuation.

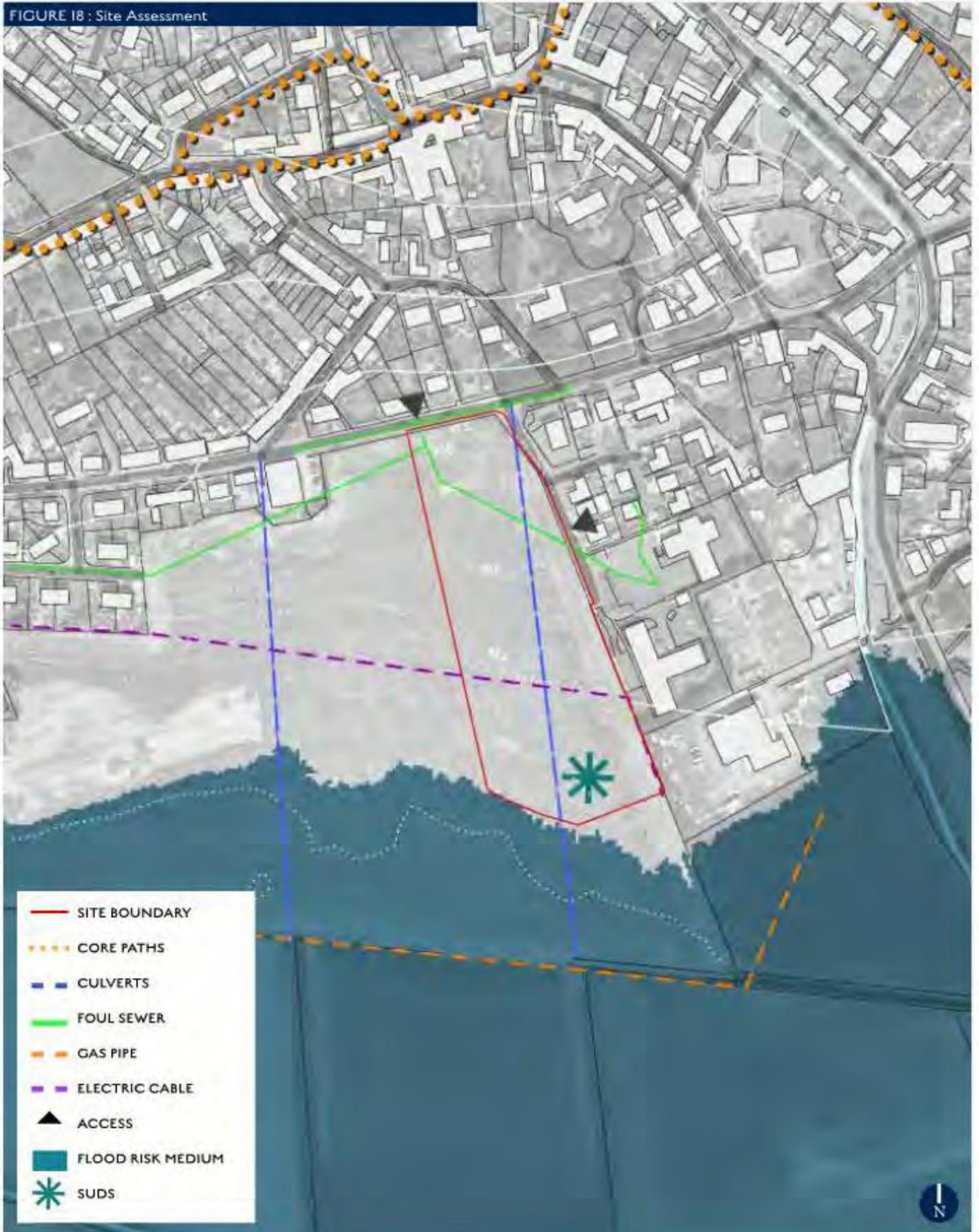
### UTILITIES

Sweco undertook an Engineering Survey of the site in April 2017 which included surveying local utilities and found there is an existing 90mm medium pressure polyethylene gas main to the southern boundary of the site and an underground 11kV High Voltage cabling routed east / west through the middle of the site.

The site is bounded on all sides by Scottish Water distribution mains and there is a 225mm combined sewer to the north of the site, some of which runs within the site boundary.

All aforementioned infrastructures may require diversion as part of any development, but does not present an impediment to development.

FIGURE 18 : Site Assessment



**ACCESS AND TRAFFIC**

Andrew Carrie Traffic and Transport Ltd. undertook an Access Appraisal in October 2017. The Appraisal found the site has two suitable access points, one located at its northern boundary taking access directly from the A91, and another located on the eastern boundary of the site, taking access from Carswell Wynd which is a minor road linking to the A91. Both have adequate visibility splays in each direction.

The road network in the vicinity of the site is relatively lightly trafficked, and it is not anticipated that the proposed scale of development would lead to transport issues on the surrounding road network.

**TOPOGRAPHY**

The site gently rises towards the north. The low point is located at the site's southern boundary at c.44.71 AOD, and rises to its high point on its northern boundary at c.47.63 AOD. The steepest slope is approximately 1:35 at the site's northern boundary.

There is a drop of c. 1m between the road (at c.48.58m) and immediately south of the stone wall which follows its footpaths, the site's northern boundary (at c.47.63m).

**VIEWS**

Both the Parish Church and the Town Hall spire (Library) are high points within the settlement of Auchtermuchty, and while views towards these features are distant and set amongst many other buildings, they provide a visual connection between the hinterland around the settlement and its town centre.

There are also views towards the south west from Low Road (A91), albeit limited to a 115m gap in built form. From here the Lomond Hills are effectively seen between existing development along Carswell Wynd, and that on Low Wood and around Stratheden Place.

**FLOODING & DRAINAGE**

A review of the open source SEPA flood mapping available indicates there is a medium flood risk at the site's south eastern boundary, however no flood risk within the site itself.

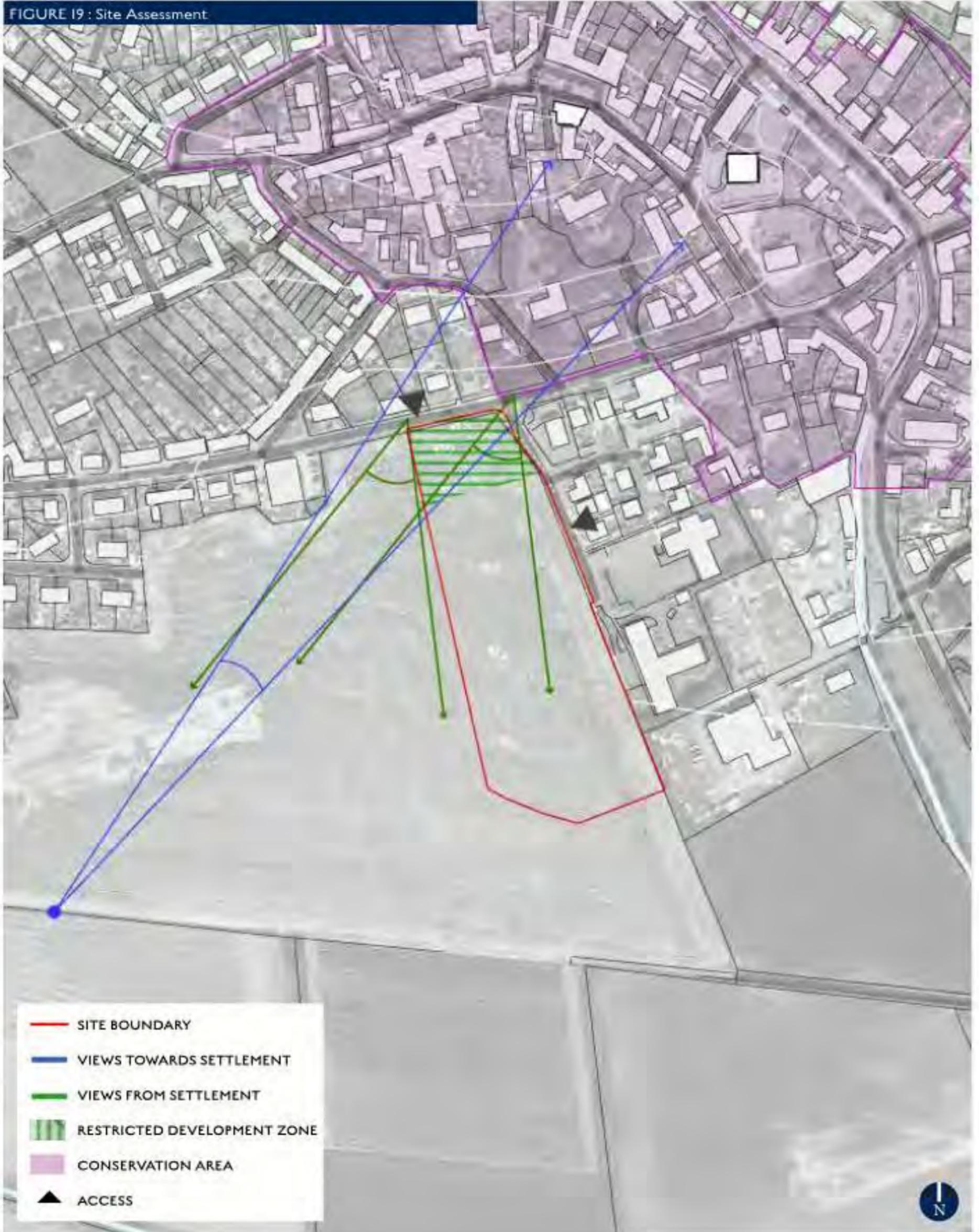
**HERITAGE & ARCHAEOLOGY**

An Archaeological Appraisal carried out by CFA Archaeology LTD in April 2017 and found there are no Listed Buildings or Scheduled Monuments within the proposed development area and no part of the proposed development area lies within a Conservation Area, Battlefield or Garden and Designed Landscape. It concludes there should be no archaeological impediment to development in this area.

The Auchtermuchty Conservation Area is located 20m to the north-east of the Site on the northern edge of the A91. While close to the site boundary, the development setback at the northern edge of the site will provide a landscape buffer. Further to this, proposed development at the Low Road frontage can take specific cognisance of local material, details and finishes.

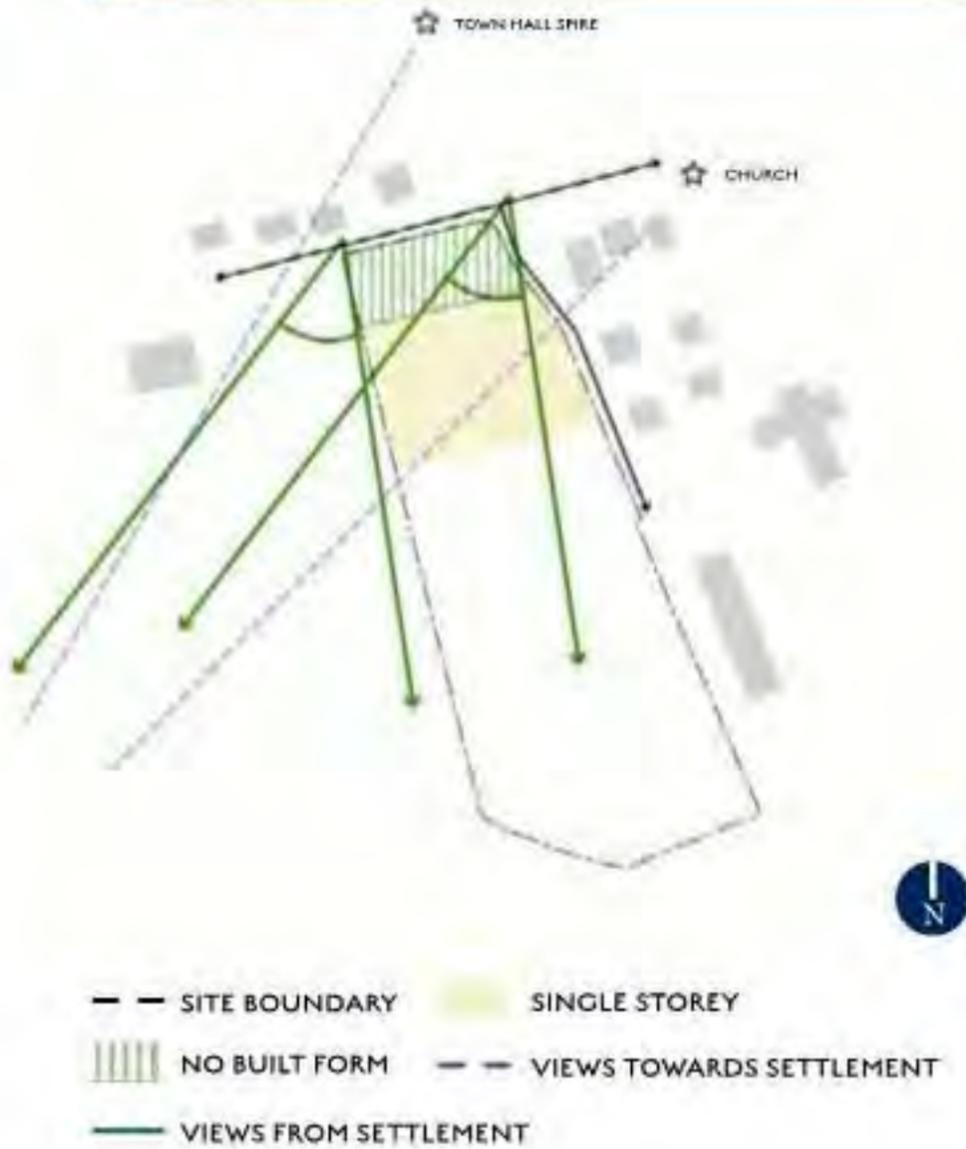
Further to this, views towards the Town Hall spire and Parish Church from the settlement hinterland to the south west have been considered.

FIGURE 19 : Site Assessment



# 7.0 DESIGN RESPONSE

FIGURE 20 : Views



- SITE BOUNDARY
- |||| NO BUILT FORM
- VIEWS FROM SETTLEMENT
- SINGLE STOREY
- VIEWS TOWARDS SETTLEMENT

## VIEWS

- It is proposed there is no built form at the north of the site, ensuring that views towards the settlement from the south west are maintained
- Proposing only single-storey development south of this 'no built form' zone extends the scope of views towards the settlement, and softens the landscape impact.

FIGURE 21 : Landscape



- SITE BOUNDARY
- PROPOSED MAIN ROUTE
- NATIVE HEDGEROW NEWFIELD BOUNDARY
- - - PEDESTRIAN ROUTE
- GREEN SPACE
- ADJACENT GREEN SPACE
- PLANTING BUFFER
- FLOOD RISK MEDIUM EXTENT
- ★ SUDS

## LANDSCAPE

- Green space is proposed for the northern 'restricted development' zone, in order to maintain views towards the settlement, and respect a 35m setback to mitigate noise issues
- Open space is also proposed at the south of the site, ensuring the built form doesn't extend further south than the adjacent residential development
- Lateral and medial pedestrian connections through the proposed development ensure it is permeable and connected to surrounding footpaths.
- A planting buffer is proposed adjacent to the Strathview Care Home to the east to respect privacy, and scattered planting is proposed to follow the site's western boundary ensuring this edge is softened in views towards the settlement.

FIGURE 22 : Urban Form and Spaces

FIGURE 23 : Edges



**URBAN FORM AND SPACES**

- A 'stepped' primary street is proposed, connecting the site's two access points, and extending south. It is proposed that a key frontage is positioned to terminate vistas at each section of the street, providing legibility, interest and to reflect local character.
- It is proposed that these key frontages will be set around shared spaces positioned along the primary route. Here dwellings will be set closer to the street resulting in a varying 'frontage to frontage' widths along streets and the creation of 'pockets' of space.

**EDGES**

- Mixed frontages contain both gable-on and front-on dwellings are utilised where possible in order to reflect the local character.
- Where the eastern boundary follows the adjacent Carswell Wynd, frontage is proposed to mirror existing development opposite.
- Gables are proposed following the western boundary adjacent to existing farmland. This serves to minimise continuous frontage, present an uncluttered edge condition without vehicles and footpaths and provide the opportunity for hedge and tree planting in between gables. This will ensure this edge is softened in views towards the settlement.
- Respecting the privacy of the adjacent Strathview Care Home, it is proposed that development backs onto this portion of the site's eastern boundary.

## 8.0 LAND USE AND AMOUNT

The distribution of the land uses and their relationship is shown in Figure 25 while the development areas are set out with in the Land Use Schedule in Figure 24.

They have also had close regard to the unique characteristics of the site and immediate and wider context to achieve a well integrated and sustainable development

### RESIDENTIAL DEVELOPMENT

The primary use of the site is residential, amounting to c.1.5 ha of the total site area, equivalent to 79% of the total site area, and potentially delivering up to 49 affordable homes

The site is considered to be an appropriate location for residential development. It has existing residential development on two sides and doesn't extend residential development further south of Low Road than adjacent existing residential development. The site is close to local facilities, services and public transport links

FIGURE 24 : Land Use Schedule

Land Use	Area (Ha)	Area (Acres)
Developable Land	c.1.5	c.3.71
Open Space	c.0.4	c.0.98
<b>Total</b>	<b>c.1.9</b>	<b>c.4.69</b>

### SETBACK FROM LOW ROAD

The building edge to Low Road is set back by 35m which allows habitable rooms to be provided on the north facing elevations (allowing for open window noise criteria). Should dwellings be located closer than 35m then the detailed design of the dwelling would need to consider the location of habitable rooms relative to north facing elevations.

### OPEN SPACE AND LANDSCAPE

The open space provision across the site amounts to c.0.4 ha, equivalent to 21% of the total site area, and is mainly located to the north and south of the site. The open space at the south of the site contains fully integrated SuDS at the site's low point. The open space at the north of the site preserves existing view corridors and provides a welcoming space at the site gateway.

FIGURE 25 : Parameters Plan



## 9.0 SCALE

In order for the proposed development to integrate successfully with its surroundings, the scale and massing of the neighbouring built form has been considered as well as views into and within the site.

Residential land uses surrounding the site typically range from single to 1.5 storeys in height. This range will be reflected in both the height of buildings and also their massing where they front adjacent existing dwellings. As the site slopes towards the south, there is scope for up to 2 storeys in the southern part of the site where appropriate.

### INDICATIVE STOREY HEIGHTS

The proposed development includes a mix of dwellings ranging from 1-2 storeys in response to local context and setting.

The proposed development is broadly split into three zones, a zone suitable for single storey development, a zone for a mix of up to two storey and a zone suitable for 2 storey development.

This responds to the topography of the site, and helps mitigate any visual impact in views from the surrounding landscape, particularly the views to and from the settlement.

#### SINGLE / 1.5 STOREY

Single / 1.5 storey development will be located at the northern part of the site. This helps to preserve views out from Low Road.

Development adjacent to Strathview Care Home and at the southern extents of the site is also single / 1.5 storey.

#### VARIED STOREY HEIGHT

Development along the western and southern edges, as well as in close proximity to the Strathview Care Home, may range from single to two storeys in height. This will also provide a varied roofline.

#### TWO STOREY

Development within the central area of the site will be able to accommodate two storey dwellings.

### MASSING

Maximum and minimum building lengths, widths and heights have been set out for each residential building type within the Scale and Massing Table, Figure 26.

It should be noted that the residential building heights set out in the table below are a maximum to ridge line.

FIGURE 26 : Scale and Massing Table

Type	Length		Width		Height	
	min	max	min	max	min	max
<b>Detached</b>	6m	15m	6m	15m	5m (1 storey)	10m (2 storey)
<b>Semi-Detached</b>	10m	20m	6m	12m	5m (1 storey)	10m (2 storey)
<b>Terrace</b>	15m	25m	6m	12m	5m (1 storey)	10m (2 storey)
<b>Bungalow</b>	6m	15m	6m	15m	5m (1 storey)	5m (1 storey)

### MIX

As the site is 100% affordable, the housing mix will be provided in line with the requirements of Fife Council Housing.

Full details will be determined at the AMSC stage, following discussions with the local planning authority.

FIGURE 27 : Scale Diagram



- SITE BOUNDARY
- ▶ ACCESS
- GREEN SPACE
- SINGLE STOREY
- SINGLE / 1.5 STOREY / 2 STOREY
- TWO STOREY
- DEVELOPMENT SETBACK



# 10.0 ACCESS & CIRCULATION

## ACCESS

The site has two access points, one located at its northern boundary taking access directly from the A91, and another located on the eastern boundary of the site, taking access from Carswell Wynd which is a minor road linking to the A91.

## STREET HIERARCHY

The proposed street hierarchy is set out in Figure 28 (opposite) and adheres to the following principles

- Create connected streets,
- Design for ease of movement particularly for walking and cycling;
- Establish spatial coherence, based on well defined streets and spaces;
- Provide a permeable network and choice of routes when moving within and through the development,
- Create a high quality, attractive landscape and usable public realm,
- Integrate car parking and servicing efficiently and discreetly

## PARKING

A range of parking solutions will be provided that include the following:

- Side parking (on plot)
- Rear parking (on plot)
- Front parking (on plot)
- Courtyard parking

Where front parking is provided, appropriate boundary treatments such as hedges and walls will be used so that the appearance of parked cars does not dominate the street scene

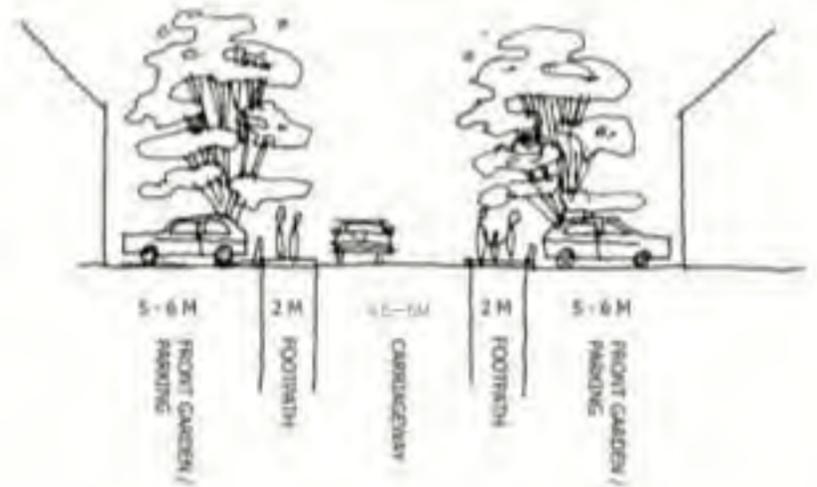
## PEDESTRIAN ACCESS

Pedestrian access will be provided alongside the main vehicle access points at Low Road (A91) and Carswell Wynd.

There will be an additional pedestrian access point further south on Carswell Wynd.

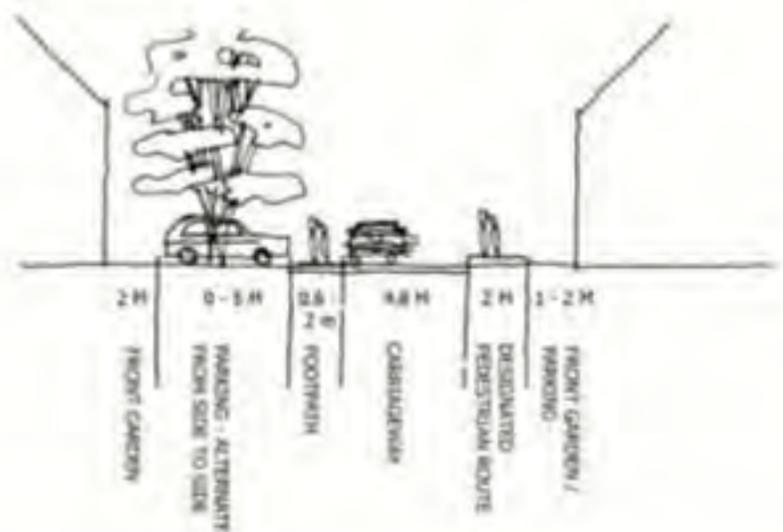
## PRIMARY STREETS

A primary street will provide a connection between the two access points at Low Road (A91) and Carswell Wynd. It also runs north - south and provides access to secondary shared surface streets.



## SECONDARY / SHARED SURFACE STREETS

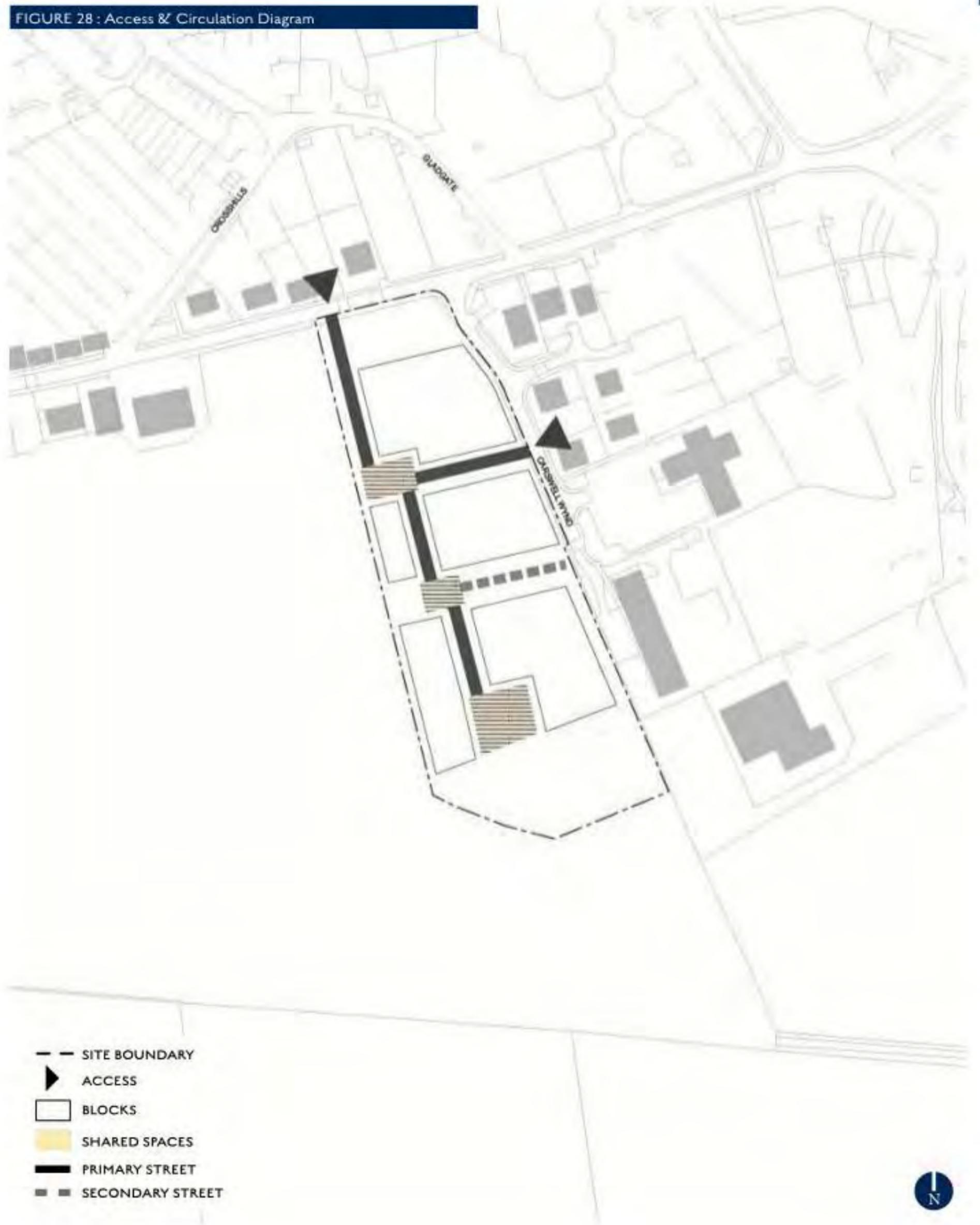
Secondary streets provide access to affordable homes, driveways and parking courtyards via shared surfaces which create a shared space for pedestrians and vehicles.



## SHARED SURFACE SPACES

Following primary street from north - south, there are a number of shared surface spaces where there are junctions with secondary streets. These create variety in the streetscape, and provide the opportunity to accommodate modest areas of planting or parking.

FIGURE 28 : Access & Circulation Diagram



## 11.0 MASTERPLAN

This high level masterplan outlines the masterplans key principles and provides a framework to inform the proposed development.

### PERIMETER BLOCKS WITH MIX OF FRONTAGES

The proposed development comprises perimeter blocks with a legible structure. This results in streets, paths and open spaces that are well connected, defined and overlooked, providing a safe and pleasant residential environment. This creates a clear distinction between public and private space and create a legible and permeable environment.

The proposed development features a mix of frontages and gables, to reflect local character. Where gables are used, these will be active gables and thus also overlook adjacent spaces.

### DEVELOPMENT LOCATION AND FORM RESPECTING LOCAL VIEWS

The location of single /1.5 and two storey dwellings responds to the topography of the site, adjacent existing properties and the site's landscape setting, taking account of views to and from the surrounding landscape.

As such, the northern and southern extents of development are single storey, as are elements of the western edge. The south eastern corner of the site is also single /1.5 storey to respect the privacy of the adjacent Strathview Care home.

The site's topography provides scope for the remainder of the site, principally development around its centre, to rise to two storeys.

### STEPPED PRIMARY STREET WITH CLEAR HIERARCHY

The proposed development features a clear street hierarchy, creating connected streets and facilitating ease of movement particularly for walking and cycling.

The proposed development also seeks to create a permeable network and choice of routes when moving within and through the development, with lateral pedestrian connections.

Reflecting local character, the primary street 'steps' from north - south, and as such a frontage terminates the view at the end of each street section.

### SHARED SPACES

The primary street features a number of shared spaces, where buildings are set close to the street edge at key nodes. This not only reflects local character, but creates a high quality, attractive landscape and usable public realm.

Furthermore, through the integration of car parking and servicing discreetly within these shared spaces, it ensures streets won't be cluttered.



FIGURE 29 : Masterplan



## 12.0 LANDSCAPE STRATEGY

### LANDSCAPE STRATEGY

Landscape proposals focus on wider site setting and aim to respond to natural features of the site as well as reflect patterns present in the surrounding landscape. The Landscape Strategy Plan as presented is informed by the Landscape Visual Assessment and helps to preserve the views towards the Lomond Hills to the south.

#### OPEN SPACE:

Open space within the site boundaries will be provided to the south and north of the site.

- The southern open space area will incorporate a system of informal paths running through an open grassland and around a proposed SuDS basin. These two areas will provide increased biodiversity and be accessible to the wider public. The proposed treatment will include native tree and shrub planting and areas of wildflower meadow. The paths will be made with natural materials such as gravel and could become a starting point for future active travel links within the wider landscape.
- The emerging masterplan sets development back from Low Road, which provides the opportunity to create a welcoming green space, that incorporates open grass, shrub and tree planting. Green space in this location matches the streetscape character of Auchtermuchty. Tree planting will be located to the south of the space, next to the buildings, to allow retention of important views from Low Road. Proposed tree species will be small in size, not exceeding the height of the roof line when they reach maturity. Tree planting which will partially screen buildings will soften the views towards the hills and the open space will create a softer foreground view.

#### AMENITY PLANTING:

Amenity planting is incorporated in the open space areas and street planting across the proposed development. Proposed locations of the tree planting were carefully considered to avoid obscuring the views towards Lomond Hills. The shrub mix will consist of low-maintenance native plants.

#### SUSTAINABLE DRAINAGE SYSTEMS (SUDS):

SuDS is incorporated into the layout in the form of a basin to the south of the development site. The area will remain open in character, covered with wildflower meadow and any tree planting will be carefully considered to allow for retention of views towards Lomond Hills.

The shrub mix will consist of low-maintenance native plants. Preserving open character of the space will allow for future access improvements such as a potential new active travel route between the SuDS, with associated open space, and Auchtermuchty Burn.

#### DEVELOPMENT EDGE TREATMENT:

- The northern edge of the proposed development is defined by an existing stone wall at Low Road, that will be retained and made good if necessary and could be extended onto Carswell Wynd.
- The corner of the Low Road and Carswell Road will be retained as green space with a boundary treatment typical to the Auchtermuchty townscape. Green space will soften the foreground views towards the Lomond Hills.
- The front gardens treatment along Carswell Road to the east will match the existing treatment on the other side the road but could include hedges or walls. In sections where private back garden fences form the edge of the development, a native hedge will be planted on the outer side of the fences to soften the views from the street and Auchtermuchty Health Centre. A landscape buffer provided adjacent to Strathview Care Home will be left open to screen views.
- The western edge will be formed by a native, field boundary type of hedge, that extends beyond the extents of development towards the south. Occasional breaks in the hedge will accommodate possible future informal links. Soft boundary treatment reflects existing field boundaries within the settlement and screens the development from long distance views. Implementation of the hedge will also supplement the existing habitat corridor.
- Boundary treatment within the development will be formed by low and high stone walls with hedges defining the transition between the private and public environment.

#### SHARED SPACE:

The area to the north of the SuDS / open space is a designated shared space. High quality paved area can accommodate public gatherings and provide a quiet space with open views towards the south, while providing undisturbed connection to the properties to the outh-east of the site.

The shared space will be equipped with seating features and will be linked with the paths running through the open space and around the SuDS.

FIGURE 30 : Landscape Strategy



## 13.0 DESIGN GUIDE

The proposed development reflects the settlement character of Auchtermuchty. While the exact layout will be determined at AMSC stage, the principles included in the concept masterplan reflect the features outlined in the character assessment. These are summarised as follows:

### DISTINCT GATEWAY AND STREET SCENES

The proposed development features perimeter blocks with strong edge conditions, featuring a mix of frontages where possible, reflecting the local character.

### TERMINATED VISTAS

The arrangement of the proposed development results in a street hierarchy where dwelling frontages terminate vistas framing urban features. Lateral permeability and scattered planting on the site's western boundary results in glimpses of long distance views, reflecting the local character.

### SPACES BETWEEN BUILDINGS

Shared surface squares are proposed at junctions along the primary route creating pockets of space and varying the 'frontage to frontage' width of these streets, reflecting the local character.

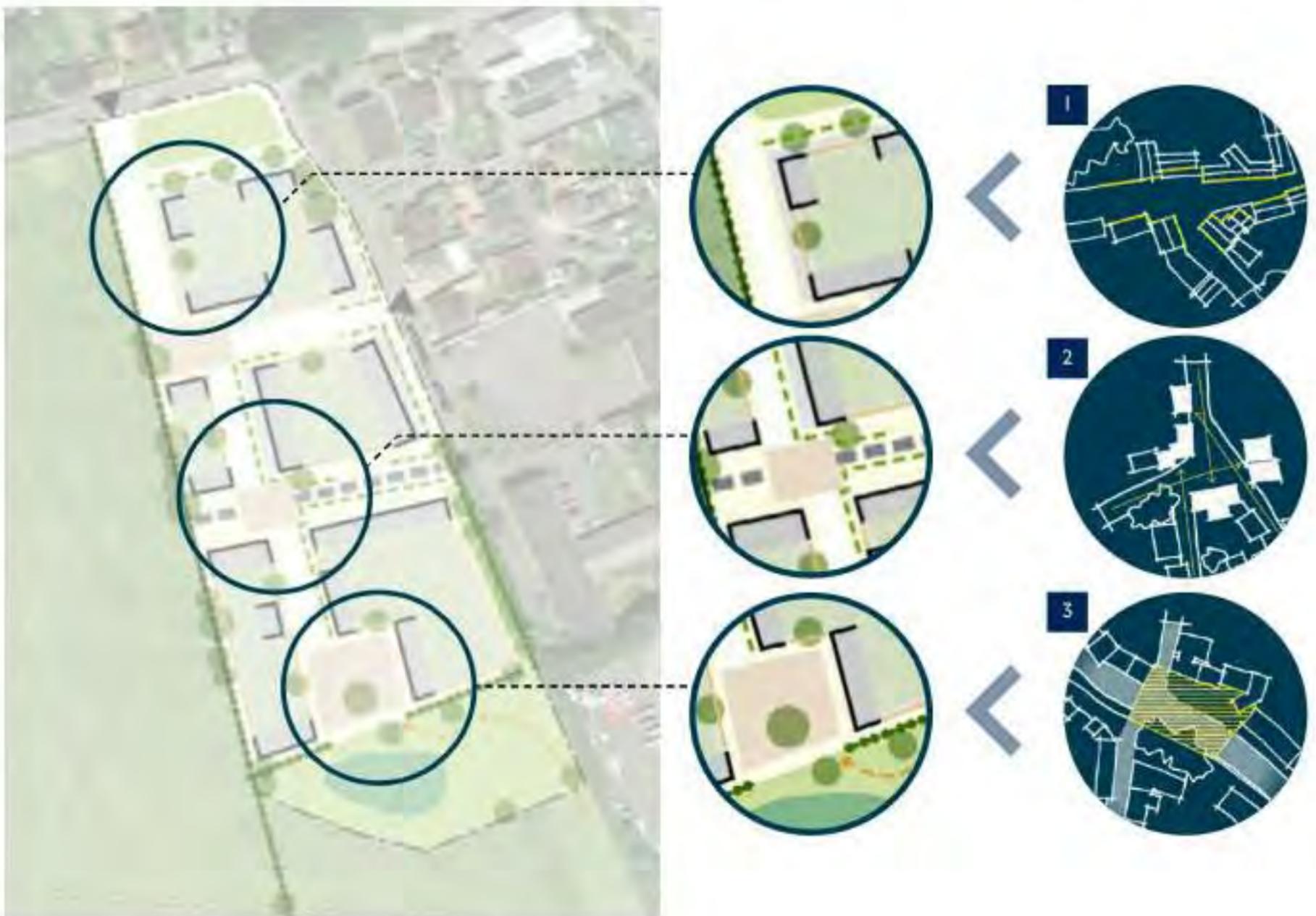


FIGURE 31 : Character Areas



To guide future detailed design the following diagram illustrates how components of the masterplan can be evolved to reflect the distinctive characteristics of Auchtermuchty

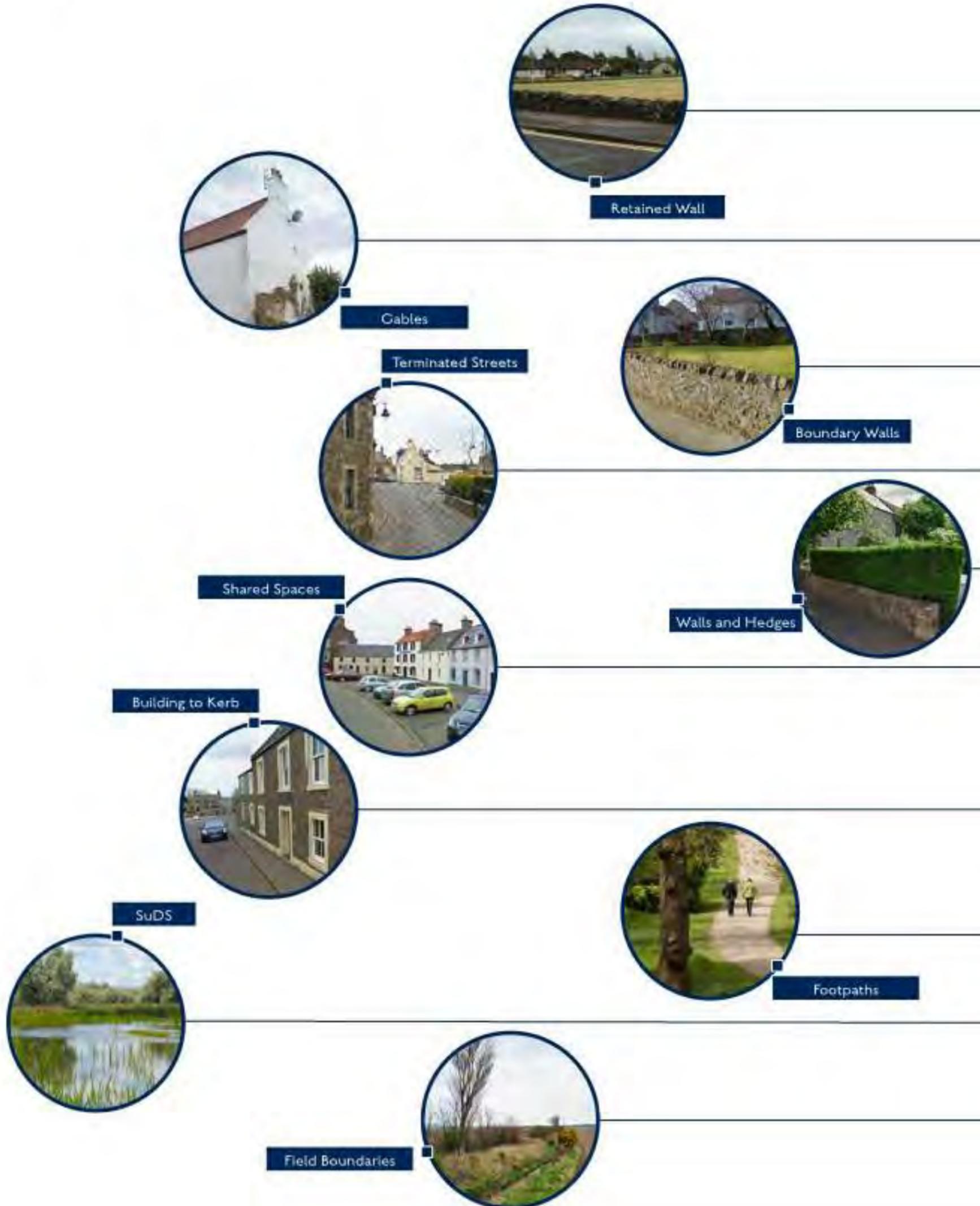


FIGURE 32 : Masterplan Features



**SIX QUALITIES OF PLACE MAKING**

The masterplan has evolved in direct response to site conditions and surrounding context as well as encompassing the six qualities of successful placemaking.

---

**DISTINCTIVE - RETAINED STONE WALL**

---

**WELCOMING - ARRIVAL SPACE WITH VIEWS TO LOMOND HILLS**

---

**WELCOMING - OUTWARD FACING BLOCKS**

---

**DISTINCTIVE - FEATURE GABLE AS LANDMARK AND GATEWAY**

---

**DISTINCTIVE - HIGH BOUNDARY WALL**

---

**EASY TO MOVE AROUND - CLEAR STREET HIERARCHY**

---

**SAFE AND PLEASANT - SHARED SPACES TO CALM TRAFFIC**

---

**WELCOMING - FEATURE BUILDING TERMINATING VISTA DOWN THE PRIMARY STREET**

---

**SAFE AND PLEASANT - POSITIVE FRONTAGE TO CARSWELL WYND**

---

**EASY TO MOVE AROUND - STREETS / SPACES WITH CLEAR PLACE FUNCTION**

---

**SAFE AND PLEASANT - CLEAR BOUNDARIES BETWEEN PUBLIC AND PRIVATE SPACES**

---

**WELCOMING - SHARED SURFACE SPACE WHICH DRAWINGS IN LANDSCAPE AND ACTIVITY**

---

**RESOURCE EFFICIENT - SUDS INCORPORATED INTO GREEN INFRASTRUCTURE**

---

**EASY TO MOVE AROUND - POTENTIAL CONNECTIONS TO WIDER PATH NETWORK**

---

**RESOURCE EFFICIENT - CREATING NEW LANDSCAPE FEATURES AND FIELD BOUNDARIES**

FIGURE 33 : Placemaking Plan



## 14.0 LOW CARBON

### SUSTAINABILITY STATEMENT

Fife Council's FifePLAN Policy 11 "Low Carbon Fife" ensures that the Council "contributes to the Climate Change (Scotland) Act 2009 target of reducing greenhouse gas emissions by at least 80% by 2050." While this application is at principle stage, the following information seeks to outline reasonable measures that could be included at detail design stage to demonstrate that development will satisfy the requirements of Policy 11.

### CARBON EMISSIONS

*Provide information of the energy efficiency measures taken and energy generating technologies associated with this application.*

Greenhouse gases will be reduced through the adoption of "fabric first" principles supplemented by renewable technologies, all ensuring that the buildings will exceed the minimum requirements of the Building Standards, the properties will achieve at least the "Bronze Active" level of sustainability labelling, plus will meet the "Silver level" of aspects 1 and 2.

Reduced heat loss through the buildings' envelopes will be achieved through the use of:

- Treble-glazed, low heat loss (U-value) windows
- Low heat loss external doorsets
- High levels of thermal insulation (thicker and with improved heat loss performance)
- Particular attention to detailing the linear thermal bridging at construction junctions
- Low permeability (airtightness) construction

Renewable technologies to be utilised will include:

- Photovoltaic (PV) panels to generate usable electricity from sunlight (typically the use of PV panels has been found to deliver around 25% of energy needed for space and water heating).
- Low-carbon dMEV fans, to create improved indoor air quality at low cost
- High-performance boilers and heating controls

### TRAVEL AND TRANSPORT

*A statement should be included setting out the intended measures to encourage and facilitate the use of sustainable transport focusing on the order of priority.*

See sustainability section of neighbourhood assessment.

### AIR QUALITY

*An air quality impact assessment is required.*

The report was undertaken to demonstrate compliance with air quality objectives as set out in the NAQS and adopted in Scottish Air Quality Standards. It has been undertaken in accordance with Fife Council, IAQM, EPUK and Defra technical guidance using the DMRB Screening Assessment Tool.

The comparison between the future without-development and future with-development scenarios shows that the impact of the effect of the Proposed Development is predicted to be negligible at all receptors.

The overall significance on local air quality is assessed to be Negligible and therefore Not Significant.

The predicted pollution concentrations are significantly below the relevant AQOs at the nearest proposed receptor to a roadside, and therefore the site is suitable for future residential use in terms of air quality.

### WATER CONSERVATION

To reduce occupant water consumption, all properties could be fitted with:

- Dual-flush toilet cisterns
- Low-flow taps to basins
- Aerated shower-heads

### SUSTAINABLE URBAN DRAINAGE SYSTEMS (SUDS)

*Drainage measures need to be put in place to ensure that there will be no increase in the rate of surface water run-off in peak conditions or detrimental impact on the ecological quality of the water environment.*

The site will incorporate SEPA-approved detention basins or similar suitable measures to ensure that peak surface water (rainwater) run-off from the site is better than that which existed pre-development.

### RECYCLABLE REFUSE

*A statement should set out that measures for the storage of dry recyclable waste and food waste will be provided as part of the development.*

To cater for Fife Council's "4 bin" service, suitable and adequate hardstanding areas will be provided within the curtilage of each property for the storage of wheeled refuse and recycling containers.



## 15.0 PHASING AND DELIVERY

It is likely that all phases of construction could be complete within two years.

These phases are indicative and subject to revision following discussions with the Council.

It is envisaged that site start would be March 2020, and there would be a construction programme of c. 80 weeks. This would take the following arrangement:

- Phase 1 – 10-15 units, c. June 2021
- Phase 2 – 10-15 units, c. Sept 2021
- Phase 3 – 10-20 units c. Dec 2021

FIGURE 34 : Phasing Plan



## 16.0 CONCLUSION

The Site at Low Road, Auchtermuchty provides the opportunity for a high-quality affordable homes development that responds sensitively to its edge of settlement location in terms of carefully considered built form, density and scale of development.

The site is located in a sustainable location within walking distance (c.400m) of a modest selection of existing shops and services spread across Auchtermuchty, and adjacent to existing bus services.

The proposed masterplan is fully informed by technical assessments as well as evaluation of local character such that it demonstrates how appropriate residential development could be accommodated on Site.

Key to this is the reflection of local settlement character throughout the development. This includes features such as frontage terminating street views, shared spaces creating a varying streetscape and the inclusion of a mix of frontages and gables. Furthermore, through zoning of building densities, existing views have been maintained.



PROPOSED RESIDENTIAL  
DEVELOPMENT AT  
CARSWELL WYND,  
AUCHTERMUCHTY

Noise Assessment



## Quality Management

	Version 1	Version 2	Version 3	Version 4
Date	26/11/2018	10/12/2019		
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# 1 Introduction

## 1.1 Background

1.1.1 ITP Energised (ITPE) completed a noise assessment for Gladman Scotland ('Gladman') in November 2018, regarding a proposed residential development (hereafter 'the Proposed Development') at a site adjacent to Carswell Wynd, Auchtermuchty, within the Fife Council (FC) administrative area.

1.1.2 The developable area of the site has since been reduced, subsequent to completion of the original assessment. Additionally, in August 2019 FC provided pre-application information regarding the Proposed Development. This updated report presents the findings of the noise assessment of the site, taking into account FC's pre-application advice and the smaller size of the development.

1.1.3 The A91 forms the northern boundary of the site and the southern edge of the site borders undeveloped rural land. Potential commercial/industrial noise sources have been identified close to the proposed development, comprising Swan Engineering metal fabricators, which lies immediately to the east of the site, and a petrol filling station and MOT centre (PFS), which is situated immediately to the north-west. The site location, site boundary and the location of the metal fabricators (marked as 'industrial units') and the PFS are shown in **Figure 1**.

## 1.2 Scope of Assessment

1.2.1 The scope of the assessment has included the following:

- Consultation with Fife Council Environmental Health department;
- Baseline noise survey at four locations, representative of proposed dwellings;
- Prediction of noise levels at proposed dwellings;
- BS4142 assessment of noise from neighbouring industrial units and petrol filling station;
- Evaluation of predicted change and significance of effects based on published noise guidance methods; and
- Specification of appropriate mitigation, if required.

1.2.2 This assessment considers representative noise sensitive receptors (NSRs) within the Proposed Development boundary only. We note that the layout considered is indicative, and will be subject to change at detailed design stage.

1.2.3 The study area for this assessment includes an area extending approximately 300 m from the site boundary, which includes the identified off-site noise sources; Low Road, the A91 and Cupar Road, the metal fabricators and PFS. No detailed proposed site layout was available when undertaking this assessment, therefore representative NSRs were assumed at locations within the proposed development boundary. The study area and NSRs are shown in **Figure 1** and NSRs are listed in **Table 1**.

**Table 1 – Identified Noise Sensitive Receptors**

NSR	Description	Coordinates, OSGB	
		Easting	Northing
NSR1	Representative of proposed dwellings in the north-western extent of the Proposed Development.	323735	711526
NSR2	Representative of proposed dwellings in the north-eastern extent of the Proposed Development.	323759	711534
NSR3	Representative of proposed dwellings in the centre of the Proposed Development.	323764	711476
NSR4	Representative of proposed dwellings in the southern extent of the Proposed Development.	232789	711357

## 2 Planning and Guidance

### 2.1 Planning Advice Note PAN1/2011: Planning and Noise

2.1.1 PAN1/2011 (Scottish Government, 2011), sets out a series of noise issues for planning authorities to consider when making decisions on planning applications. A Technical Advice Note (TAN) on Assessment of Noise (Scottish Government, 2011) has been published to accompany PAN 1/2011. In Appendix 1 of the TAN are codes of practice for the assessment of various sources of noise. It also identifies British Standard BS 5228 for guidance on construction site noise control, and as a method of prediction of noise from construction sites.

2.1.2 The TAN recommends that the daytime period includes the hours 07:00 – 23:00 and the night-time period 23:00 – 07:00.

2.1.3 The TAN suggests that equivalent continuous noise level over a time period,  $T$  ( $L_{Aeq,T}$ ), is a good general purpose index for environmental noise; this index is commonly referred to as the “ambient” noise level. It further notes that road traffic noise is commonly evaluated using the  $L_{A10,18hr}$  level, and the  $L_{A90,T}$  index is used to describe the “background” noise level.

2.1.4 Table 2.4 of the TAN (reproduced here as **Table 2**) provides an example method for determining the magnitude of noise impacts at proposed noise sensitive developments.

**Table 2 – PAN1/2011 TAN example impact significance criteria, exceedance noise levels for new residential development**

(existing – target) Noise level, $x$ $L_{Aeq,16hr}$ (07:00 – 23:00)	Magnitude of impact
$x = 10$	Major adverse
$5 = x < 10$	Moderate adverse
$3 = x < 5$	Minor adverse
$0 = x < 3$	Negligible adverse
$x < 0$	No change

2.1.5 Table 2.6 of the TAN (reproduced here as **Table 3**) provides a matrix for determining the level of impact significance dependent on the sensitivity of the receptor.

**Table 3 – PAN1/2011 TAN Significance of effects**

Magnitude of impact	Level of significance relative to sensitivity of receptor		
	Low	Medium	High
Major	Slight/Moderate	Moderate/Large	Large/Very Large
Moderate	Slight	Moderate	Moderate/Large
Minor	Neutral/Slight	Slight	Slight/Moderate
Negligible	Neutral/Slight	Neutral/Slight	Slight
No change	Neutral	Neutral	Neutral

2.1.6 Table 2.1 of the TAN (reproduced below as **Table 4**) provides the criteria to define levels of sensitivity for each type of NSR.

**Table 4 - TAN Table 2.1: Level of Noise Sensitivity for Different Types of NSR**

Sensitivity	Description	Example of NSR
High	Receptors where people or operations are particularly susceptible to noise	<ul style="list-style-type: none"> <li>Residential, including private gardens where appropriate</li> <li>Quiet outdoor areas used for recreation</li> <li>Conference facilities</li> <li>Theatres/Auditoria/Studios</li> <li>Schools during the daytime</li> <li>Hospitals/residential care homes</li> <li>Places of worship</li> </ul>
Medium	Receptors moderately sensitive to noise, where it may cause some distraction or disturbance	<ul style="list-style-type: none"> <li>Offices</li> <li>Bars/Cafes/Restaurants where external noise may be intrusive</li> <li>Sports grounds when spectator noise is not a normal part of the event and where quiet conditions are necessary (e.g. tennis, golf, bowls)</li> </ul>
Low	Receptors where distraction or disturbance from noise is minimal	<ul style="list-style-type: none"> <li>Buildings not occupied during working hours</li> <li>Factories and working environments with existing high noise levels</li> <li>Sports grounds when spectator noise is a normal part of the event]</li> <li>Night Clubs</li> </ul>

2.1.7 All NSRs evaluated in this assessment are residential, and are therefore of “high” sensitivity.

## 2.2 British Standard BS 8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings

2.2.1 BS8233 (BSI, 2014) provides guidance on the control of noise in and around buildings. The Standard sets out acceptable noise levels for new and refurbished buildings and amenity areas according to their use.

2.2.2 For external amenity areas BS8233 specifies a “desired” level of 50 dBL<sub>Aeq,T</sub> and an “upper guideline level” of 55 dBL<sub>Aeq,T</sub>. It is acknowledged within the Standard that these guidelines may not be achievable in urban areas adjoining the transport network. It further notes that “in such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces, but should not be prohibited”.

2.2.3 The Standard provides noise limits for rooms within building by type of use; (bedroom, living room, office) and by time of day. Methods are provided for simplified calculation of internal noise levels from external levels, and for detailed calculations. The simplified method relies on a reduction to

façade levels provided either by open or closed windows, which are assumed provide attenuation of approximately 15 dB and 33 dB respectively.

## 2.3 British Standard BS 7445-1:2003 Description and Measurement of Environmental Noise. Guide to quantities and procedures

2.3.1 BS7445 (BSI, 2003) provides guidance on appropriate environmental noise monitoring, including specification of equipment, suitable weather conditions and observations to note regarding the nature of the noise environment.

## 2.4 British Standard BS 4142:2014 Methods for Rating and Assessing Industrial and Commercial Sound

2.4.1 BS 4142 (BSI, 2014) describes methods for rating and assessing sound<sup>2</sup> from industrial or commercial premises. The methods detailed in BS4142 use outdoor sound levels to assess the likely effects on people inside or outside a residential dwelling upon which sound is incident.

2.4.2 The Standard provides methods for determining the following:

- Rating levels for sources of industrial and commercial sound; and
- Ambient, background and residual sound levels.

2.4.3 These may be used for assessing sound from proposed, new, modified or additional sources of sound of a commercial or industrial nature.

2.4.4 The Standard makes use of the following terms:

- **Ambient sound level,  $L_a = L_{Aeq,T}$**  – the equivalent continuous sound pressure level of the totally encompassing sound in a given situation at a given time, usually from multiple sources, at the assessment location over a given time interval, T;
- **Background sound level,  $L_{A90,T}$**  – the A-weighted sound pressure level that is exceeded by the residual sound at the assessment location for 90 percent of a given time interval, T, measured using time weighting F and quoted to the nearest whole number of decibels;
- **Specific sound level,  $L_s = L_{Aeq,T}$**  – the equivalent continuous sound pressure level produced by the specific sound source at the assessment location over a given reference time interval, T;
- **Rating level,  $L_{Ar,T}$**  – the specific sound level plus any adjustment for the characteristic features of the sound; and
- **Residual sound level,  $L_r = L_{Aeq,T}$**  – the equivalent continuous sound pressure level at the assessment location when the specific sound source is suppressed to such a degree that it does not contribute to the ambient sound, over a given reference time interval, T.

2.4.5 The Standard determines the degree of noise impact by comparison of the background noise level at noise sensitive receptors (NSR) in the absence of the industrial facility (the specific source) with the ambient sound level when the specific source is operational.

2.4.6 Where particular characteristics, such as tonality, intermittency or impulsivity are present in the noise emissions of the specific source, the Standard requires that “penalties” be added to the specific sound level to derive the rating level, to account for the increased annoyance that these can cause. Where

<sup>2</sup> The Standard refers to sound levels, rather than noise levels, however, these terms can be used interchangeably, as noise is defined as “unwanted sound”. This assessment uses the term “noise”.

no such characteristics are present, or where they are inaudible at the receptor locations then no penalties apply and the rating level is the same as the specific level.

2.4.7 The following impact significance identifiers are provided in the Standard, in which the difference between the specific sound level and measured background level are considered:

- The greater the difference, the greater the magnitude of impact;
- A difference of around +10 dB or more is likely to be an indication of a significant adverse impact;
- A difference of around +5 dB is likely to be an indication of an adverse impact;
- The lower the rating level, relative to the measured background level, the less likely that the specific sound source will have an adverse (or significant adverse) impact; and
- Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact.

## 2.5 Design Manual for Roads and Bridges (DMRB)

2.5.1 DMRB provides standards and advice regarding the assessment, design and operation of roads in the UK. With regard to noise DMRB provides screening criteria, by which percentage changes in traffic flow can be related to a predicted change in road traffic noise:

*"A change in noise level of 1  $dBL_{A10,18hr}$  is equivalent to a 25% increase or a 20% decrease in traffic flow, assuming other factors remain unchanged and a change in noise level of 3  $dBL_{A10,18hr}$  is equivalent to a 100% increase or a 50% decrease in traffic flow"*

2.5.2 The guidance also provides significance criteria, by which the percentage of people adversely affected by traffic noise can be related to the total noise level due to road traffic, or the increase over an existing level.

## 2.6 Calculation of Road Traffic Noise (CRTN)

2.6.1 CRTN (Department of Transport, 1988) provides a method for the prediction of noise levels due to road traffic based on traffic flows, road type and geometry. CRTN may be used for determining the entitlement of existing properties to noise insulation where new roads are proposed, and provides criteria for this purpose.

2.6.2 A "shortened measurement procedure" is provided to enable the derivation of the  $L_{A10,18hr}$  from the  $L_{A10,3hr}$  value.

## 2.7 TRL Study

2.7.1 The TRL report "Converting the UK traffic noise index  $L_{A10,18hr}$  to EU noise indices for noise mapping" (TRL Ltd, 2002) may be used to convert CRTN 10th percentile ( $L_{A10,18hr}$ ) noise index values to equivalent continuous ( $dBL_{Aeq}$ ) index values, including  $L_{Aeq,16hr}$ ,  $L_{day}$  and  $L_{night}$ .

2.7.2 This assessment uses the  $dBL_{Aeq,T}$  noise index, as used in the evaluation of noise effects on new noise-sensitive receptors in the PAN1/2011 example. Measured 10th percentile values have been corrected to  $L_{Aeq}$  values accordingly using the TRL method.  $L_{day}$  values comprise the daytime period 07:00 – 23:00 and  $L_{night}$  23:00 – 07:00.

## 2.8 ISO 9613; Attenuation of sound during propagation outdoors, Part 1 and Part 2

2.8.1 ISO 9613 describes a method for calculating the attenuation of sound during propagation outdoors in order to predict the levels of environmental noise at a distance from a variety of sources. The method predicts the equivalent continuous A-weighted sound pressure level under meteorological conditions.

## 2.9 Briefing Note 017 – Noise Guidance for New Developments

2.9.1 The Royal Environmental Health Institute of Scotland (REHIS) has compiled a briefing note in response to PAN1/2011, which aims to take into account current policy in relation to planning and noise, and provides guidance on undertaking noise assessments.

2.9.2 The REHIS guidance notes:

*Only in exceptional circumstances should satisfactory internal noise levels only be achievable with windows closed and other means of ventilation provided... For the purposes of this guidance exceptional circumstances are considered to be proposal which aim to promote sustainable development and transport within the local authority area and which would provide benefits such as:*

- a. reducing urban sprawl;*
- b. reducing uptake of greenfield sites;*
- c. promoting higher levels of density near transport hubs, town and local centres;*
- d. meeting specific needs identified in the development plan.*

# 3 Method

## 3.1 Consultation with Fife Council

3.1.1 ITPE submitted the proposed evaluation method to Fife Council for approval<sup>2</sup>, providing details of the proposed monitoring locations, duration and approach to assessment. The Environmental Health Officer (EHO) agreed with our methodology and further confirmed that a criterion of 50 dB<sub>L<sub>Aeq,T</sub></sub> for external amenity areas should apply and BS8233 internal noise limits within habitable rooms should be met via open window attenuation.

3.1.2 The EHO further instructed that a BS4142 assessment should be undertaken to consider commercial/industrial noise from nearby commercial/industrial operations.

3.1.3 Pre-application advice, provided subsequent to the above consultation, noted the following with regard to noise:

*Due to location and nature of your development proposals there is a risk that the development may be adversely affected by noise from road traffic and the adjacent MOT Test Centre on Low Road. A Noise Report is required to support an application, drafted in accordance with PAN 1/2011. This report should be able to demonstrate that a minimum internal amenity standard can be achieved. The report shall:*

- Determine the existing noise climate;*
- Predict the noise climate in gardens (daytime), bedrooms (night-time) and other habitable rooms of the development; and*

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<sup>2</sup> Email correspondence with Brian Gallagher, Fife Council Environmental Health on 20<sup>th</sup> of April 2018

- Detail the proposed attenuation/design necessary to protect the amenity of the occupants of the new residences (including ventilation if required).

*The noise report should consider all existing noise sources and use the most relevant method of noise assessment applicable to the particular noise source being assessed. It is strongly recommended that prior to commencing any noise impact assessment, the appointed noise consultant liaise with Fife Council, Public Protection to agree the location of noise sensitive receptors, relevant noise assessment methodology and establish appropriate noise assessment criteria.*

- 3.1.4 The pre-application advice further quoted the REHIS guidance with regard to "exceptional circumstances" relating to the acceptability of use of closed-window attenuation to meet target internal noise levels.

## 3.2 Baseline Noise Survey

- 3.2.1 ITPE attended the site on 10<sup>th</sup> and 11<sup>th</sup> of October 2018 to undertake the baseline noise survey. The survey was undertaken to reflect the previous (larger) development proposals. Monitoring was undertaken in accordance with the method provided in BS7445, using a Rion NL-52 Class I integrating sound level meter (SLM). The SLM was within its two-year laboratory calibration period, and a calibration check was performed before and after each measurement, with no drift in calibration noted. The calibration certificates are provided in **Appendix A**.

- 3.2.2 Monitoring was undertaken at four noise monitoring positions (NMPs). One of the NMPs was selected for model verification purposes, and three NMPs representative of proposed dwellings were sited within the boundary of the Proposed Development. The NMPs and the rationale for their selection are provided below:

- **NMP1** – CRTN "shortened measurement procedure" to characterise noise from road traffic on the A91/Low Road and to verify the noise model constructed using CadnaA. In the updated developable area, this location is no longer within the site boundary, however, it is appropriately representative of noise from Low Road.
- **NMP2** – Representative of NSR1 and NSR2, including commercial activities at PFS and MOT centre;
- **NMP3** – Representative of NSR4, including industrial activities from Swan Engineering and;
- **NMP4** – spot measurement, beyond current site boundary, though representative of properties in the southern extent of the Proposed Development.

- 3.2.3 The NMPs are shown on **Figure 1** and photographs of the equipment in-situ at the NMPs are provided in **Appendix B**.

- 3.2.4 The duration of each measurement at all NMPs are provided below:

- At NMP1 monitoring was undertaken for 3 hours in accordance with the CRTN shortened measurement procedure.
- Monitoring during the daytime period was undertaken for 1 hour at NMP2 and NMP3 during the daytime period.
- The spot measurement at NMP4 was undertaken for 30 minutes during the daytime period. During the night-time period measurements at all NMPs were undertaken for a duration of 15 minutes.

- 3.2.5 The noise indices  $L_{Aeq}$ ,  $L_{A90}$ ,  $L_{A10}$  and  $L_{Amax}$  were recorded. An averaging period of 5 minutes was selected for NMP2, NMP3 and NMP4 to provide sufficient data resolution to characterise the noise environment. At NMP1, an averaging period of 1 hour was selected, in accordance with the method set out in CRTN.

3.2.6 Weather conditions were in accordance with the requirements of BS7445 throughout the survey with low wind speeds, no rain and dry roads. Details of observations made during monitoring are provided in **Appendix B**.

### 3.3 Method of Assessment

#### *Effects scoped out*

3.3.1 Projected increases in road traffic flows associated with the Proposed Development have been evaluated against screening criteria provided in DMRB, which notes that an increase in flow of less than 25% will result in an increase of less than 1 dB in road traffic noise.

3.3.2 Projected traffic flows associated with the development indicate an increase of 4% over existing traffic flows. This is substantially lower than the 25% required to result in a 1 dB increase. Consequently, noise levels at existing NSRs where road traffic is the dominant noise source have been determined to increase by less than 1 dB. Such an increase, when considered in the context of PAN1/2011 criteria, as provided in **Table 2** and **Table 3** corresponds to a "negligible adverse" impact magnitude and a "slight" effect significance. As such this is considered "not significant", and no further assessment of noise impacts to existing NSRs has been undertaken. The projected flows are provided in **Appendix C**.

#### *Prediction of post-development road traffic noise levels at NSRs*

3.3.3 The method of prediction for post-development road traffic noise levels at representative NSRs is described below:

- The dominant anthropogenic noise source at locations across the site was road traffic on Low Road and the surrounding local road network. A qualitative evaluation of the change in noise post-development has been made with reference to the change in road traffic flows. Projected future traffic flows on Low Road for the baseline, future baseline and future-with-development scenarios have been compared and screened against the DMRB criteria, whereby an increase in road traffic flows of less than 25% corresponds to an increase of less than 1 dB.
- Projected traffic flows provided by transport consultants has been reviewed, and the data confirms that the increase in baseline traffic flow on Low Road between the baseline year (2017) and the development year (2022) is 4%, which is substantially below the 25% criterion for a 1 dB increase. This assessment therefore assumes no significant increase in road traffic noise from Low Road between the development year and the future baseline year.
- Traffic flows on Low Road due to the proposed development show an increase of less than 5% over the future baseline scenario. This is substantially below the 25% increase required by the DMRB criterion. The increase in road traffic noise due to development flows will therefore be less than 1 dB, and is considered to be negligible. The future-with-development source noise level of Low Road is therefore assumed to be the same as the baseline source level.
- The detailed site layout is yet to be confirmed, therefore all NSRs have been placed at assumed representative locations across the Proposed Development.
- Given the above, assessment of noise levels at representative NSRs have been characterised with reference to measured levels at the closest NMPs.
- The CRTN measurement undertaken at NMP1 falls outside the current development boundary, but was considered representative of traffic noise levels in close proximity to Low Road, and therefore suitable for model verification purposes.

3.3.4 Internal noise levels within habitable rooms (bedrooms and living rooms) of the proposed dwellings have been determined by assuming a partially-open window, which will provide a reduction of 15 dB to external noise levels.

### Model settings

3.3.5 A noise model was constructed within noise prediction software CadnaA to predict noise levels at representative NSRs. The software enables the prediction of noise levels in accordance with the ISO9613 method, and supports calculation of road traffic noise in accordance with CRTN. The noise model included topographic data for the site and surrounding area and a brick wall which runs along the northern development boundary.

3.3.6 Noise levels in garden areas have been predicted at a height of 1.5m above ground level, representative of a human receptor. Noise levels within habitable rooms have been predicted at a height of 4m above ground level, representative of a first floor bedroom window. The model assumes ground absorption equivalent to G=0.5 "mixed ground" and a typical temperature of 10°C and relative humidity of 70%.

### Noise model verification

3.3.7 The predicted baseline  $L_{A10,18\text{hour}}$  levels are compared with the measured levels at all NMPs to determine the accuracy of the model's predictions in Table 5.

**Table 5 – Model verification – difference between measured and predicted noise levels**

NMP ID	Measured level ( $L_{Aeq}$ )	Predicted level ( $L_{Aeq}$ )	Difference (dB)
<b>Daytime period</b>			
NMP1	60.4	59.9	0.5
NMP2	51.7	51.5	0.2
NMP3	43.3	45.6	2.3
NMP4	45.0	46.8	-1.8
<b>Night-time period</b>			
NMP1	48.4	51.6	3.2
NMP2	38.4	43.6	5.2
NMP3	42.2	38.1	-4.1
NMP4	36.2	39.2	3.0

3.3.8 With reference to the levels reported in Table 5 the following observations noted:

- Predicted noise levels at NMP1, the closest monitoring location to the road, are within 1 dB of the measured level;
- The predicted noise levels at all NMPs during the daytime period are within 3 dB of the measured levels;
- The predicted noise levels during the night-time period at NMP1 and NMP4 were within approximately 3dB of the measured levels; and
- The greatest differences between predicted and measured levels occur at NMP2 and NMP3 during the night-time period. These differences are attributed to variability in local traffic flows during the night-time measurements.

3.3.9 On the basis of the above, the noise model is considered appropriately accurate for the evaluation of road traffic noise across the Proposed Development.

### *Evaluation of effect significance*

- 3.3.10 The magnitude of impact and resultant significance of noise effects from road traffic movements associated with the Proposed Development has been determined by reference to target noise levels and use of criteria provided in the TAN to PAN1/2011, and summarised in **Table 2** and **Table 3** of this report.

### *Evaluation of commercial/industrial noise*

- 3.3.11 Noise from nearby commercial/industrial facilities has been evaluated in accordance with BS4142, based on measured levels and subjective observations recorded during the baseline survey.

## 4 Results

### 4.1 Measured baseline noise levels

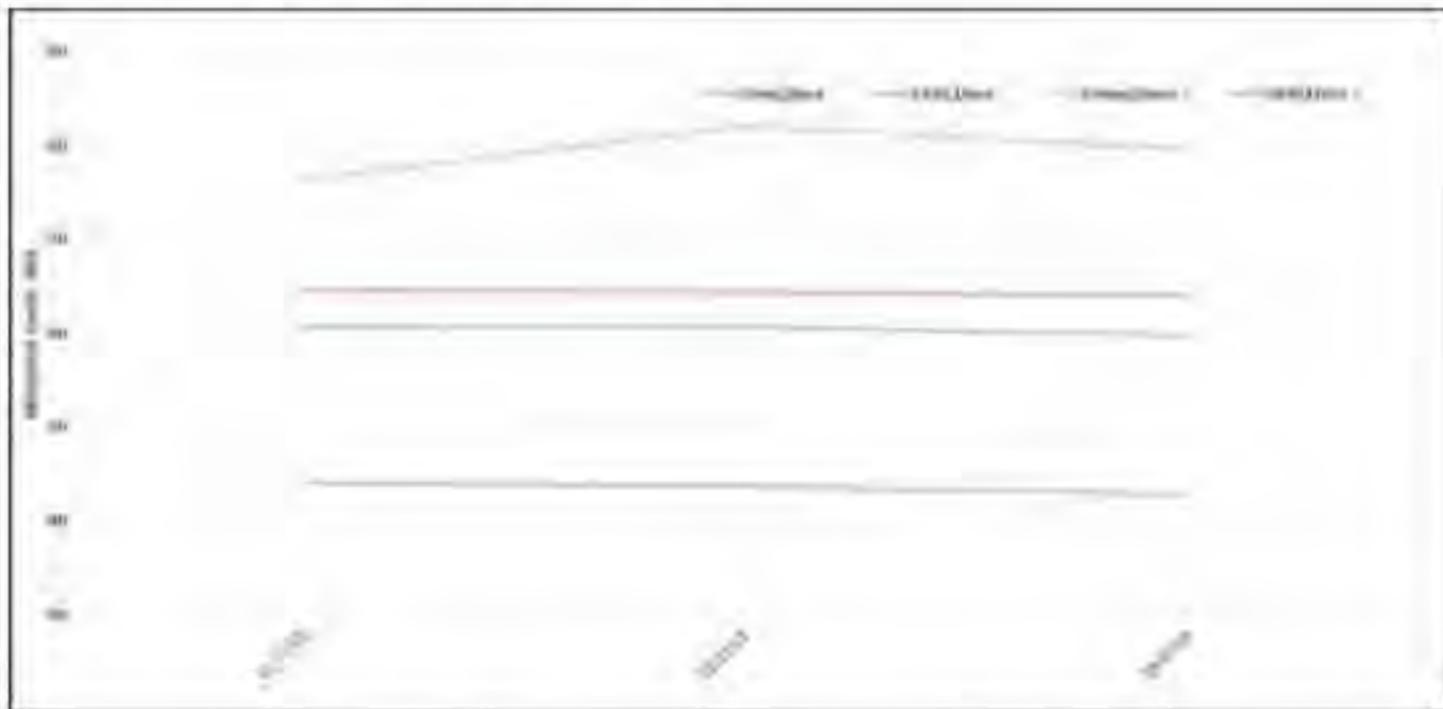
- 4.1.1 A summary of the measured baseline noise levels is provided in **Table 6**. The ambient noise environment at each monitoring location is described below, and full monitoring data including graphs of measured levels are provided in **Appendix B**. We note that the developable area is now smaller than that initially proposed, however, full results of the survey are provided for completeness.

**Table 6 – Measured baseline noise levels**

Monitoring location	Duration, T	Measured noise level		
		Ambient, $dBL_{A95,T}$	Background, $dBL_{A90,T}$	10th percentile, $dBL_{A10,T}$
<b>Daytime (07:00 – 23:00)</b>				
NMP1	3 hour	60.4	43.5	64.3
NMP2	1 hour	51.7	43.5	54.7
NMP3	1 hour	43.3	37.9	45.4
NMP4	30 minutes	45.0	40.4	47.3
<b>Night-time (23:00 – 07:00)</b>				
NMP1	15 minutes	48.4	32.9	47.4
NMP2	15 minutes	38.4	28.9	42.5
NMP3	15 minutes	42.2	31.5	45.1
NMP4	15 minutes	36.2	31.1	38.9

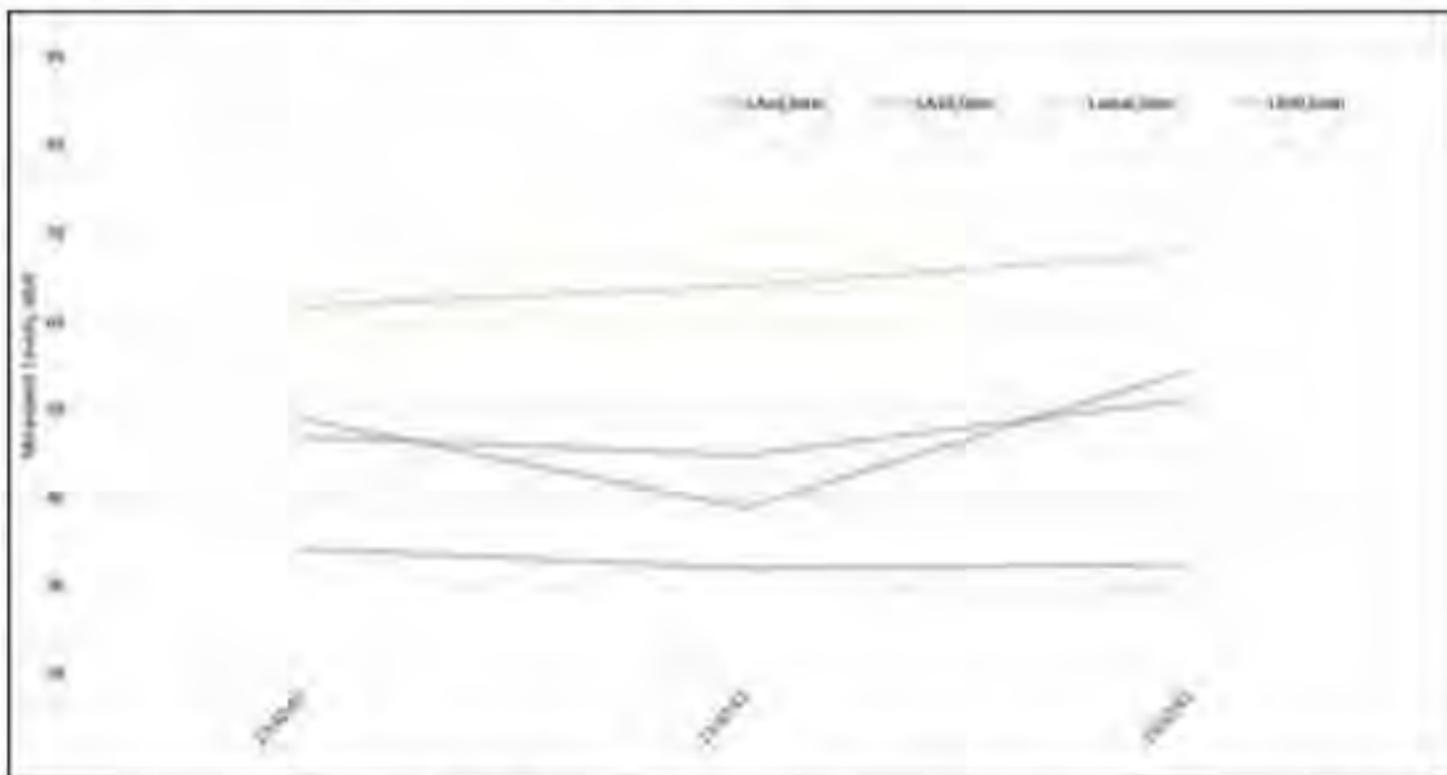
- 4.1.2 We note that the developable area is now smaller than that initially proposed, however, full results of the survey are provided for completeness. As noted in 3.2.2, some of the NMPs are no longer within the site, given the smaller developable area, however, they remain representative of the noise environment at the Proposed Development, given that road traffic on Low Road is the dominant noise source within the locality and the NMPs provide noise levels at varying distances from the road.
- 4.1.3 The noise environment at NMP1 during the daytime period was dominated by fairly constant traffic on Low Road. Birdsong was audible at NMP1 but was less prevalent here than in other areas across the site. A lawnmower was audible nearby until 11:25, but was observed to have a minimal impact on noise levels which were dominated by traffic noise.
- 4.1.4 Measured daytime noise levels at NMP1 are presented in **Chart 1**.

**Chart 1 – Measured daytime noise levels at NMP1**



- 4.1.5 The measured  $L_{Aeq}$  and  $L_{A10}$  noise indices were highly consistent throughout the monitoring period. The measured  $L_{A90}$  was also highly consistent, though approximately 15 dB lower than the measured  $L_{Aeq}$ . These trends are consistent with a noise environment dominated by road traffic on a road with a fairly steady traffic flow.
- 4.1.6 During the night-time period fairly constant traffic from the wider road network was the dominant noise source, with sporadic traffic on Low Road also a significant contributor to overall noise levels.
- 4.1.7 Measured night-time noise levels at NMP1 are presented in **Chart 2**.

**Chart 2 – Measured night-time noise levels at NMP1**

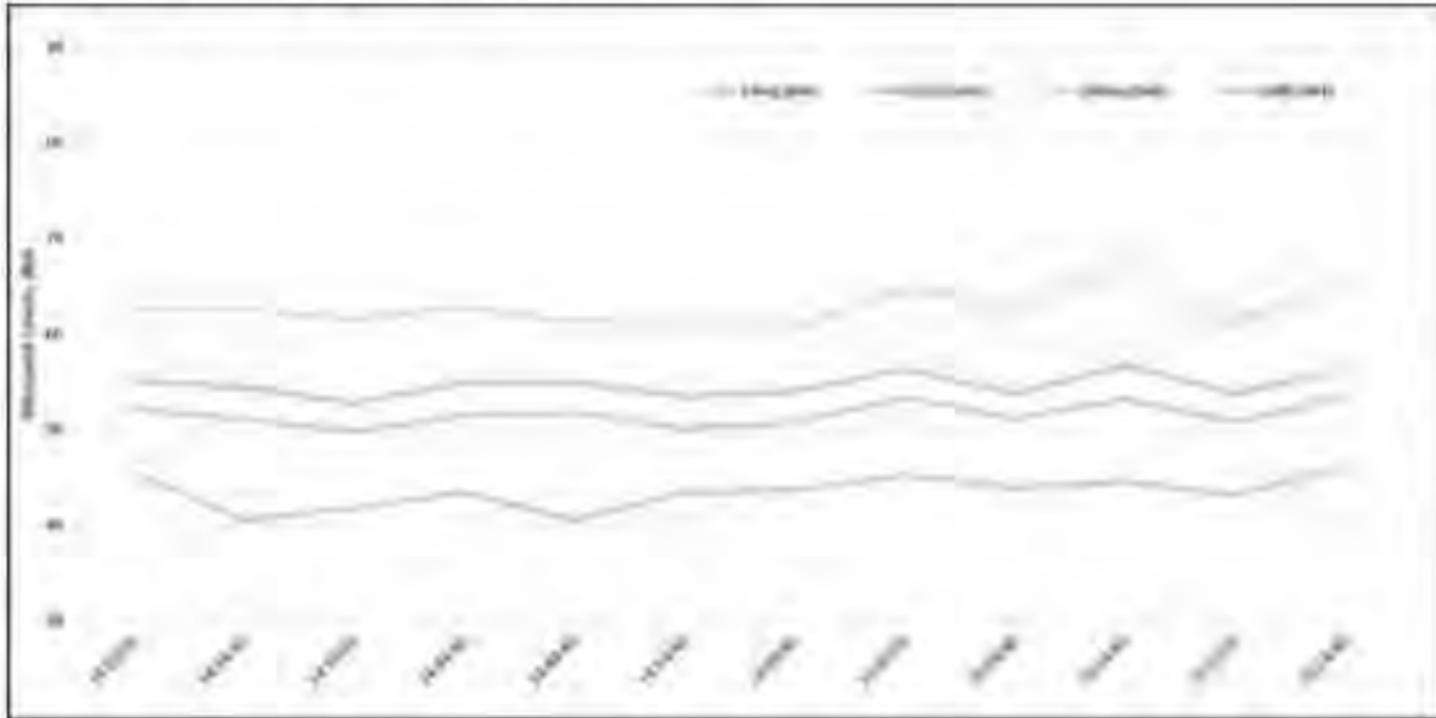


- 4.1.8 Traffic noise was noted to be the dominant noise source, with traffic flow observed to be fairly constant throughout the measurement. The measured  $L_{A10}$  and  $L_{Aeq}$  indices were broadly consistent, indicative of road traffic noise. The  $L_{Aeq}$  exceeds the  $L_{A10}$  for a short period, typically an indicator of variable traffic flows. The measured  $L_{A90}$  was around 15 dB lower than the measured  $L_{Aeq}$ , consistent with longer gaps between individual vehicle passes on Low Road due to low traffic flows during the night-time period than the daytime period.

## NMP2

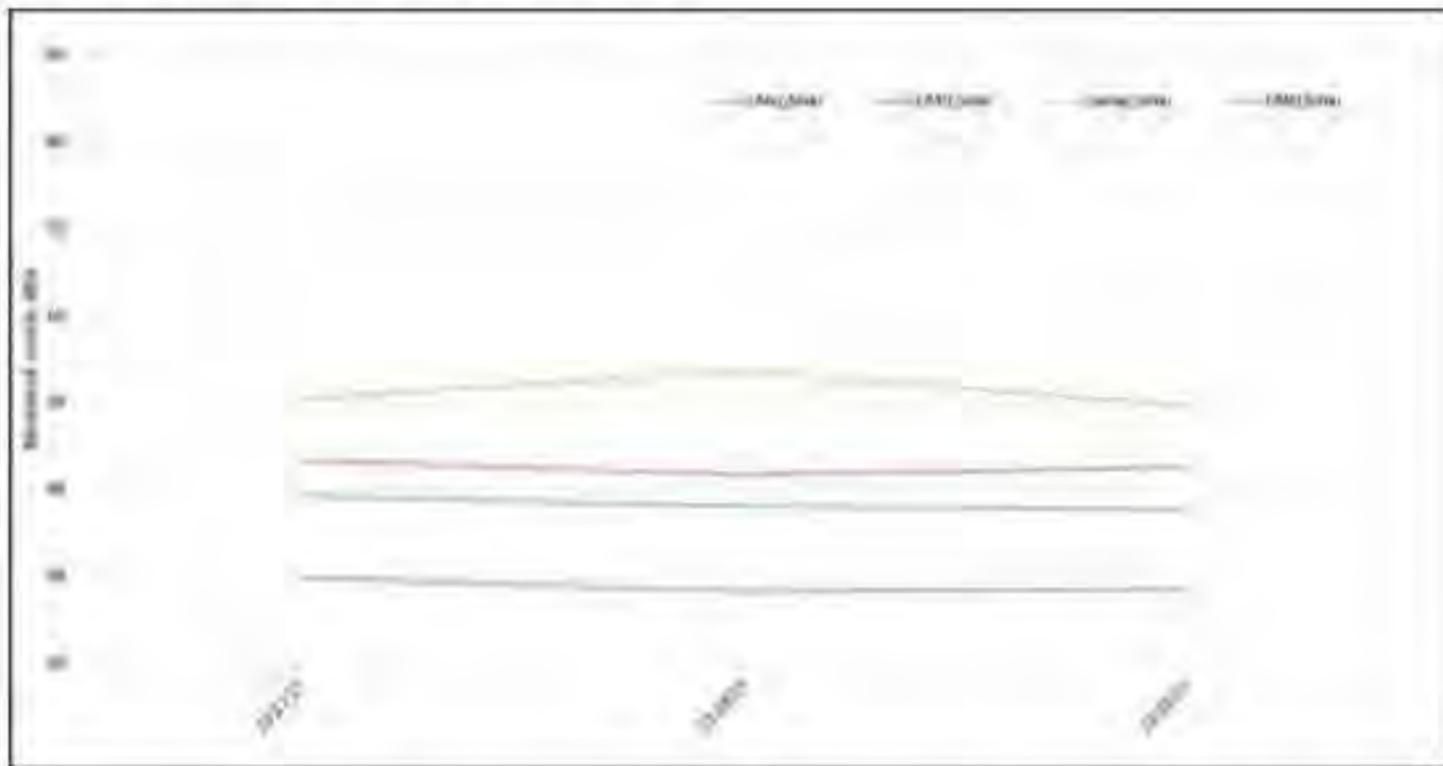
- 4.1.9 The noise environment during the daytime period was dominated by fairly constant traffic on Low Road. Sporadic material handling noises from Swan Engineering to the south east and birdsong were lesser contributors to overall noise levels. A light aircraft also passed overhead three times during the measurement.
- 4.1.10 No noise attributable to operation of the PFS was audible at monitoring position during the measurement.
- 4.1.11 Measured daytime noise levels at NMP2 are presented in **Chart 3**.

**Chart 3 – Measured daytime levels at NMP2**



- 4.1.12 The measured  $L_{Aeq}$  and  $L_{A10}$  noise indices were highly consistent throughout the monitoring period. The measured  $L_{A90}$  was approximately 7 dB below than the measured  $L_{Aeq}$ . The spikes in  $L_{Amax}$  are attributed to the passing of the light aircraft flying overhead.
- 4.1.13 During the night-time period the dominant noise source was distant traffic noise from the wider road network, with sporadic traffic on Low Road a lesser contributor to total noise levels.
- 4.1.14 Measured night-time noise levels at NMP2 are presented in **Chart 4**.

**Chart 4 – Measured night-time levels at NMP2**



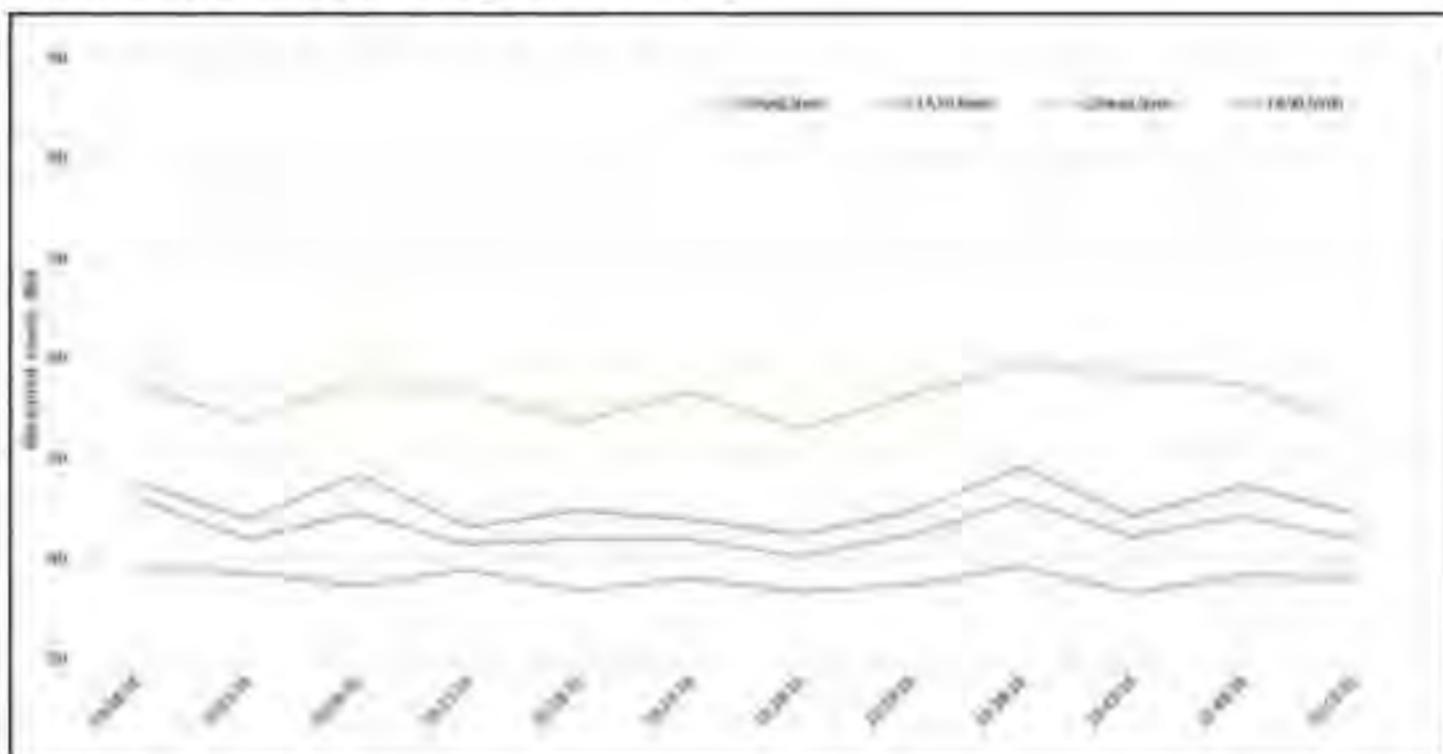
4.1.15 The measured  $L_{Aeq}$  and  $L_{A10}$  noise indices were highly consistent throughout the monitoring period. The measured  $L_{A90}$  was also highly consistent, though approximately 10 dB lower than the measured  $L_{Aeq}$ , suggestive of a steady noise environment.

**NMP3**

4.1.16 The noise environment during the daytime period was dominated by traffic noise from Low Road which was fairly constant. Birdsong was a significant contributor to noise and was dominant during traffic lulls on Low Road. Birds flew close to the monitoring position and were a contributor to noise levels for the second half of the measurement. Operation of an electric saw was occasionally slightly audible from the Swan Engineering works to the east. During operation of the saw the ambient noise level was observed to increase by approximately 1 dB.

4.1.17 Measured daytime noise levels at NMP3 are presented in **Chart 5**.

**Chart 5 – Measured daytime noise levels at NMP3**

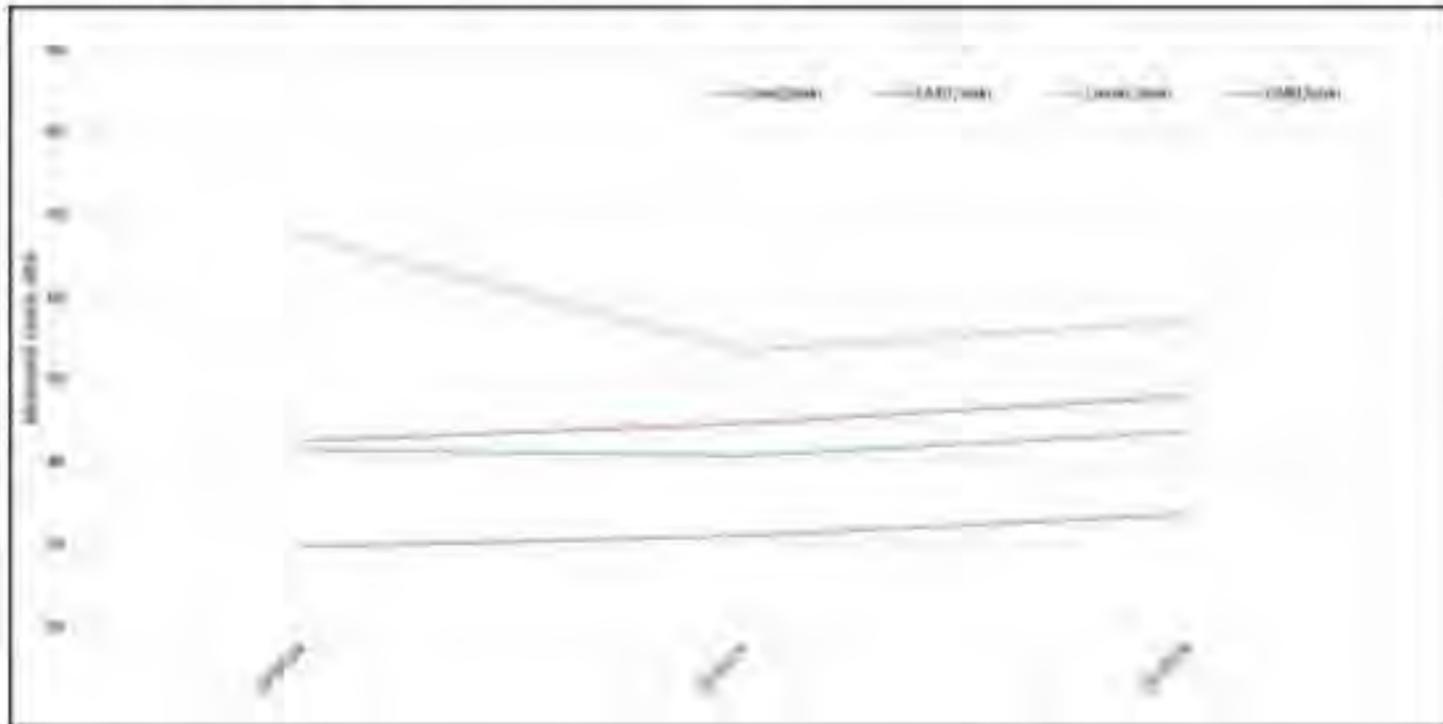


4.1.18 The measured  $L_{Aeq}$  and  $L_{A10}$  noise indices were highly consistent throughout the monitoring period. The measured  $L_{A90}$  was found to be approximately 5 dB lower than the measured  $L_{Aeq}$  which indicates

a fairly variable noise environment. The highest peak in the  $L_{Amax}$  is attributed to a helicopter flying overhead at 10:38.

- 4.1.19 During the night-time period the dominant noise source was distant traffic noise from the wider road network, with sporadic traffic on Low Road a lesser contributor to overall noise levels.
- 4.1.20 Measured night-time noise levels at NMP2 are presented in **Chart 6**.

**Chart 6 – Measured night-time noise levels at NMP3**

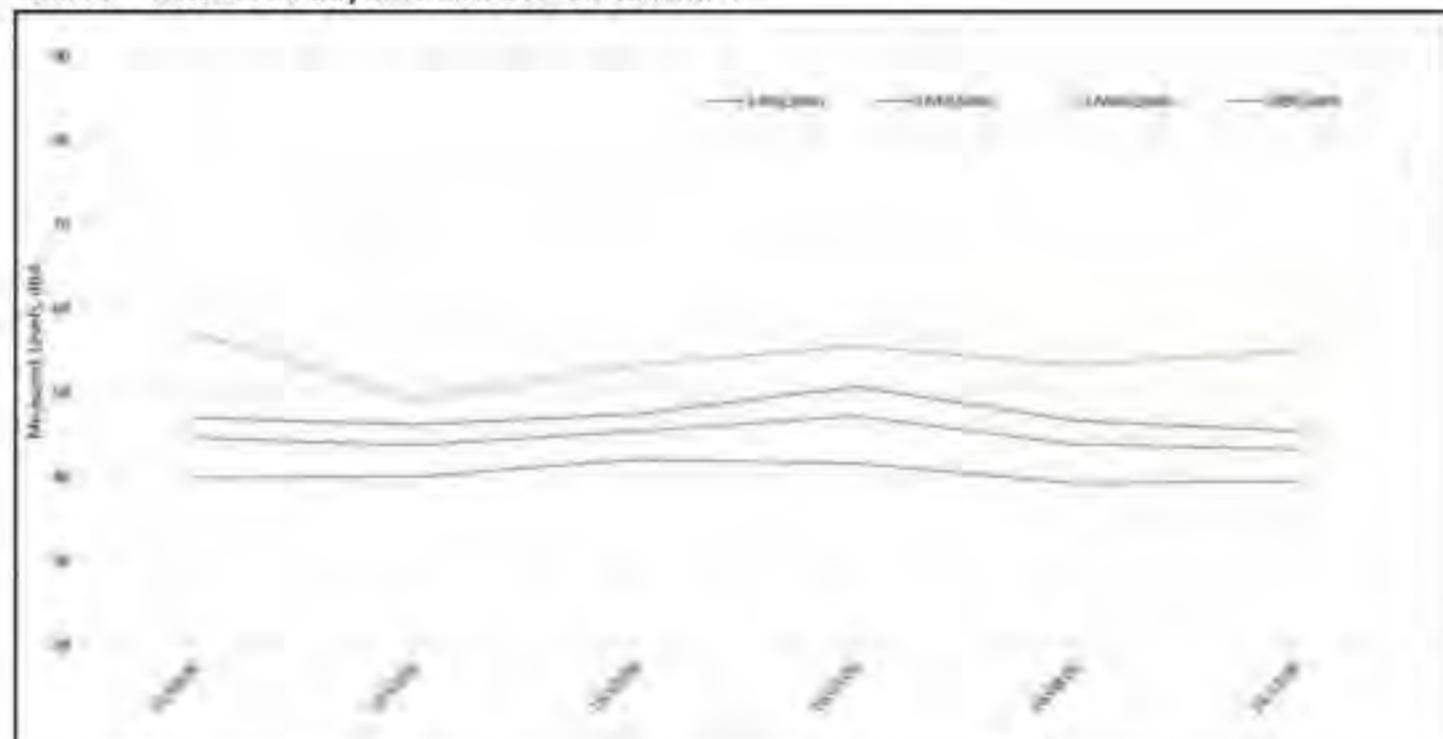


- 4.1.21 The measured  $L_{Aeq}$  and  $L_{A10}$  noise indices were highly consistent throughout the monitoring period. The measured  $L_{A50}$  was also highly consistent, though approximately 10dB lower than the measured ambient level, suggestive of a steady noise environment.

**NMP4**

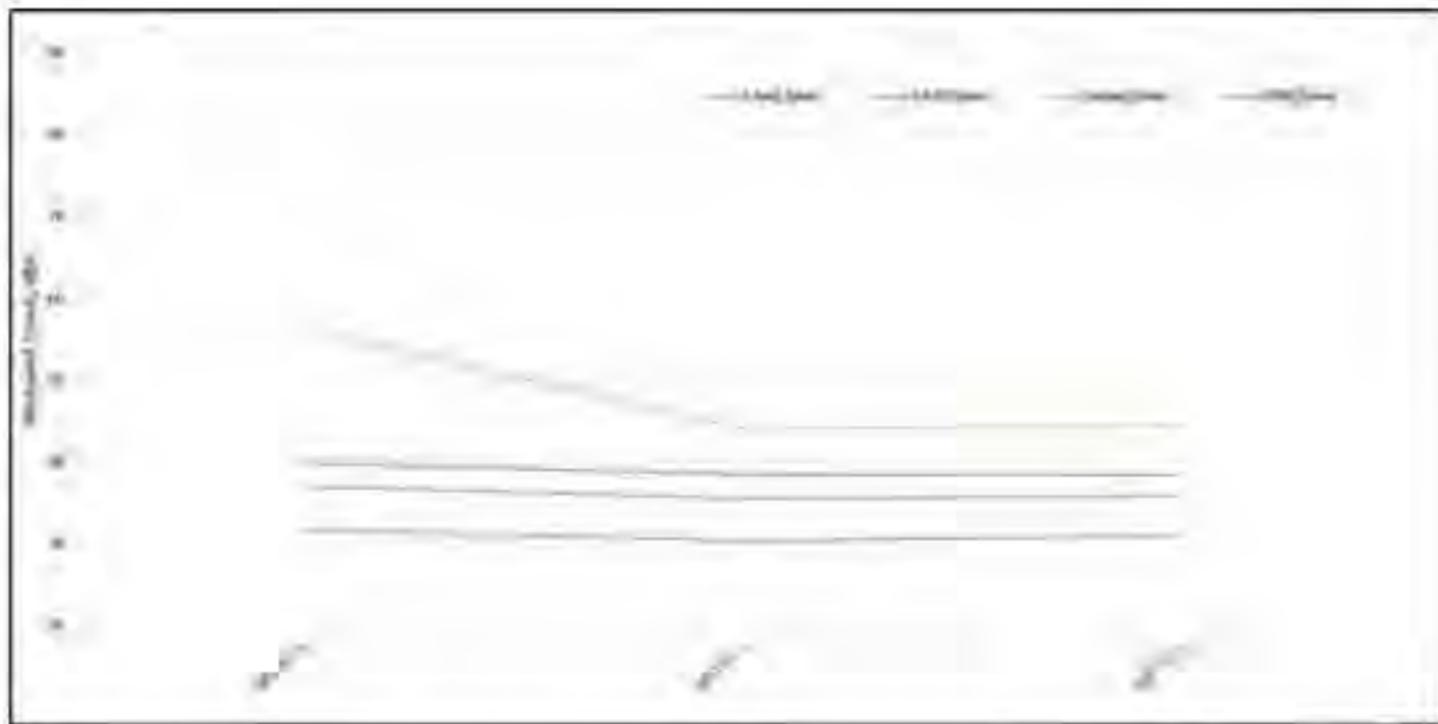
- 4.1.22 The noise environment at NMP4 during the daytime period was dominated by constant traffic noise from Low Road and the wider road network. Noise from an electric saw from a house to the North was audible at the beginning at the measurement. Birdsong was also audible, though this was a lesser contributor to total noise levels.
- 4.1.23 Measured daytime noise levels at NMP4 are presented in **Chart 7**.

**Chart 7 – Measured daytime noise levels at NMP4**



- 4.1.24 The measured  $L_{Aeq}$  and  $L_{A10}$  noise indices were highly consistent throughout the monitoring period. The measured  $L_{A90}$  was also highly consistent, though approximately 5 dB lower than the measured  $L_{Aeq}$ , suggestive of a steady noise environment.
- 4.1.25 Noise levels during the night-time period were dominated by traffic noise on the wider road network. A lesser contributor to noise levels was sporadic traffic on Low Road.
- 4.1.26 Measured night-time noise levels at NMP4 are presented in **Chart 8**.

**Chart 8 – Measured night-time noise levels at NMP4**



- 4.1.27 All noise indices were highly consistent for the majority of the measurement indicating a steady noise environment during the night-time period. The spike in the  $L_{Amax}$  at approximately 00:06 coincides with observations of a loud acceleration from a vehicle passing on Low Road.

#### *Summary of ambient noise environment*

- 4.1.28 The noise environment during the daytime period across the study area was dominated by road traffic on Low Road. Traffic noise was more prominent at NMP1 and NMP3 than at NMP2 and NMP4 due to the proximity of these NMPs to the road.
- 4.1.29 Noise levels for the night-time period were dominated by distant traffic noise from the wider road network. Traffic flow on Low Road was lighter during the night-time period, and this road was therefore a lesser contributor to total noise levels.

## 4.2 Evaluation against fixed criteria

### *External amenity areas*

- 4.2.1 Measured noise levels across the site are evaluated in the context of the target noise levels for external amenity areas in **Table 7**. Impact magnitude and effect significance are considered with reference to PAN1/2011 criteria as provided in **Table 2** and **Table 3**, respectively. No target level for the night-time period was specified so the daytime target level of 50  $dB_{LAeq,5hr}$  was adopted for this period. All proposed NSRs are considered to be of high sensitivity for the derivation of effect significance. The predicted noise levels across the site are shown as noise contours in **Figure 2** (daytime period) and **Figure 3** (night-time period).

**Table 7 – Evaluation of measured noise levels – external amenity areas**

Monitoring location / Period	Predicted Level, $dBL_{Aeq,T}$	Predicted level – target level, dB	Impact magnitude	Effect significance
<b>Daytime period (07:00 – 23:00) – target noise level 50 <math>dBL_{Aeq,16hr}</math></b>				
NSR1 - Daytime	46.4	-3.6	No change	Neutral
NSR2 - Daytime	41.1	-8.9	No change	Neutral
NSR3 - Daytime	46.7	-3.3	No change	Neutral
NSR4 – Daytime	37.0	-13.0	No change	Neutral
<b>Night-time period (07:00 – 23:00) – no target level specified, daytime level adopted 50 <math>dBL_{Aeq,8hr}</math></b>				
NSR1 – Night-time	38.8	-11.2	No change	Neutral
NSR2 – Night-time	33.8	-16.2	No change	Neutral
NSR3 – Night-time	38.3	-11.7	No change	Neutral
NSR4 - Night-time	29.5	-20.5	No change	Neutral

4.2.2 At all NSRs noise effects have been identified as “neutral” with an impact magnitude of “no change”, both during the daytime and the night-time period. Noise effects within the external amenity areas of proposed dwellings across the Proposed Development have been identified as “not significant”.

*Internal – habitable rooms of proposed dwellings*

4.2.3 Noise levels within bedrooms and living rooms have been derived for representative NSRs, assuming open window attenuation. In **Table 8** the derived internal noise levels across the site are compared the internal target noise levels and PAN1/2011 evaluation criteria as provided in **Table 2** and **Table 3**, respectively. All proposed NSRs are considered to be of high sensitivity for the derivation of effect significance.

**Table 8 – Evaluation of measured noise levels – internal noise levels**

Monitoring location / Period	Predicted Level, dB	Derived internal level, dB	Predicted level – target level, dB	Impact magnitude	Effect significance
<b>Daytime period (07:00 – 23:00) – target noise level 35 <math>dBL_{Aeq,16hr}</math></b>					
NSR1 - Daytime	55.9	41.9	6.9	Moderate adverse	Moderate / large
NSR2 - Daytime	59.9	44.9	9.9	Moderate adverse	Moderate / large
NSR3 - Daytime	49.3	34.3	-0.7	No change	Neutral
NSR4 - Daytime	43.1	28.1	-6.9	No change	Neutral
<b>Night-time period (07:00 – 23:00) – target noise level 30 <math>dBL_{Aeq,8hr}</math></b>					
NSR1 – Night-time	47.8	32.8	2.8	Negligible adverse	Slight
NSR2 – Night-time	51.6	36.6	6.6	Moderate adverse	Moderate / large
NSR3 – Night-time	41.6	26.6	-3.4	No change	Neutral
NSR4 – Night-time	35.7	20.7	-9.3	No change	Neutral

4.2.4 During the daytime and the night-time periods, derived internal ambient noise levels meet the target levels at NSR3 and NSR4, resulting in an impact magnitude of “no change” and an effect significance of “neutral”. Daytime and night-time internal noise effects at these NSRs have therefore been determined to be “not significant”.

- 4.2.5 At NSR2 the derived internal levels during the daytime period and the night-time period exceed the target level by greater than 5 dB, resulting in an impact magnitude of *“moderate adverse”* and an effect significance of *“moderate/large”*. Noise effects at this receptor have therefore been determined to be *“significant”*. The detailed site layout has yet to be confirmed, and noise levels at NSR2 represent a ‘worst case’ scenario.
- 4.2.6 At NSR1 the derived internal levels during the daytime period exceed the target level by greater than 5 dB, resulting in an impact magnitude of *“moderate adverse”* and an effect significance of *“moderate/large”*. During the night-time period the derived internal levels exceed the target level by less than 3 dB, and fall within the category *“negligible adverse”*, giving an effect significance of *“slight”*. Noise effects at this receptor have therefore been determined to be *“significant”* during the daytime period, and *“not significant”* during the night-time.
- 4.2.7 We note that representative receptors NSR1 and NSR2 are the same distance from Low Road, however, the predicted internal levels within NSR1 are lower, as this property is orientated with the gable-end facing the road. There will be no windows of habitable rooms in the gable ends of the properties, therefore these walls offer some screening of road traffic noise to windows on the main façades.
- 4.2.8 Appropriate mitigation will be specified at detailed design stage to enable proposed dwellings at NSR1 and NSR2 to meet the target noise levels. Such mitigation may include:
- Maintaining an increased stand-off distance from the road, to a distance of 35 m or greater (current distance approx. 18 m), which would enable the target levels to be met both internally and within gardens;
  - Screening road traffic noise with an acoustic barrier along the northern site boundary;
  - Having single-storey dwellings (bungalows) fronting on to the road; whereby there are no upper-floor bedroom windows, and ground-floor windows are screened by an acoustic barrier;
  - Orientation of the windows of *“habitable rooms”* (bedrooms and living rooms) away from the road;
  - Optimisation of window size and orientation in habitable rooms to minimise road traffic noise transmission; and
  - A combination of two or more of the above methods.

### 4.3 Evaluation of commercial/industrial noise

- 4.3.1 Noise from the Swan Engineering industrial units near NMP3 was only occasionally audible during the survey, and the PFS and MOT centre was inaudible throughout. The effect of the Swan Engineering works to the east of the site on the measured ambient noise level was minimal, with occasional fluctuations of up to 1 dB in the ambient level attributed to operational noise from the units.
- 4.3.2 No commercial/industrial noise was audible during the night-time period, and Swan Engineering is known to only operate during the hours of 8am and 5pm, which falls within the daytime period, as defined in BS4142. This assessment therefore does not consider commercial/industrial noise impacts during the night-time period further.
- 4.3.3 In accordance with the requirements of the BS4142 guidance, for the development not to give rise to adverse impacts the rating level should not exceed 5 dB above the measured background level at identified NSRs. The background noise level representative of the noise environment at NSR3, in the absence of industrial noise, has been adopted as that measured at NMP3, the closest monitoring point to the Swan Engineering industrial units. The measured daytime background level at NSR3 was 38 dBL<sub>A90,1hr</sub>.

4.3.4 The background level has been rounded to the nearest integer dB in accordance with the BS4142 method.

#### *Prediction of operational noise levels*

4.3.5 The specific noise level resulting from the operation of the industrial units to the east of the site was calculated by the logarithmic subtraction of the residual level from the ambient level (see **Table 10**). The derived specific level, applied penalties and rated levels at the NSR are presented in **Table 9**. In accordance with BS4142; the derived rated levels have been rounded to the nearest integer.

**Table 9– Evaluation of measured specific noise levels**

NSR	Measured ambient level, $L_{Aeq,T}$	Assumed residual level, $L_{Aeq,T}$	Specific level, $L_{Aeq,T}$ (Ambient-Residual)	Rating Correction dBA	Rating Level $dBL_{A,r}$
NSR3	43.3	43.3	37.4	-	37.0

4.3.6 This assessment considers that no character correction should apply to the industrial units. Noise from industrial sources was typically only slightly audible, and was not noted to contain any clearly audible tones. Whilst sporadic in nature, the noise did not fit the definition of “intermittency” provided in BS4142, and no audible impulsivity was noted.

4.3.7 During the noise survey, industrial noise was only audible for approximately 5 – 10 minutes of any given 1 hour reference period. This assessment has assumed an absolute worst-case, whereby no time correction has been applied to the specific level. We note, however, that should a time correction be applied, the specific level would be reduced by approximately 10 dB.

#### *Evaluation of impacts - BS4142:2014 Assessment*

Noise associated with operational noise from the industrial units in close proximity to the Proposed Development has been evaluated at NMP3, representative of the closest proposed dwellings to the industrial unit, and the results are provided in **Table 10**.

**Table 10 – Evaluation of impacts at NMP3**

Item	Level, dB	Notes
Ambient level	44.3	See Section 4.4
Residual level	43.3	See Section 4.4
Specific Level	$L_{Aeq} = [10\log(10^{44.3} - 10^{43.3})] = 37.4$	See Section 4.4
Rating correction	-	-
Rating level	37	See Section 4.4
Daytime background level	38	See Section 4.3
Excess of rating level over daytime background	-1	The derived rating level is below the measured background level by 1dB, which is an indication of the Proposed Development having a low impact during the daytime period.

#### **Significance of noise impacts**

4.3.8 At the closest assumed representative receptor location of the proposed development, NSR3, the rating level of the engineering works is 1 dB below the background level during the daytime period.

This is a positive indication that industrial noise from Swan Engineering will have a low impact on the Proposed Development.

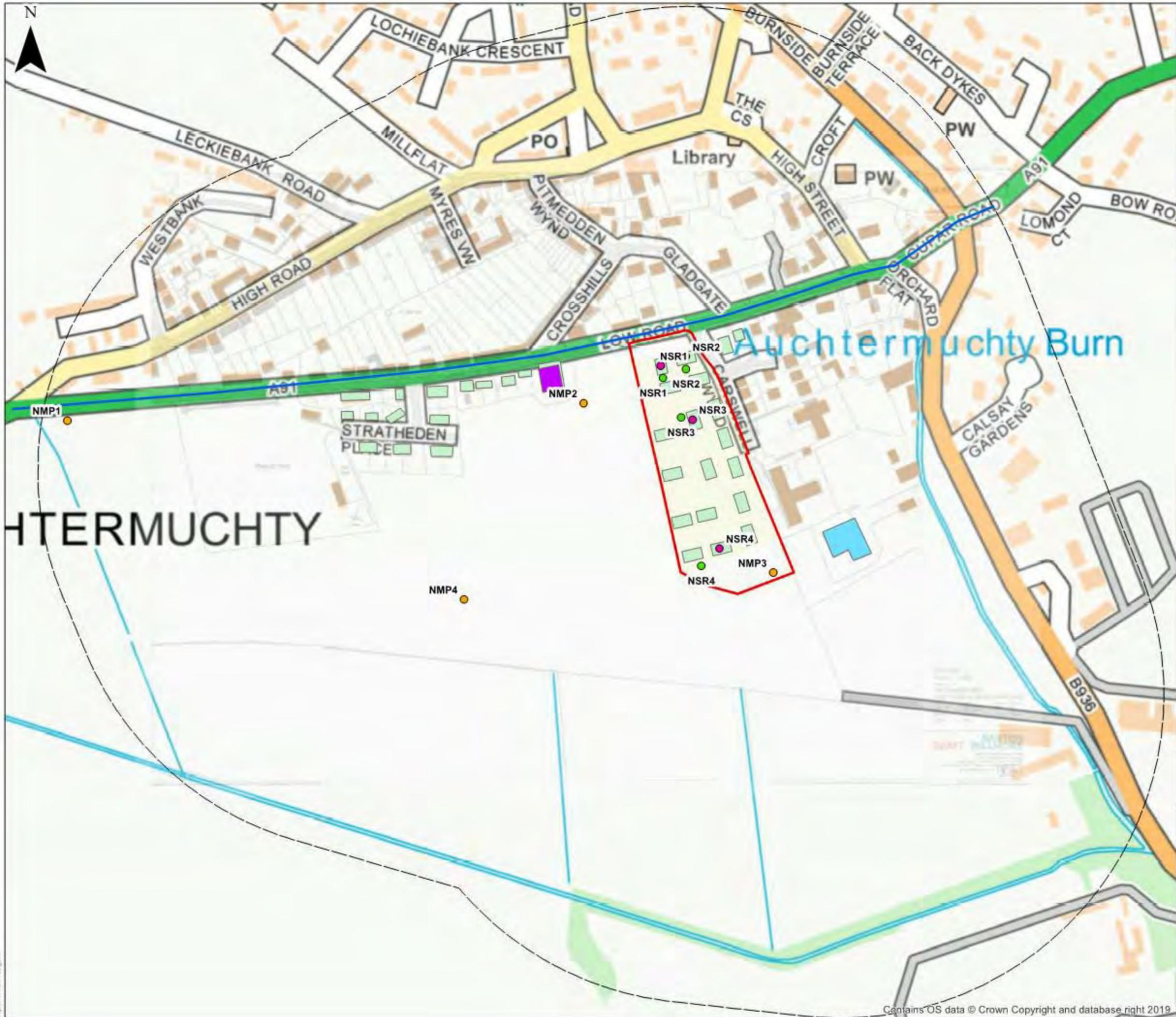
#### **Effect of uncertainty**

- 4.3.9 Appropriate guidance has been followed throughout this assessment to minimise potential uncertainty wherever possible, as follows:
- The characterisation of the baseline noise environment was been undertaken using appropriately certified and calibrated equipment;
  - Baseline measurements were undertaken at appropriate locations on site within the development boundary, rather than at proxy locations;
  - Weather conditions during the baseline survey were in accordance with the requirements of BS4142 and BS7445;
  - Daytime and night-time period measurements were undertaken for a minimum duration of the reference period quoted in BS4142;
  - Rounding of reported levels has been undertaken in accordance with BS4142 requirements; and
  - No time-correction has been applied to audible noise from the engineering works to account for the 1 hour daytime reference period.
- 4.3.10 Given the above methods used to minimise potential sources of uncertainty, it is considered that potential uncertainty is small and will not affect the outcome of the BS4142 assessment.

## **5 Conclusions**

- 5.1.1 A noise assessment has been undertaken in support of an application for planning permission for a residential development on land adjacent to Carswell Wynd, Auchtermuchty. In the course of the assessment ITPE has consulted with Fife Council, undertaken a baseline noise survey at the site, and evaluated post-development noise levels at proposed residential dwellings. This report updates and supersedes an earlier version, and takes into account a smaller developable area of the Proposed Development, and pre-application advice from FC, which was issued in August 2019, subsequent to our earlier assessment.
- 5.1.2 Daytime and night time baseline noise levels across the site were found to be dominated by road traffic from Low Road and the surrounding road network, and were broadly within the range of target noise levels.
- 5.1.3 The BS4142 assessment of the industrial units near baseline monitoring location NMP3 identified a low likelihood of adverse impacts from commercial/industrial sources at the Proposed Development.
- 5.1.4 Noise effects at existing NSRs arising from additional road traffic flows associated with the development have been determined to be not significant.
- 5.1.5 Noise effects at representative proposed NSRs have been evaluated using target noise levels and noise effects have been determined to be not significant at proposed dwellings across the majority of the Proposed Development.
- 5.1.6 Significant noise effects have been identified at NSR1 and NSR2, representative of the northernmost proposed dwellings within the Proposed Development. Predicted internal noise levels within habitable rooms exceed target noise levels by up to 9.9 dB during the daytime, and up to 6.6 dB during the night-time period.
- 5.1.7 Adverse noise impacts arising from road traffic via open-window propagation within the habitable rooms of proposed dwellings can be mitigated at the detailed design stage. Potential mitigation

measures which may be deployed have been provided as examples. We further note that internal target noise levels can be comfortably met at proposed dwellings most-exposed to road traffic noise via closed-window attenuation. The site is therefore considered suitable for residential development.



- KEY**
- Site Boundary
  - Study Area
  - NSRs - houses
  - NSRs - gardens
  - Noise Monitoring Positions (NMPs)
  - Modelled Road Links
  - Petrol Filling Station and MOT Centre
  - Buildings
  - Industrial units

0 75 150  
Meters  
Scale 1:3,400 @ A3



Carswell Wynd  
Noise Assessment  
**Figure 1**  
Study Area, NSRs NMPs &  
Modelled Road Links

Date: 12/12/2019 Drawn by: GM Checked by: SW Version: V1

Project Number: EDL\_006

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**KEY**

- Site Boundary
- Petrol Filling Station and MOT Centre
- Buildings
- Industrial units

**Daytime Contour LAeq, 16hr**

- <40
- 40 - 45
- 45 - 50
- 50 - 55
- >55



Scale 1:1,593 @ A3



Carswell Wynd  
Noise Assessment

**Figure 2**  
Daytime noise contours

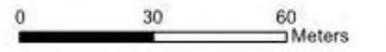


**KEY**

- Site Boundary
- Petrol Filling Station and MOT Centre
- Buildings
- Industrial units

**Night-time contour LAeq, 8hr**

- <40
- 40 - 45
- 45 - 50
- 50 - 55
- >55



Scale 1:1,593 @ A3



Carswell Wynd  
Noise Assessment

**Figure 3**  
Daytime noise contours

Project Number: EDL\_016

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Date: 12/12/2019	Drawn by: GM	Checked by: SW	Version: V1
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## Appendix A – SLM calibration certificates



# CERTIFICATE OF CALIBRATION



0653

**Date of Issue: 13 March 2018**

**Certificate Number: UCRT18/1290**

Issued by:

ANV Measurement Systems

Beaufort Court

17 Roebuck Way

Milton Keynes MK5 8HL

Telephone 01908 642846 Fax 01908 642814

E-Mail: [info@noise-and-vibration.co.uk](mailto:info@noise-and-vibration.co.uk)

Web: [www.noise-and-vibration.co.uk](http://www.noise-and-vibration.co.uk)

Acoustics Noise and Vibration Ltd trading as ANV Measurement Systems

Page 1 of 2 Pages			
Approved Signatory			
K. Mistry			

**Customer** Energised Environments Limited  
7 Dundas Street  
Edinburgh  
EH3 6QG

**Order No.** EE131041  
**Description** Sound Level Meter / Pre-amp / Microphone / Associated Calibrator  
**Identification**

Manufacturer	Instrument	Type	Serial No. / Version
Rion	Sound Level Meter	NL-52	00264486
Rion	Firmware		1.8
Rion	Pre Amplifier	NH-25	54611
Rion	Microphone	UC-59	09630
Rion	Calibrator	NC-74	34167510
	Calibrator adaptor type if applicable		NC-74-002

**Performance Class** 1  
**Test Procedure** TP 2.SLM 61672-3 TPS-49  
*Procedures from IEC 61672-3:2006 were used to perform the periodic tests.*

**Type Approved to IEC 61672-1:2002** YES **Approval Number** 21.21 / 13.02  
*If YES above there is public evidence that the SLM has successfully completed the applicable pattern evaluation tests of IEC 61672-2:2003*

**Date Received** 12 March 2018 **ANV Job No.** UKAS18/03168  
**Date Calibrated** 13 March 2018

The sound level meter submitted for testing has successfully completed the class 1 periodic tests of IEC 61672-3:2006, for the environmental conditions under which the tests were performed. As public evidence was available, from an independent testing organisation responsible for approving the results of pattern evaluation tests performed in accordance with IEC 61672-2:2003, to demonstrate that the model of sound level meter fully conformed to the requirements in IEC 61672-1:2002, the sound level meter submitted for testing conforms to the class 1 requirements of IEC 61672-1:2002.

Previous Certificate	Dated	Certificate No.	Laboratory
	Initial Calibration		

This certificate is issued in accordance with the laboratory accreditation requirements of the United Kingdom Accreditation Service. It provides traceability of measurement to the SI system of units and/or to units of measurement realised at the National Physical Laboratory or other recognised national metrology institutes. This certificate may not be reproduced other than in full, except with the prior written approval of the issuing laboratory.

# CERTIFICATE OF CALIBRATION

Certificate Number

UCRT18/1290

UKAS Accredited Calibration Laboratory No. 0653

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Sound Level Meter Instruction manual and data used to adjust the sound levels indicated.

SLM instruction manual title	Sound Level Meter	NL-42 / NL-52
SLM instruction manual ref / issue		11-03
SLM instruction manual source	Manufacturer	
Internet download date if applicable	N/A	
Case corrections available	Yes	
Uncertainties of case corrections	Yes	
Source of case data	Manufacturer	
Wind screen corrections available	Yes	
Uncertainties of wind screen corrections	Yes	
Source of wind screen data	Manufacturer	
Mic pressure to free field corrections	Yes	
Uncertainties of Mic to F.F. corrections	Yes	
Source of Mic to F.F. corrections	Manufacturer	
Total expanded uncertainties within the requirements of IEC 61672-1:2002	Yes	
Specified or equivalent Calibrator	Specified	
Customer or Lab Calibrator	Customers Calibrator	
Calibrator adaptor type if applicable	NC-74-002	
Calibrator cal. date	13 March 2018	
Calibrator cert. number	UCRT18/1289	
Calibrator cal cert issued by	0653	
Calibrator SPL @ STP	93.99	dB Calibration reference sound pressure level
Calibrator frequency	1002.03	Hz Calibration check frequency
Reference level range	25 - 130	dB

Accessories used or corrected for during calibration - Extension Cable & Wind Shield WS-15

Note - if a pre-amp extension cable is listed then it was used between the SLM and the pre-amp.

Environmental conditions during tests	Start	End	
Temperature	22.51	22.43	± 0.30 °C
Humidity	40.3	42.1	± 3.00 %RH
Ambient Pressure	99.68	99.72	± 0.03 kPa

Response to associated Calibrator at the environmental conditions above.

Initial indicated level	94.4	dB	Adjusted indicated level	94.0	dB
The uncertainty of the associated calibrator supplied with the sound level meter ±			0.10 dB		

Self Generated Noise This test is currently not performed by this Lab.

Microphone installed (if requested by customer) = Less Than	N/A	dB	A Weighting
Uncertainty of the microphone installed self generated noise ±	N/A	dB	

Microphone replaced with electrical input device -	UR = Under Range indicated		
Weighting	A	C	Z
	11.1	15.4	21.3
	dB	dB	dB
	UR	UR	UR
Uncertainty of the electrical self generated noise ±	0.12 dB		

The reported expanded uncertainty is based on a standard uncertainty multiplied by a coverage factor  $k=2$ , providing a coverage probability of approximately 95%. The uncertainty evaluation has been carried out in accordance with UKAS requirements.

For the test of the frequency weightings as per paragraph 12. of IEC 61672-3:2006 the actual microphone free field response was used.

The acoustical frequency tests of a frequency weighting as per paragraph 11 of IEC 61672-3:2006 were carried out using an electrostatic actuator.

END

Calibrated by: B. Bogdan

R 2

Additional Comments

None



# CERTIFICATE OF CALIBRATION

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The sound level meter was calibrated in accordance with BS EN 61672-3:2006 as modified by UKAS TPS 49 Edition 2:June 2009, using an appropriate sound level calibrator, prior to measurements being carried out on the filters. The sound level meter has also undergone a full verification procedure, see certificate UCRT18/1290 issued by this laboratory. The manufacturer claims that the filters were designed in accordance with the Class 1 octave and Class 1 third octave requirements of IEC 61260:1995, and these tolerances are given with the results in this certificate. Base 10 test frequencies have been used throughout the filter calibration, in accordance with manufacturers' information.

## **Inter-band level accuracy test**

The meter was set to the single measurement range and the 1 kHz octave filter was selected. A 1 kHz sinusoidal signal was then injected and adjusted to give a reading of 94.0 dB. Following this each filter band was selected in turn, the signal frequency was adjusted to the centre-frequency of the filter, and the sound level meter reading relative to that for the 1 kHz band was noted. A similar test was carried out for the Z setting using a 1 kHz signal.

These tests were then repeated for third octave filters, readjusting the signal level for the 1 kHz filter where necessary.

As the tolerance at the centre frequency in each band is  $\pm 0.3$  dB, it is expected (but not explicitly required in IEC 61260:1995), that the relative levels at each centre frequency shall lie within this spread. All bands tested met this expectation.

## **Filter shape test**

Using the same measurement range as above, the 1 kHz octave filter was again selected. A sinusoidal signal at the centre frequency of 1 kHz was injected, and its level adjusted to give a reading of 135.0 dB. The frequency of the input signal was then changed to each of the values shown in the table of results in turn, and the new meter reading was noted. Two further octave bands (as shown) were then selected and tested in the same manner, with the signal level being set at the new centre frequency in each case.

The above tests were repeated for the 1 kHz and two other third octave bands (as shown).

All bands tested met the requirements of the standard, which are shown with the results.

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## Uncertainties

The laboratories expanded measurement uncertainties are estimated as  $\pm 0.16$  dB at the centre frequency & at other frequencies within the pass-band of the filter, and  $\pm 0.20$  dB for frequencies outside the pass-band. **The reported expanded uncertainty is based on a standard uncertainty multiplied by a coverage factor  $k=2$ , providing a coverage probability of approximately 95%. The uncertainty evaluation has been carried out in accordance with UKAS requirements.**

## NOTES

- 1 The attenuation figures given in the table(s) of filter shapes refer to the meter reading at the given frequency relative to that at the centre frequency in question. The required value is denoted as  $\Delta$  in the column showing attenuation limits.
- 2 Since the tests carried out cover only a limited subset of the content of IEC 61260:1995, the results obtained do not confer compliance with the full requirements of that standard, and are applicable only to those filter bands tested.
- 3 Any linearity errors which the sound level meter may exhibit are included in the filter errors shown in this certificate. Since the meter errors may vary with frequency, it cannot be assumed that they are the same as those given in certificate number UCRT18/1290
- 4 The following firmware was in use at the time of the testing:

Identification	Version
NX-42RT	1.8

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## 1/1 octave filters: Inter-band accuracy

Band (Hz)	Error, dB
4	N/A
8	N/A
16	0.1
31.5	0.1
63	0.1
125	0.0
250	0.0
500	0.0
1000	Ref
2000	0.0
4000	0.0
8000	0.0
16000	0.0
31500	N/A
Z @ 1 kHz	0.0

## 1/1 octave filters: Filter shape

1000 Hz band		125 Hz band		2000 Hz band		Attenuation limits, dB
Freq, Hz	Atten, dB	Freq, Hz	Atten, dB	Freq, Hz	Atten, dB	
63.096	106.7	7.943	87.0	125.895	107.2	$70.0 \leq \Delta \leq \infty$
125.893	100.0	15.849	88.9	251.193	101.3	$61.0 \leq \Delta \leq \infty$
251.189	81.0	31.622	78.4	501.197	81.4	$42.0 \leq \Delta \leq \infty$
501.187	39.8	63.094	39.8	1000.02	39.8	$17.5 \leq \Delta \leq \infty$
707.946	3.2	89.123	3.3	1412.56	3.2	$-0.3 \leq \Delta \leq 5.0$
771.792	0.1	97.161	0.1	1539.96	0.1	$-0.3 \leq \Delta \leq 1.3$
841.395	0.0	105.923	-0.1	1678.84	0.0	$-0.3 \leq \Delta \leq 0.6$
917.276	0.0	115.476	0.0	1830.24	0.0	$-0.3 \leq \Delta \leq 0.4$
1000.00	Ref	125.890	Ref	1995.30	Ref	$-0.3 \leq \Delta \leq 0.3$
1090.18	0.0	137.243	0.0	2175.25	0.0	$-0.3 \leq \Delta \leq 0.4$
1188.50	0.0	149.621	0.0	2371.42	0.0	$-0.3 \leq \Delta \leq 0.6$
1295.69	0.1	163.114	0.1	2585.28	0.2	$-0.3 \leq \Delta \leq 1.3$
1412.54	3.3	177.824	3.2	2818.44	3.3	$-0.3 \leq \Delta \leq 5.0$
1995.26	40.7	251.184	40.7	3981.15	40.7	$17.5 \leq \Delta \leq \infty$
3981.07	>110.0	501.177	>110.0	7943.43	107.4	$42.0 \leq \Delta \leq \infty$
7943.28	109.6	999.980	>110.0	15849.2	107.2	$61.0 \leq \Delta \leq \infty$
15848.9	109.1	1995.22	>110.0	31623.4	107.0	$70.0 \leq \Delta \leq \infty$

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## 1/3 octave filters: Inter-band accuracy

Band (Hz)	Error, dB
4	N/A
8	N/A
16	0.1
31.5	0.1
63	0.0
125	0.0
250	-0.1
500	0.0
1000	Ref
2000	0.0
4000	0.0
8000	0.0
16000	0.0
31500	N/A
Z @ 1 kHz	0.0

Band (Hz)	Error, dB
5	N/A
10	N/A
20	0.1
40	0.0
80	0.0
160	0.0
315	0.0
630	0.0
1250	0.0
2500	0.0
5000	0.0
10000	0.0
20000	0.0

Band (Hz)	Error, dB
6.3	N/A
12.5	0.1
25	0.1
50	0.0
100	0.0
200	0.0
400	0.0
800	0.0
1600	0.0
3150	0.0
6300	0.0
12500	0.0
25000	N/A

## 1/3 octave filters: Filter shape

1000 Hz band	
Freq, Hz	Atten, dB
185.460	82.3
327.480	65.5
531.430	47.2
772.570	22.4
891.260	3.6
919.580	0.8
947.190	0.1
974.020	0.0
1000.00	Ref
1026.67	0.0
1055.75	0.1
1087.46	0.9
1122.01	3.9
1294.37	22.6
1881.73	47.6
3053.65	>110.0
5391.95	>110.0

100 Hz band	
Freq, Hz	Atten, dB
18.546	81.2
32.748	65.2
53.143	47.2
77.257	22.3
89.126	3.5
91.958	0.7
94.719	0.0
97.402	0.0
100.000	Ref
102.667	0.0
105.575	0.1
108.746	0.9
112.201	3.9
129.437	22.7
188.173	47.4
305.365	68.2
539.195	>110.0

2500 Hz band	
Freq, Hz	Atten, dB
465.857	82.5
822.597	65.6
1334.90	47.3
1940.62	22.4
2238.76	3.6
2309.89	0.8
2379.25	0.1
2446.64	0.0
2511.90	Ref
2578.89	0.1
2651.94	0.1
2731.59	0.9
2818.38	3.9
3251.33	22.6
4726.72	48.5
7670.46	>110.0
13544.0	>110.0

Attenuation limits, dB
$70.0 \leq \Delta \leq \infty$
$61.0 \leq \Delta \leq \infty$
$42.0 \leq \Delta \leq \infty$
$17.5 \leq \Delta \leq \infty$
$-0.3 \leq \Delta \leq 5.0$
$-0.3 \leq \Delta \leq 1.3$
$-0.3 \leq \Delta \leq 0.6$
$-0.3 \leq \Delta \leq 0.4$
$-0.3 \leq \Delta \leq 0.3$
$-0.3 \leq \Delta \leq 0.4$
$-0.3 \leq \Delta \leq 0.6$
$-0.3 \leq \Delta \leq 1.3$
$-0.3 \leq \Delta \leq 5.0$
$17.5 \leq \Delta \leq \infty$
$42.0 \leq \Delta \leq \infty$
$61.0 \leq \Delta \leq \infty$
$70.0 \leq \Delta \leq \infty$

# CERTIFICATE OF CALIBRATION

Certificate N<sup>o</sup> UCRT18/1291

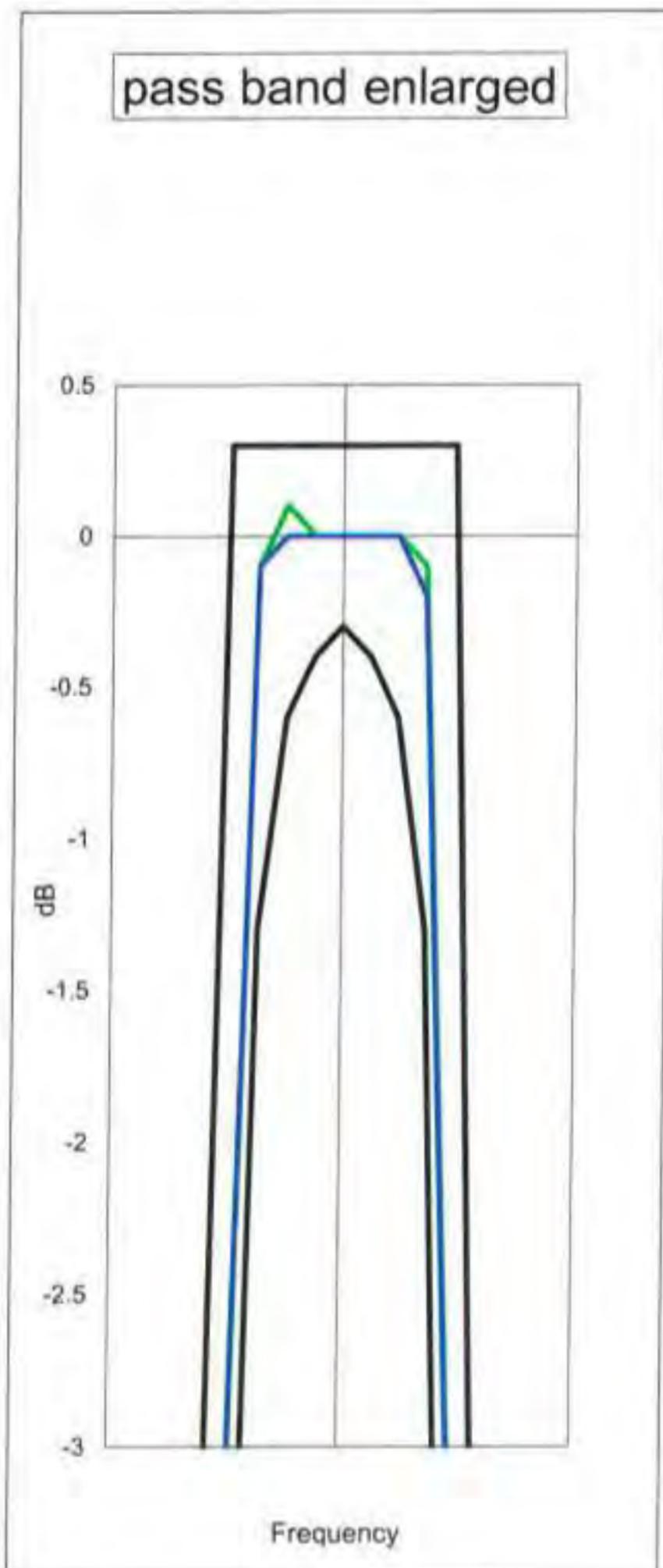
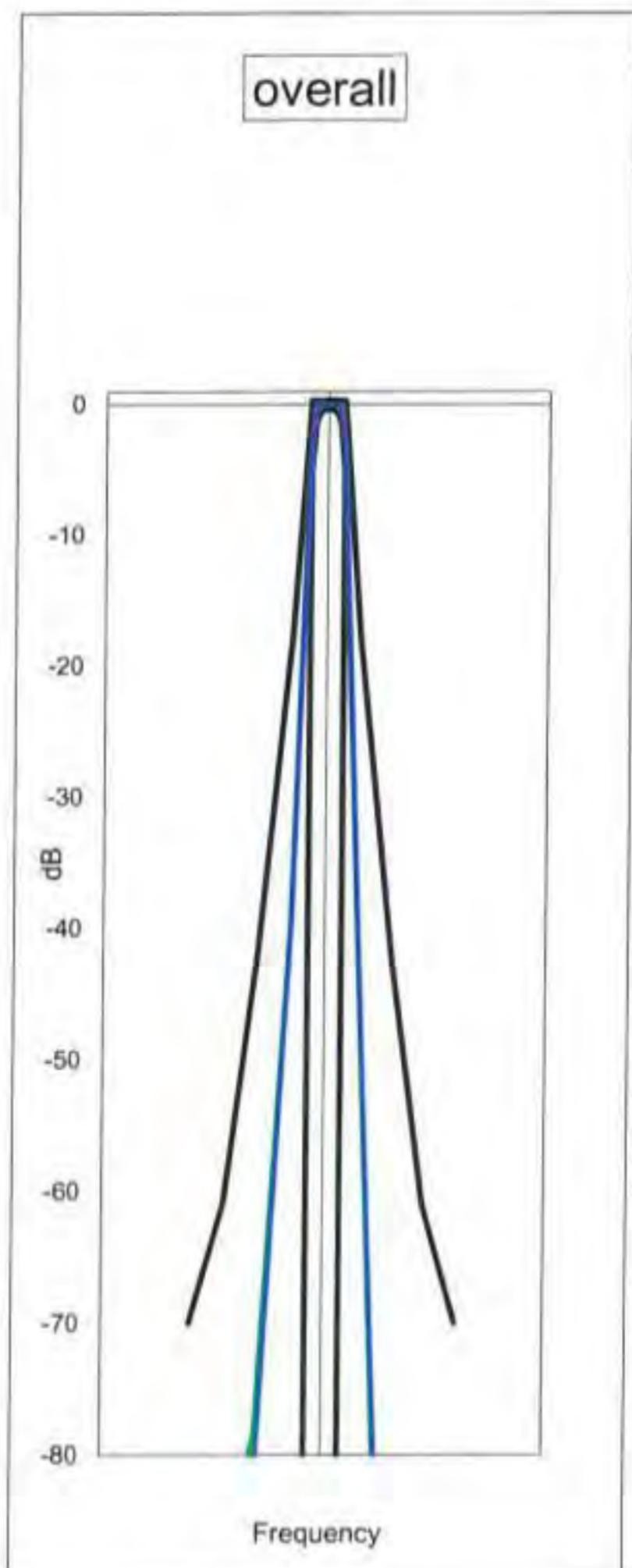
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## OCTAVE FILTERS

black IEC 61260 limits  
red 1000 Hz band

green 125 Hz band  
blue 2000 Hz band



# CERTIFICATE OF CALIBRATION

Certificate N° UCRT18/1291

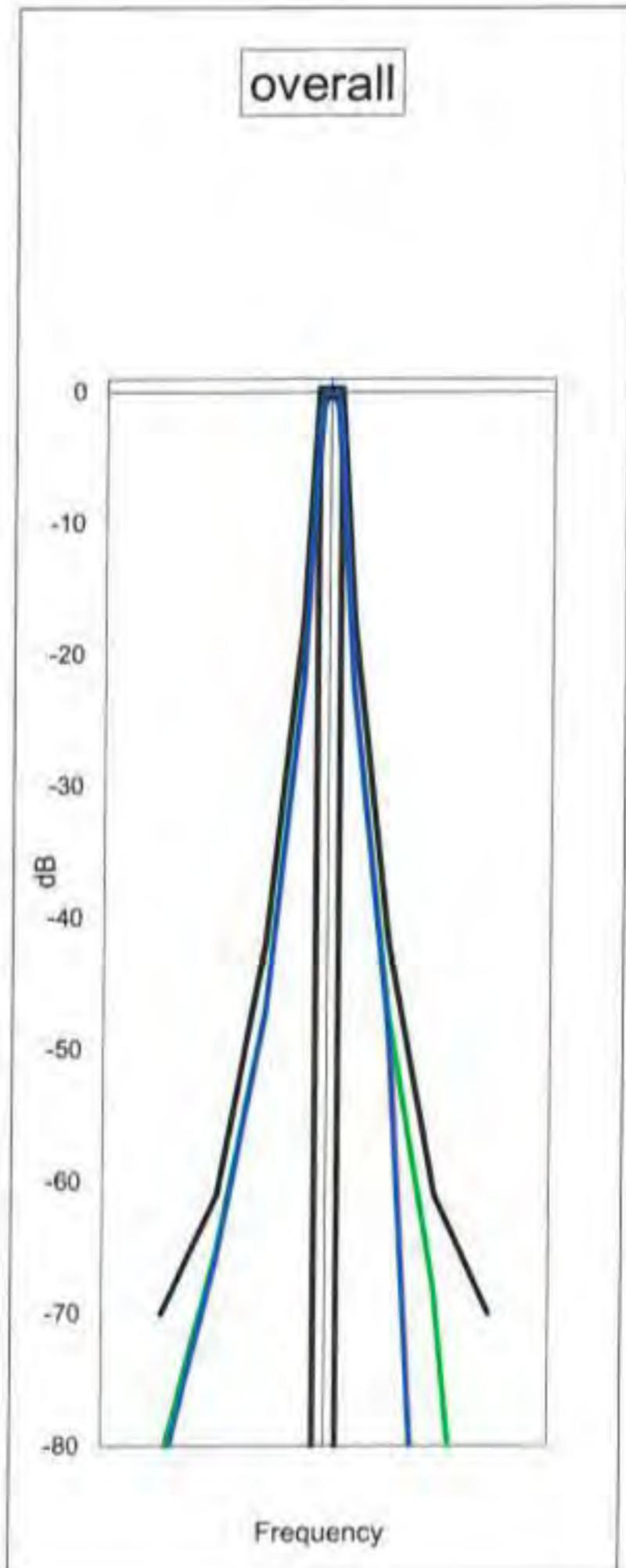
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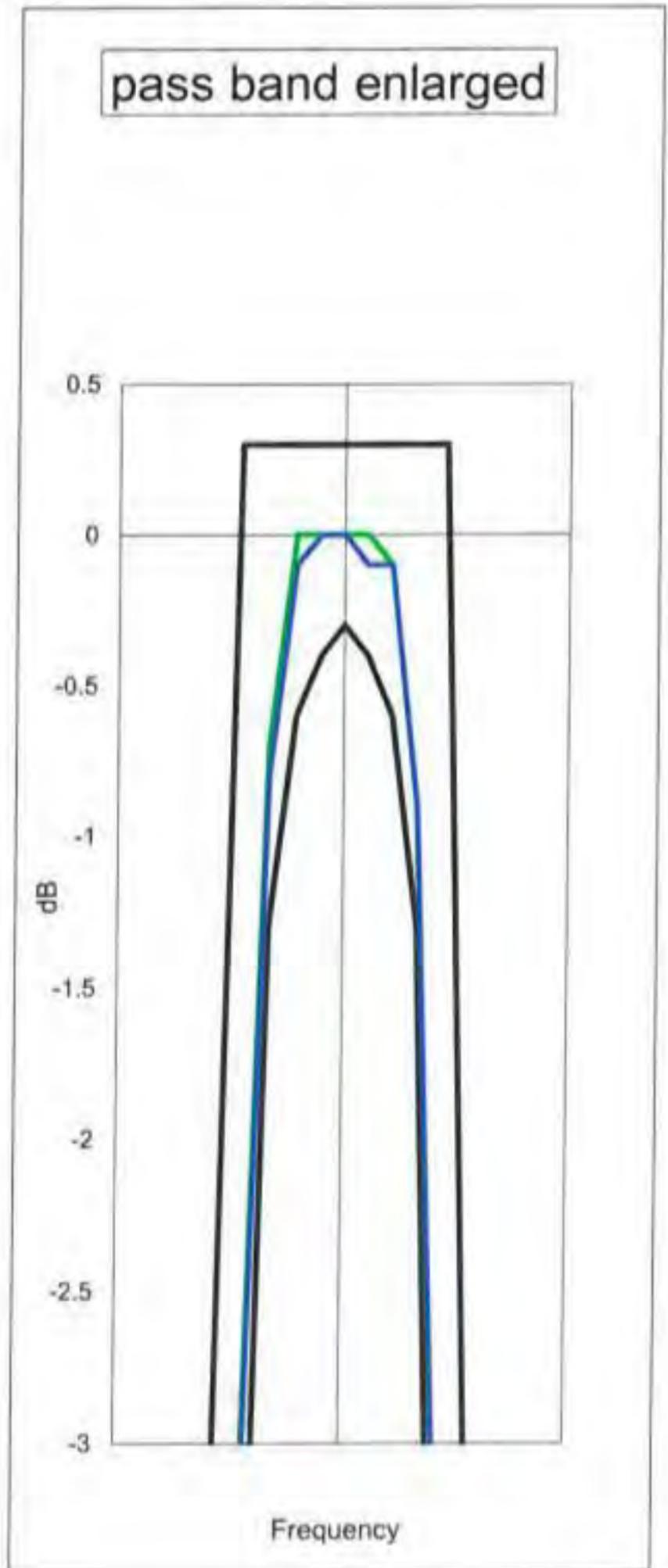
## THIRD OCTAVE FILTERS

black IEC 61260 limits  
red 1000 Hz band

green 100 Hz band  
blue 2500 Hz band



END



R 2



# CERTIFICATE OF CALIBRATION



0653

**Date of Issue: 13 March 2018**

**Certificate Number: UCRT18/1289**

Issued by:

ANV Measurement Systems

Beaufort Court

17 Roebuck Way

Milton Keynes MK5 8HL

Telephone 01908 642846 Fax 01908 642814

E-Mail: [info@noise-and-vibration.co.uk](mailto:info@noise-and-vibration.co.uk)

Web: [www.noise-and-vibration.co.uk](http://www.noise-and-vibration.co.uk)

Acoustics Noise and Vibration Ltd trading as ANV Measurement Systems

Page 1 of 2 Pages
Approved Signatory
K. Mistry

**Customer**                      Energised Environments Limited  
    7 Dundas Street  
    Edinburgh  
    EH3 6QG

**Order No.**                      EE131041

**Test Procedure**                Procedure TP 1 Calibration of Sound Calibrators

**Description**                    Acoustic Calibrator

<b>Identification</b>	<i>Manufacturer</i>	<i>Instrument</i>	<i>Model</i>	<i>Serial No.</i>
	Rion	Calibrator	NC-74	34167510

The calibrator has been tested as specified in Annex B of IEC 60942:2003. As public evidence was available from a testing organisation (PTB) responsible for approving the results of pattern evaluation tests, to demonstrate that the model of sound calibrator fully conformed to the requirements for pattern evaluation described in Annex A of IEC 60942:2003, the sound calibrator tested is considered to conform to all the class 1 requirements of IEC 60942:2003.

**ANV Job No.**                      UKAS18/03168

**Date Received**                    12 March 2018

**Date Calibrated**                   13 March 2018

<b>Previous Certificate</b>	<i>Dated</i>	07 March 2017
	<i>Certificate No.</i>	UCRT17/1108
	<i>Laboratory</i>	0653

This certificate is issued in accordance with the laboratory accreditation requirements of the United Kingdom Accreditation Service. It provides traceability of measurement to the SI system of units and/or to units of measurement realised at the National Physical Laboratory or other recognised national metrology institutes. This certificate may not be reproduced other than in full, except with the prior written approval of the issuing laboratory.

# CERTIFICATE OF CALIBRATION

Certificate Number

UCRT18/1289

UKAS Accredited Calibration Laboratory No. 0653

Page 2 of 2 Pages

## Measurements

The sound pressure level generated by the calibrator in its WS2 configuration was measured five times by the Insert Voltage Method using a microphone as detailed below. The mean of the results obtained is shown below. It is corrected to the standard atmospheric pressure of 101.3 kPa (1013 mBar) using original manufacturers information.

Test Microphone	Manufacturer	Type
	Brüel & Kjær	4134

## Results

The level of the calibrator output under the conditions outlined above was

93.99 ± 0.10 dB rel 20 µPa

## Functional Tests and Observations

The frequency of the sound produced was	1002.03 Hz	±	0.13 Hz
The total distortion was	1.40 %	±	6.6 % of Reading

During the measurements environmental conditions were

Temperature	22	to	23 °C
Relative Humidity	37	to	43 %
Barometric Pressure	99.6	to	99.7 kPa

The reported expanded uncertainty is based on a standard uncertainty multiplied by a coverage factor k=2, providing a coverage probability of approximately 95%. The uncertainty evaluation has been carried out in accordance with UKAS requirements.

The uncertainties refer to the measured values only with no account being taken of the ability of the instrument to maintain its calibration.

A small correction factor may need to be applied to the sound pressure level quoted above if the device is used to calibrate a sound level meter which is fitted with a free-field response microphone. See manufacturers handbook for details.

..... END .....

### **Note:**

Calibrator adjusted prior to calibration?	NO
Initial Level	N/A dB
Initial Frequency	N/A Hz

### Additional Comments

None

Calibrated by: A Patel

R 1

## Appendix B – Monitoring Data, Photographs and Notes



NMP2 - Day

Remove ?	Address	Date	Start Time	Measurement Time	Raw Data				Notes	
					L <sub>avg,1</sub>	Antilog	L <sub>max,1</sub>	L <sub>10,1</sub>		L <sub>50,1</sub>
	1	10/10/2018	14:29:40	00d 00:05:00.0	52.2	165958.7	62.6	55.1	45.5	
	2	10/10/2018	14:34:40	00d 00:05:00.0	51.0	125892.5	62.5	54.4	40.5	
	3	10/10/2018	14:39:40	00d 00:05:00.0	49.8	95499.3	61.5	52.8	41.8	Plane - 14:43
	4	10/10/2018	14:44:40	00d 00:05:00.0	51.4	138038.4	62.8	54.9	43.4	
	5	10/10/2018	14:49:40	00d 00:05:00.0	51.8	151356.1	61.3	54.9	40.5	microlight - 14:52
	6	10/10/2018	14:54:40	00d 00:05:00.0	50.1	102329.3	61.5	53.4	43.4	
	7	10/10/2018	14:59:40	00d 00:05:00.0	50.7	117489.8	60.5	54.0	43.6	
	8	10/10/2018	15:04:40	00d 00:05:00.0	53.3	213796.2	64.9	56.2	45.2	microlight - 15:07
	9	10/10/2018	15:09:40	00d 00:05:00.0	51.1	128825.0	62.6	53.7	43.9	
	10	10/10/2018	15:14:40	00d 00:05:00.0	53.1	204173.8	67.2	56.7	44.5	
	11	10/10/2018	15:19:40	00d 00:05:00.0	50.8	120226.4	61.1	53.7	43.1	
	12	10/10/2018	15:24:40	00d 00:05:00.0	53.4	218776.2	65.7	56.2	46.1	

NMP2 - Day  
 Weather Conditions Dry - WS <1m/s - Apr 22C - CC: Apr 0%  
 GPS Coordinates NO 23664 11492  
 File # 503

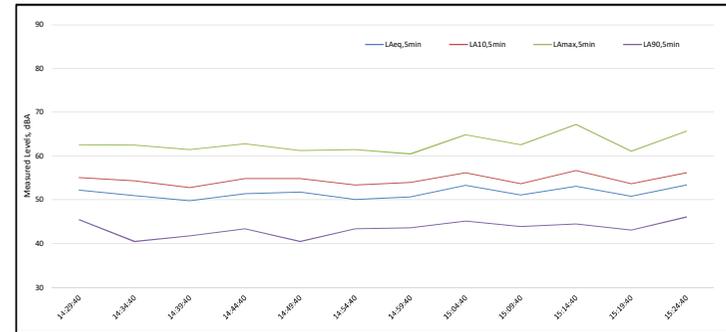
L <sub>avg</sub>	L <sub>max</sub>	L <sub>10</sub>	L <sub>50</sub>
1 hour	1 hour	1 hour	1 hour
51.7	67.2	54.7	43.5

Photograph(s)



Notes

Dominant noise source - traffic noise from low rd  
 Material Handling noise from commercial unit to SE - sporadic, reversing beeps occasionally, sporadic hammering.  
 Birdsong - barely audible



NMP3 - Day

Remove ?	Address	Date	Start Time	Measurement Time	Raw Data				Notes	
					L <sub>max</sub>	Antilog	L <sub>max,1</sub>	L <sub>90,1</sub>		
	1	10/10/2018	09:58:16	00d 00:05:00.0	46.1	40738.0	57.5	47.7	38.7	
	2	10/10/2018	10:03:16	00d 00:05:00.0	41.9	15488.2	53.9	44.0	38.6	
	3	10/10/2018	10:08:16	00d 00:05:00.0	44.5	28183.8	57.9	48.4	37.3	
	4	10/10/2018	10:13:16	00d 00:05:00.0	41.4	13803.8	56.6	43.2	38.9	
	5	10/10/2018	10:18:16	00d 00:05:00.0	42.0	15848.9	53.7	44.8	36.8	
	6	10/10/2018	10:23:16	00d 00:05:00.0	41.9	15488.2	56.6	44.0	38.1	
	7	10/10/2018	10:28:16	00d 00:05:00.0	40.3	10715.2	53.0	42.4	36.7	
	8	10/10/2018	10:33:16	00d 00:05:00.0	42.4	17378.0	56.4	44.7	37.4	
	9	10/10/2018	10:38:16	00d 00:05:00.0	45.9	38904.5	59.5	49.2	39.2	Helicopter 10:38
	10	10/10/2018	10:43:16	00d 00:05:00.0	42.2	16595.9	58.4	44.2	36.6	
	11	10/10/2018	10:48:16	00d 00:05:00.0	44.2	26302.7	57.5	47.3	38.4	
	12	10/10/2018	10:53:16	00d 00:05:00.0	41.9	15488.2	53.2	44.5	38.1	

NMP3 - Day  
 Weather Conditions Dry - W5 <3m/s - Apr 15C - CC: Apr 0%  
 GPS Coordinates NO 23840 11335  
 File # 501

	L <sub>aeq</sub> 1 hour	L <sub>max</sub> 1 hour	L <sub>A10</sub> 1 hour	L <sub>90</sub> 1 hour
residual	43.3	59.5	45.4	37.9

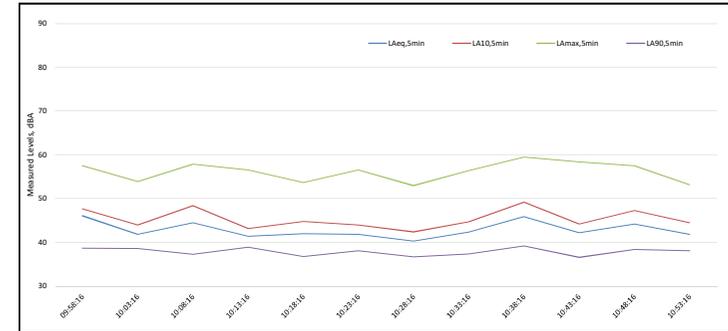
Specific 44.3 (max)

Photograph(s)



Notes

Dominant noise source - Traffic noise from Low rd - Constant  
 Bridsong - constant, dominant during traffic lulls and dominant for 2nd half of measurement when a murder of crows entered the area.  
 Material handling noises - sporadic hammering occasionally, electric saw in operation sporadically, not affecting noise levels significantly though, only by around 1dB max.  
 Sporadic cars entering health centre and care home car parks.



NMP4 - Day

Remove ?	Address	Date	Start Time	Measurement Time	Raw Data				Notes
					L <sub>avg</sub>	Antilog	L <sub>max,1</sub>	L <sub>10,1</sub>	
1	10/10/2018	15:48:06	00d 00:05:00.0	44.7	23512.1	57.1	47.0	39.9	
2	10/10/2018	15:53:06	00d 00:05:00.0	43.8	23988.3	49.3	46.3	40.0	
3	10/10/2018	15:58:06	00d 00:05:00.0	45.5	35481.3	53.3	47.5	42.1	
4	10/10/2018	16:03:06	00d 00:05:00.0	47.3	53703.2	55.6	50.8	41.6	microlight - 16:05
5	10/10/2018	16:08:06	00d 00:05:00.0	43.9	24547.1	53.3	46.7	39.3	
6	10/10/2018	16:13:06	00d 00:05:00.0	43.3	21379.6	55.0	45.5	39.5	

NMP4 - Day  
 Weather Conditions Dry - WS <4m/s - Apr 20C - CC: Apr 0%  
 GPS Coordinates NO 23553 11310  
 File # 504

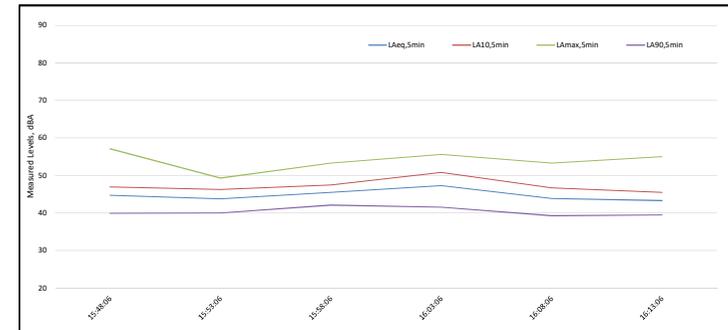
L <sub>avg</sub>	L <sub>max</sub>	L <sub>10</sub>	L <sub>50</sub>
30 min	30 min	30 min	30 min
45.0	57.1	47.3	40.4

Photograph(s)



Notes

Dominant noise source - traffic noise from Low rd & wider road network - constant  
 Sporadic noise from construction works to house to north, saw operating at start of measurement.  
 Birdsong audible but not prevalent  
 Dog barking at end of measurement



NMP1 - Night

Remove ?	Address	Date	Start Time	Measurement Time	Raw Data				Notes
					L <sub>avg,1</sub>	A <sub>intlog</sub>	L <sub>max,1</sub>	L <sub>10,1</sub>	
1	10/10/2018	23:42:42	00d 00:05:00.0	48.9	48977.9	61.7	49.0	34.2	
2	10/10/2018	23:47:42	00d 00:05:00.0	44.8	30199.5	64.1	38.8	32.0	
3	10/10/2018	23:52:42	00d 00:05:00.0	51.1	128825.0	67.8	54.4	32.4	

NMP1 - Night  
 Weather Conditions Dry - WS <3m/s - Apr 11C - CC: Apr 0%  
 GPS Coordinates NO 21380 11483  
 File # 507

FALSE

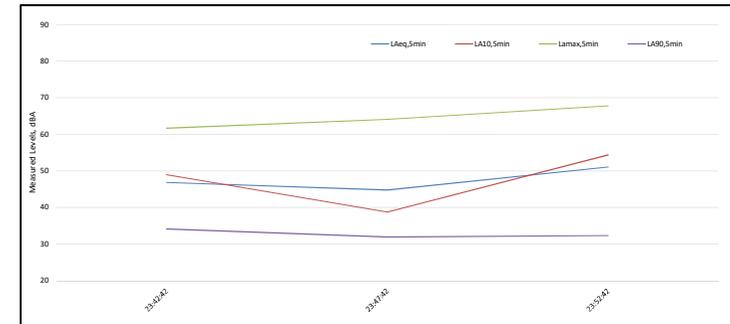
L <sub>avg</sub>	L <sub>max</sub>	L <sub>10</sub>	L <sub>50</sub>
15 min	15 min	15 min	15 min
48.4	67.8	47.4	32.9

Photograph(s)



Notes

Dominant noise source - fairly constant traffic from Low Rd & wider road network, sporadic on Low rd, fairly constant wider road network.  
 Rustling vegetation noise audible during traffic lulls



NMP2 - Night

Remove ?	Address	Date	Start Time	Measurement Time	Raw Data				Notes	
					L <sub>avg,1</sub>	Antilog	L <sub>max,1</sub>	L <sub>10,1</sub>		L <sub>50,1</sub>
1		10/10/2018	23:23:17	00d 00:05:00.0	39.3	8511.4	50.4	43.4	29.3	
2		10/10/2018	23:28:17	00d 00:05:00.0	38.0	6309.6	53.6	41.6	28.3	
3		10/10/2018	23:33:17	00d 00:05:00.0	37.7	5888.4	49.6	42.6	28.5	

NMP2 - Night  
 Weather Conditions Dry - WS 2m/s - Apr 13C - CC: Apr 0%  
 GPS Coordinates NO 23664 11492  
 File # 506

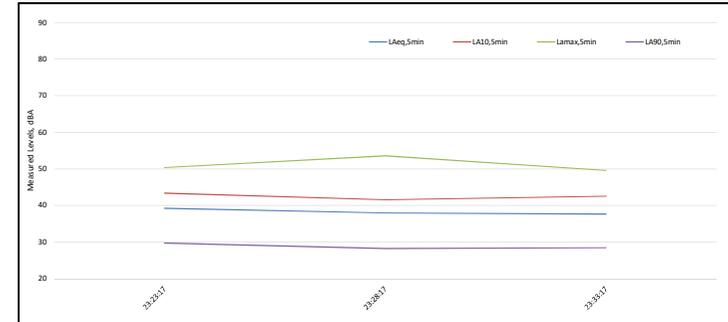
L <sub>avg</sub>	L <sub>max</sub>	L <sub>10</sub>	L <sub>50</sub>
38.4	53.6	42.5	28.9

Photograph(s)



Notes

Dominant noise source - traffic noise from Low rd and wider road network - fairly constant



NMP3 - Night

Remove ?	Address	Date	Start Time	Measurement Time	Raw Data				Notes	
					L <sub>Aeq,1</sub>	Antilog	L <sub>Amax,1</sub>	L <sub>A90,1</sub>		L <sub>A50,1</sub>
	1	10/10/2018	23:00:24	00d 00:05:00.0	41.5	11125.4	67.5	42.6	29.7	
	2	10/10/2018	23:05:24	00d 00:05:00.0	40.7	11749.0	53.6	44.7	31.1	
	3	10/10/2018	23:10:24	00d 00:05:00.0	43.7	23442.3	57.1	48.0	33.7	

NMP3 - Night  
 Weather Conditions Dry - WS 2m/s - Apr 14C - CC: Apr 0%  
 GPS Coordinates NO 23840 11335  
 File # 505

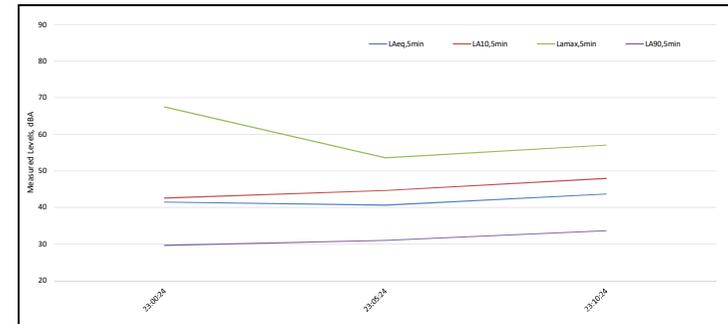
L <sub>Aeq</sub>	L <sub>Amax</sub>	L <sub>A10</sub>	L <sub>A50</sub>
30 min	30 min	30 min	30 min
42.2	67.5	45.1	31.5

Photograph(s)



Notes

Dominant noise source - traffic noise & Low rd traffic - fairly constant  
 Generally quiet noise environment with all commercial/construction activities ceased during the night-time



NMP4 - Night

Remove ?	Address	Date	Start Time	Measurement Time	Raw Data				Notes	
					L <sub>Aeq,1</sub>	A <sub>ntilog</sub>	L <sub>Amax,1</sub>	L <sub>A10,1</sub>		L <sub>A90,1</sub>
	1	11/10/2018	00:05:21	00d 00:05:00.0	37.0	5011.9	56.5	39.8	31.8	
	2	11/10/2018	00:10:21	00d 00:05:00.0	35.6	3630.8	44.1	38.5	30.4	
	3	11/10/2018	00:15:21	00d 00:05:00.0	35.8	3801.9	44.5	38.4	31.0	

NMP4 - Night  
 Weather Conditions Dry - WS <3m/s - Apr 11C - CC: Apr 0%  
 GPS Coordinates NO 23553 11310  
 File # 508

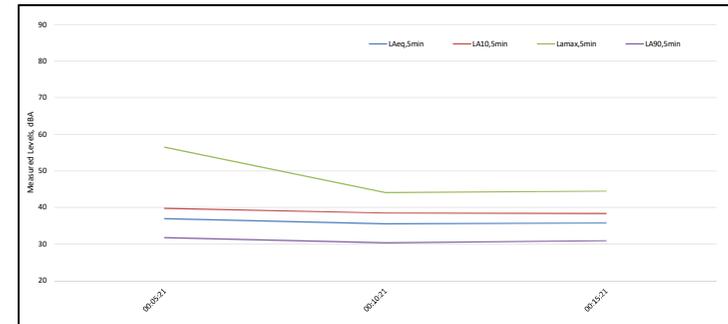
L <sub>Aeq</sub>	L <sub>Amax</sub>	L <sub>A10</sub>	L <sub>A90</sub>
30 min	30 min	30 min	30 min
36.2	56.5	38.9	31.1

Photograph(s)



Notes

Dominant noise source - traffic noise from Low rd - sporadic & wider road network  
 Rustling vegetation audible - not significant



## Appendix C – Traffic Flow Data





**ITPENERGISED**  
Earth. Smart. Solutions

Registered Address:

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---

# Low Road, Auchtermuchty: Landscape and Visual Appraisal

Prepared on behalf of Gladman Developments Ltd.,  
Kingdom Housing Association and Campion Homes

16 December 2019



# Low Road, Auchtermuchty: Landscape and Visual Appraisal

Prepared on behalf of Gladman Developments Ltd.,  
Kingdom Housing Association and Campion Homes

<b>Project Ref:</b>	27442/A5
<b>Status:</b>	Issue
<b>Issue/ Rev:</b>	3.1
<b>Date:</b>	16 December 2019
<b>Prepared by:</b>	WL
<b>Checked by:</b>	JG/MW/MDC
<b>Authorised by:</b>	MDC

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Ref: 27442/A5  
Date: 16 December 2019

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6.0	Opportunities and Constraints .....	23
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## **ILLUSTRATIVE MATERIAL**

Figure 1: Site Context Plan

Figure 2: Topography Plan

Figure 3: Site Appraisal Plan

Figure 4: Visual Appraisal Plan

Figure 5: Landscape Strategy

Site Context Photographs 1-13 – Spring

Site Context Photographs 1-13 – Winter

## **APPENDICES**

Appendix 1: Landscape Capacity Study

Appendix 2: Extracts from Evidence Base Documents



## 1.0 INTRODUCTION

1.1 Barton Willmore Landscape Planning and Design (BWLPD) was commissioned by Gladman Developments Ltd., Kingdom Housing Association and Campion Homes to undertake a Landscape and Visual Appraisal (LVA) to accompany a local planning application for proposed residential development (the Proposed Development) on land south of Low Road and west of Carswell Wynd on the southern edge of Auchtermuchty in Fife.

1.2 This LVA takes into account comments set out in the Pre-Application response received from Fife Council and dated 30<sup>th</sup> August 2019. This letter, and the previous letter dated 20<sup>th</sup> December 2018 require the production of a Landscape and Visual Appraisal to accompany any future planning application on the land south of Low Road, Auchtermuchty.

1.3 The land being considered for future development is referred to as 'the Site'. The location of the Site is demonstrated on Figure 1: Site Context Plan and Figure 3: Site Appraisal Plan. The 'Study Area' broadly comprises the area of land shown on Figure 1.

1.4 The objectives of the LVA are:

- To assess the landscape character of the Site and its context and the function of the Site within the wider landscape, particularly in relation to existing landscape designations and policies.
- To appraise the visibility of the Site and the nature and quality of existing views towards the Site.
- To assess the potential of the Site and its landscape context to accommodate potential development in terms of landscape and visual opportunities and constraints; and
- Make recommendations for a suitable landscape strategy which assists with absorbing the potential development within the landscape and providing a network of green infrastructure.

1.5 The following illustrative material supports this document:

- Figure 1: Site Context Plan;
- Figure 2: Topographical Features Plan;
- Figure 3: Site Appraisal Plan;
- Figure 4: Visual Appraisal Plan;
- Figure 5: Landscape Strategy Plan;
- Site Context Photographs 1-13 – Spring; and
- Site Context Photographs 1-13 – Winter.

1.6 This document also makes reference to the Masterplan (Figure 28 in the Design and Access Statement (DAS) accompanying this application) and the Landscape Strategy (Figure 29 of the DAS).

## Methodology

- 1.7 The methodology employed in carrying out the LVA has been drawn from the Landscape Institute and the Institute of Environmental Management & Assessment's Guidelines for Landscape and Visual Impact Assessment' 3rd Edition<sup>1</sup> (2013) also referred to the 'the GLVIA3'. The aim of these guidelines is to set high standards for the scope and content of Landscape and Visual Impact Assessments (LVIAs) and to establish certain principles that will help to achieve consistency, credibility, transparency and effectiveness throughout the assessment.
- 1.8 The GLVIA3 sets out the difference between Landscape and Visual Impact Assessment (LVIA) and Landscape and Visual Appraisal (LVA). The preparation of an LVA has the rigour of the LVIA process but looks to identify issues of possible harm that might arise from the development proposal and offset them through change and modification of the proposals before a fix of the final design scheme, i.e. this LVA has been used as a tool to inform the design process, rather than an assessment of a final proposal.
- 1.9 The assessment of landscape and visual effects, in common with any assessment of environmental effects, includes a combination of objective and subjective judgements. It is, therefore, important that a structured and consistent approach is adopted to ensure that the assessment undertaken is as objective as possible.
- 1.10 A landscape appraisal is the systematic description and analysis of the features within the landscape, such as landform, vegetation cover, settlement and transport patterns and land use that create a particular sense of place. A visual appraisal assesses visual receptors, which are the viewers of the landscape, and could include people using locations such as residential or business properties, public buildings, public open space and Public Rights of Way (PRoW).
- 1.11 A desktop assessment of the Study Area was undertaken, including an assessment of landscape character, landform, landscape features, historic evolution, policy and designations. This information was used as a basis against which to compare the findings of the Site assessment.
- 1.12 The Study Area has been confined to that shown in Figure 1: Site Context Plan. This distance from the Site was chosen based on existing features such as landform and vegetation, settlement morphology and land use patterns. This is considered a sufficient area to establish the landscape and visual baseline and to allow the appraisal of the Site and its context, and to inform the development of masterplan proposals.
- 1.13 A brief description of the existing land use of the Study Area is provided and includes reference to existing settlement, transport routes and vegetation cover, as well as local landscape designations, elements of cultural and heritage value and local landmarks or tourist destinations. These factors

---

<sup>1</sup> Landscape Institute and Institute for Environmental Management and Assessment (2013) [Guidelines for Landscape and Visual Impact Assessment 3<sup>rd</sup> Edition](#)

combine to provide an understanding of landscape value and sensitivity, and an indication of key views and viewpoints that are available to visual receptors, which are then considered in the visual appraisal.

1.14 The Site has been considered in terms of the following:

- i) Landscape Character  
i.e. landform, vegetation cover, land use, scale, state of repair of individual elements, representation of typological character, enclosure pattern, form/line and movement
- ii) Visual Influence  
i.e. landform influences, tree and woodland cover, numbers and types of residents, numbers and types of visitors and scope for mitigating potential for visual impacts
- iii) Landscape Value  
i.e. national designations, local designations, tranquillity / remoteness, scenic beauty and cultural associations

#### **Site Visits and Photography**

1.15 Site visits were undertaken in April 2017, August 2018 and November 2019 in order to gain an understanding of the character of the Site and its surroundings, as well as identifying and assessing the visual context of the Site and the Proposed Development. This information was used to verify and supplement information found through desktop survey.

## 2.0 LANDSCAPE POLICY CONTEXT

2.1 The landscape policy context and evidence base for the Site from national to local level is set out below.

### National

#### *Scottish Planning Policy (SPP) 2014<sup>2</sup>*

- 2.2 The SPP Policy Principle (Paragraphs 28-29, Pages 9-10) introduces a presumption in favour of development that contributes to sustainable development, this includes the principles of ***"supporting good design"*** and ***"protecting, enhancing and promoting access to natural heritage, including green infrastructure, landscape and the wider environment"***.
- 2.3 In relation to placemaking, the SPP (Paragraphs 36-46, Pages 12-14) describes this Policy Principle as a ***"creative, collaborative process that includes design, development, renewal or generation of our urban or rural built environments"***. The focus is on a holistic approach that creates high quality places that are in the right place; and are distinctive, safe and pleasant, welcoming, adaptable, resource efficient and easy to move around and beyond.
- 2.4 With respect to the natural environment, SPP (Paragraph 194, Page 45) states that the planning system should facilitate positive change while maintaining and enhancing distinctive landscape character; conserve and enhance protected sites and species, and semi-natural woodland; and seek benefits for biodiversity. The SPP (Paragraph 202, Page 47) expects the siting and design of development to ***"take account of local landscape character"*** and that developers seek ***"to minimise adverse impacts through careful planning and design, considering the services that the natural environment is providing and maximising the potential for enhancement"***.
- 2.5 SPP (Paragraph 216 - 217, Page 49) states that woodland, hedgerows and individual trees should be protected from adverse impacts resulting from development. Where appropriate, planning authorities should seek opportunities to create new woodland and plant native trees in association with development.
- 2.6 In relation to Green Infrastructure, SPP (Paragraph 219, Page 50) aims to significantly enhance green infrastructure networks, particularly in and around cities and towns; based on a holistic, integrated and cross-sectoral approach.

---

<sup>2</sup> The Scottish Government (June 2014) *Scottish Planning Policy*  
27442/A5

*National Planning Framework 3<sup>3</sup>*

- 2.7 The NPF is the long term planning strategy for Scotland. The vision on page 1 states that ***"Natural and cultural assets are respected, they are improving in condition and represent a sustainable economic, environmental and social resource for the nation"***.
- 2.8 Paragraph 4.13 states that ***"Natural and cultural assets in and around urban areas have a key role to play in supporting sustainable growth, maintaining distinctiveness and promoting quality of life"***. It goes on to reference the Central Scotland Green Network (CSGN), which is helping to make the Central Belt of Scotland more attractive to investors and residents. The CSGN is discussed further below.

*Planning Advice Note PAN 44: Fitting New Housing Development into the Landscape<sup>4</sup>*

- 2.9 PAN is not intended to provide a blueprint for housing design but, rather, sets out an approach to masterplan design that helps housing development to sit more sensitively into the landscape.
- 2.10 The Annexe to PAN44 sets out checklists of criteria to be considered when fitting new housing development into the landscape, separated into the headings of 'Analysis' and 'Design'. Of relevance are the Analysis criteria relating to Landform (C&D), Landscape (E), Landscape Character (G), Visual Assessment (H) and Vegetation (L). The most relevant criteria under the heading of 'Design' are Landscape Capacity (A), Landscape Studies: The Imprint of Man (E), Landscape Studies: New Planting (F) and Landscape Masterplan (P).
- 2.11 Design A – Landscape Capacity:
- ***"Landscape capacity...embraces: the capacity or sensitivity of the landscape; and the potential of new elements to strengthen positive attributes...and ameliorate the impact of elements which detract from the overall integrity of the landscape...;***
  - ***...Essentially, capacity is a function of topography... and groundcover vegetation. The interplay of these can combine to create a landscape of high capacity...***
  - ***The character of the landscape is used to interpret its capacity to absorb... "***

- 2.12 Design F - Landscape Studies: New Planting:

***"Where appropriate new tree planting can be used to create a matrix or framework into which development sites can be located..."***

- 2.13 Design P: Landscape Masterplan:

<sup>3</sup> The Scottish Government (2014) [Ambition, Opportunity, Place: Scotland's Third National Planning Framework](#)

<sup>4</sup> The Scottish Government (April 2005) [Planning Advice Note 44: Fitting New Housing Development into the Landscape 27442/A5](#)

- *"The form and layout of new residential developments should be in balance with the nature of the site, its natural features and context...;*
- *... Every part of the site must have a clear purpose, with careful consideration of the relationship between public and private space, and pedestrian and vehicular circulation;*
- *... various landscape elements should be used to reinforce the overall development concept or to create an individual landscape concept; and*
- *The general visual character of plants must be considered in addition to their function. They can enhance the setting of built form, provide shelter, enclosure, dramatic effect, colour and texture."*

#### *Designing Streets<sup>5</sup>*

- 2.14 Designing Streets is a core document in terms of the design and layout of proposed developments.
- 2.15 Page 7 refers to a 'Sense of Place' and states that *"a positive sense of place encompasses a number of aspects, most notably the street's: local distinctiveness; visual quality; and potential to encourage economic and social activity"*.
- 2.16 Page 12 sets out a series of key considerations for street design with the first being 'distinctive': *"Street design should respond to local context to deliver places that are distinctive"*.
- 2.17 On page 29, under the heading of 'Context and Character', the document states *"Opportunities should be taken to respond to, and to derive value from, relevant elements of the historic environment in creating places of distinct character"*.

#### *Central Scotland Green Network (CSGN)<sup>6</sup>*

- 2.18 With regard to National Developments, the National Planning Framework 3 (NPF3) identifies the CSGN as a national priority. The Vision document produced by the Trust states that the CSGN seeks to achieve the aim *"to change the face of Central Scotland by restoring and improving the rural and urban landscape of the area"*. The CSGN will comprise:
- *"Parks, public spaces (formal and informal) and gardens (public and private), street trees, green roofs and green walls in urban areas*
  - *Networks of natural or semi-natural habitats, such as woodlands, hedgerows and peatland, in the countryside and linking into the urban areas*
  - *Rivers, streams, ponds, wetlands and man-made structures such as canals and 'sustainable urban drainage systems' (blue spaces)*
  - *The cliffs, beaches and marshland which form our coastline*
  - *Existing path and cycle networks and greened transport corridors."*

<sup>5</sup> The Scottish Government (March 2010) [Designing Streets: A Policy Statement for Scotland](#)

<sup>6</sup> Central Scotland Green Network Trust (2011) [Central Scotland Green Network](#)

## Regional Planning

*TAYplan Strategic Development Plan 2016-2036*<sup>7</sup>

2.19 TAYplan sets the planning vision and spatial strategies for the Dundee and Perth area for 20 years and is reviewed every four years. The following policies are of relevance:

- Policy 2: Shaping Better Quality Places – *"Development proposals should be... place-led to deliver distinctive places by ensuring that the... layout...[is] shaped through incorporating and enhancing natural and historic assets. Natural processes... and local design context."* Under point C, Policy 2 states that development proposals should be resilient by *"identifying, retaining and enhancing existing green networks and providing additional networks of green infrastructure..."*.
- Policy 8: Green Networks – Under point A, Policy 8 states that plans and programmes shall ensure that development *"incorporates new multifunctional green networks (that link with existing green networks) of appropriate quantity and quality"* and that green networks are a core component of any design framework.
- Policy 9: Managing TAYplan's Assets – Policy 9 makes reference to the *"understanding and respecting [of] the regional distinctiveness and scenic value of the TAYplan area"* through the safeguarding of natural assets.

## Local Planning

*FIFEplan*<sup>8</sup>

2.20 On 21st September 2017, Fife Council adopted FIFEplan which sets out the planning policies and proposals for the development and use of land across Fife.

2.21 Policy 1: Development Principles sets out the criteria with which development proposals must comply, which includes:

*"Part B*

*7. Safeguard the character and qualities of the landscape (see Policy 13 Natural Environment and Access, and Policy 15 Minerals);...*

*9. Safeguard or avoid the loss of natural resources, including effects on internationally designated nature conservation sites (see Policy 13 Natural Environment and Access and Policy 15 Minerals);*

<sup>7</sup> TAYplan Strategic Development Planning Authority (October 2017) [TAYplan Strategic Development Plan 2016-2036](#)

<sup>8</sup> Fife Council (September 2017) [Fife Local Development Plan](#)

*Part C*

**4. Provide green infrastructure as required in settlement proposals and identified in the green network map (see Policy 3 Infrastructure and Services);**

**5. Provide sustainable urban drainage systems in accordance with any relevant drainage strategies applying to the site or flood assessments (see Policy 3 Infrastructure and Services);...**

**7. Provide a layout and design that demonstrates adherence to the six qualities of successful places as set out in the Government's Creating Places policy (see Policy 14 Built and Historic Environment)"**

- 2.22 Policy 3 - Infrastructure and Services requires that development be designed and implemented to deliver the required infrastructure in a sustainable manner, which may include **"1. local transport and safe access routes which link with existing networks, including for walking and cycling, utilising the guidance in Making Fife's Places Supplementary Guidance"** and **"4. green infrastructure complying with specific green infrastructure and green network requirements contained in the Making Fife's Places Supplementary Guidance and settlement proposals"**.
- 2.23 Policy 3 defines Green Infrastructure as the 'green' (plant) and 'blue' (water) features of natural and built environments, and all the elements of 'green infrastructure' put together make up 'green networks' which provide greenspace, landscape setting, habitat and biodiversity. Developers are required to demonstrate that they have carried out an ecological assessment and appraisal of the site and how they propose new Green Infrastructure linking into Green Network opportunities, including mitigation and compensation where there will be damage to or loss of green infrastructure.
- 2.24 Green Infrastructure and green network considerations for relevant proposals set out in policy 3 include the provision and maintenance of:
- **"open space (including equipped play and sport areas);**
  - **amenity planting;**
  - **Sustainable Drainage Systems (SuDS);**
  - **paths (including those in the Core Path network), cycleways and bridleways; and**
  - **allotments in line with Fife Council's Allotment Strategy"**
- 2.25 In determining open space requirements for housing developments, consideration will be given to the existing localised provision, the need for open space in the vicinity, and the type of facilities required. Landscaping and open space will require to link into the relevant Green Network opportunities identified for the site in question.
- 2.26 Policy 10: Amenity states that development will only be supported if it does not have a significant detrimental impact on the amenity of existing or proposed land uses, including in relation to:

*"7. The visual impact of the development on the surrounding area.*

*8. The loss of outdoor sports facilities, open space, green networks, protected trees, and woodland."*

- 2.27 Where potential amenity issues are identified, mitigation measures will be required to be implemented by the developer. Mitigation measures will be considered on a site by site basis, and may include screening, the use of buffer strips or tree planting, or other solutions best suited to address the identified impacts.
- 2.28 Policy 13 - Natural Environment and Access supports development proposals where they protect or enhance natural heritage and access assets including:
- *"... designated sites of local importance, including Local Wildlife Sites, Regionally Important Geological Sites, and Local Landscape Areas;*
  - *woodlands (including native and other long established woods), and trees and hedgerows that have a landscape, amenity, or nature conservation value;*
  - *biodiversity in the wider environment;*
  - *protected and priority habitats and species;*
  - *landscape character and views;...*
  - *green networks and greenspaces; and*
  - *core paths, cycleways, bridleways, existing rights of way, established footpaths and access to water-based recreation."*
- 2.29 Policy 13 sets out the Site Appraisal Process required of development proposals, which includes an assessment of the potential impact on natural heritage, biodiversity, trees and landscape and include proposals for the enhancement of natural heritage and access assets, as detailed in Making Fife's Places Supplementary Guidance.
- 2.30 Green network assets and opportunities are identified in settlement proposals and on the green network map so that new development can protect, promote, and enhance the wildlife, recreational, landscape, and access value of green networks on and around the proposed development. More local green network opportunities are identified through the site appraisal process.
- 2.31 The application of Policy 13 will require the safeguarding of core paths, existing rights of way, established footpaths, cycleways, bridleways and access to water-based recreation. The Council has developed a Core Path network and will support new development, where appropriate, that contributes to maintaining and extending the network.
- 2.32 Policy 14 - Built and Historic Environment states that the Council will apply the six qualities of successful places when considering development proposals, and new development will need to demonstrate how it has taken account of and meets each of the following six qualities:
- *"distinctive;*
  - *welcoming;*
  - *adaptable;*

- *resource efficient;*
- *safe and pleasant; and*
- *easy to move around and beyond.”*

2.33 Policy 14 also protects the historic environment, however there are no heritage features within the Site. Auchtermuchty Conservation Area is located 20m to the north-east of the Site.

### Supplementary Planning Guidance

#### *Making Fife's Places SPG (2018)*<sup>9</sup>

- 2.34 The SPG sets out Fife Council's expectations for the design of development in Fife and describes the role of good design in creating successful places **"through an integrated approach to buildings, spaces and movement"** (page 1). The document applies to all developments, except wind farms and minerals, but is to be applied proportionately depending on the sensitivity and/or scale of the proposed development.
- 2.35 Section 2.2 of the document sets out the requirements for a Site Appraisal, including the understanding of the context of the Site to establish the Site's historical development and relationship to place, identify potential opportunities to connect to existing routes and neighbourhoods and green networks.
- 2.36 Section 2.4 explains how design policies from FIFEplan should be applied to site design. Policy 1: Development Principles is intended to address the likely impact of new development on the natural environment, landscape, the historic environment and cultural and community resources. Policy 3: Infrastructure and Services is intended to ensure housing developments provide new green infrastructure and to provide green network priorities identified in the FIFEplan. Policy 13: Natural Environment and Access seeks to protect existing natural heritage assets and enhancing biodiversity.
- 2.37 Appendix H identifies AUCGN01: Auchtermuchty Green Network which centres on the Auchtermuchty Burn and the core path along it, running north-south through the heart of the town, to the south-east and north of the Site, but encompasses a broad area of Auchtermuchty and its surroundings, including the Site.
- 2.38 The Opportunities for Enhancement on page H-90 set out the community aspiration for an off-road connection to Strathmiglo to the west. Development Plan Priorities are set out on page H-91 and state that existing green network assets should be protected.

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<sup>9</sup> Fife Council (August 2018) *Making Fife's Place: Supplementary Planning Guidance*

## 3.0 SITE CONTEXT

### Designations

- 3.1 Designations are shown on Figure 1: Site Context Plan. The Site is not covered by any landscape designations.
- 3.2 The nearest Regional Park is the Lomond Hills, 5km to the south of the Site. Views from the Lomond Hills were considered as part of this appraisal. In views from the Lomond Hills, the Site forms an extremely small element in the view, set back against the existing built form, see Chapter 5.
- 3.3 The grounds of Myres Castle, 450m to the south, are covered by an Area Tree Preservation Order (TPO) but development within the Site will not affect this. There are further TPOs at the junction of High Road and the A91 Low Road, 300m to the north-west of the Site. Development on the Site will not affect these protected trees.
- 3.4 The Auchtermuchty Conservation Area is located 20m to the north-east of the Site on the northern edge of the A91. There are no Listed Buildings within the Site and the closest are Category C buildings on the north side of the junction of the A91 with Crosshills. These buildings are separated from the Site by the car garage. Myres Castle, approximately 600m to the south-east of the Site is Category B Listed. There are no Designed Landscapes or Scheduled Monuments within the Site or in close proximity.

### Topography and Hydrology

- 3.5 Auchtermuchty is located on the northern edge of the Howe of Fife at the bottom of the southern slope of the Ochil Hills, as shown on Figure 2: Topography. The land rises again into the Lomond Hills to the south of Falkland, 4km to the south.
- 3.6 The wide flat valley of the River Eden forms part of the Howe of Fife and comprises marshland drained for agriculture. There is a distinct contrast between the gentle undulating topography of the Ochils to the north of Auchtermuchty, the flat open landscape of the river valley to the south and the steep high hills of the Lomonds.
- 3.7 The valley is characterised by drainage ditches and drains forming a broadly geometric pattern, whereas water runs down the Ochils in a series of undulating burns. The Auchtermuchty Burn flows south from the Ochils, through the town before turning south-east to the south of the town. The Broadway Burn runs east to west 500m south of the Site, and part of this is bordered by a tree belt along the northern edge of Myres Castle. The Broadway Burn meets the Auchtermuchty Burn 200m to the south-east of the Site.

### **Access and Rights of Way**

- 3.8 Roads and Rights of Way are shown on Figure 1: Site Context Plan. Auchtermuchty is located at the crossroads of the A91, which runs east-west along the northern edge of the Eden valley, and the B936 which runs approximately north-south across the flat valley bottom from Falkland before extending uphill through the Ochils.
- 3.9 There is a network of Core Paths running through the landscape, supported by additional Local Paths and Cycle Ways. There are no Core Paths or other rights of way passing through the Site. Core Path P310 runs east to west through Auchtermuchty High Street before joining P306 which runs north-west along Leckibank Road. There is a Cycle Way running along the B936 Station Road to the east of the Site. Views from these rights of way have been considered within this assessment and design development.
- 3.10 There are two designated viewing points within the Lomond Hills 5.5km to the south of Auchtermuchty, one of which (East Lomond) provides views towards the Site.

### **Vegetation and Field Pattern**

- 3.11 Areas of vegetation are shown on Figure 1: Site Context Plan and Figure 3: Site Appraisal Plan.
- 3.12 Vegetation within the Eden valley is generally confined to shelter belts, a few individual trees along field boundaries, planting associated with Myres Castle to the south and, further east, small plantations.
- 3.13 The higher ground of the Ochils contain large areas of woodland and the lower slopes are characterised by hedgerows, hedgerow trees and small plantations, creating a contrasting and much more vegetated character to the slopes as compared to the valley below. The lower slopes of the Lomonds are characterised by large areas of woodland planting whereas the higher areas are generally scrub and heath.
- 3.14 The Eden Valley is notably unvegetated, with fields separated by gappy remnant hedgerows and fencing. Remnant tree belts and plantations are more notable south of Dunshalt and south of Collessie to the west, the latter mainly comprising remnant parkland planting.
- 3.15 The field pattern within the valley is generally large-medium in scale and rectilinear, whereas the field pattern on the Ochils is medium in scale and more irregular in shape, reflecting the changes in the topography. The Lomonds are generally undefined by fields, comprising areas of rough grazing and heath.

### Settlement Pattern

- 3.16 Settlement within the river valley generally comprises relatively small scale settlements, such as Strathmiglo and Dunshalt, and individual modern farmsteads, reflecting the late settlement of the area and its main use for arable farming.
- 3.17 High voltage power lines cross the river valley to the east of Auchtermuchty and large agricultural sheds are visible in the flat landscape.

#### *Evolution of Auchtermuchty*

- 3.18 Auchtermuchty is located at the foot of the southern slopes of the Ochil Hills around the point where the Auchtermuchty Burn meets the lower lying and more level land of the valley of the River Eden. The land rises up to the north and west, rising above the valley of the River Eden and the secondary valley of the Auchtermuchty Burn.
- 3.19 The historic core of the town, marked by the Conservation Area, is located around the lower lying ground, rising up to Herald Law (0.5km north), Craigowerhouse (0.75km north) and Dempferston Hill (1.5km WNW). Development first extended south of Low Road / Cupar Road, spreading along Bow Road and Station Road towards Auchtermuchty Railway Station, as shown on the OS Six Inch 1843-1882, OS One Inch 1885-1900 map and OS Six Inch 1888-1913<sup>10</sup>.
- 3.20 Both the OS Six Inch 1888-1913 and OS 25 Inch 1892-1914 maps show settlement extending along the routes out of Auchtermuchty, including Low Road to the west, Cupar Road to the east, Station Road to the South, and Murray Place and Newburgh Road to the north. Whilst the majority of the settlement was situated to the north of what is now the A91, a significant area of development was situated to the south, particularly around the junction of Low Road, Burnside and Station Road.
- 3.21 By the middle of the 20<sup>th</sup> Century, as shown on the OS 1: 10,560 (1949-1968) map, the pattern of development to the south of the A91 has continued through the building of Strathden Place and further housing fronting the southern side of Low Road.
- 3.22 The settlement of Auchtermuchty, as shown on the earliest of OS maps, and on the Roy Highlands Map of 1747-52, demonstrate that development south of Low Road is an established historic feature of the town, and that settlement rising onto the higher ground is a product of the latter part of the 20<sup>th</sup> Century.

### Site Description

- 3.23 The Site comprises 1.99ha of an unremarkable arable field on the southern edge of Auchtermuchty. The irregularly shaped arable field in which the Site is situated is shown as three separate field on

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<sup>10</sup> National Library of Scotland [online] [Historic Mapping Tool](#) (cited 26<sup>th</sup> November 2019)

the OS Six Inch (1883-1913), which has since been eroded through the addition of post-war development.

- 3.24 The Site is bordered to the north by the A91 Low Road, with one to two-storey high residential development to the north of the road. The northern boundary is marked by a wall constructed using local stone. The eastern boundary is formed by Carswell Wynd which is, itself, bordered to the east by single-storey residential development and a health centre car park, and is marked by a post and wire fence with little to no vegetation. The western and southern boundaries are unmarked.
- 3.25 Further to the west, one to two-storey development is situated to the south of Low Road and around Strathden Place. To the south of the Site, the land continues as open arable fields with little vegetation marking field boundaries. Individual trees are situated along Barroway Burn and a tree belt wraps around Myres Castle.
- 3.26 Development to the east and west of the Site is predominantly late 20<sup>th</sup> Century and does not reflect the local vernacular. This area lacks the softening of vegetation as seen in other parts of the edge of Auchtermuchty, creating an uncharacteristically stark built edge.

## 4.0 LANDSCAPE CHARACTER

4.1 Landscape character assessment is a descriptive approach that seeks to identify and define the distinct character of landscapes that make up the country. It also ensures that account is taken of the different roles and character of different areas. The description of each landscape character area is used as a basis for evaluation in order to make judgements to guide, for example, development or landscape management and as a basis against which to assess the character of the Site. The different layers of character are used to identify areas of land which may not be reflective of wider landscape character and which are, therefore, of lower landscape sensitivity or in requirement of landscape improvements.

4.2 Extracts of the published landscape character assessments are included in Appendix 2 of this document.

### Published Landscape Character Assessments

#### *Scottish Landscape Character Types (2019)*<sup>11</sup>

4.3 Auchtermuchty to the north of the A91 Low Road and the rising land to the north-east and north-west, together with a small area of land to the south of the A91 (including the north of the Site) are located within Landscape Character Type (LCT) 186: Lowland Hills and Valleys. The southern part of the Site and the land to the south of the A91 fall within LCT 190: Lowland River Basins, as shown on **Figure 1**. According to the Landscape Character Types Map produced by Scottish Natural Heritage, the boundary between the two LCTs extends east to west across the middle of the Site, with approximately half of the Site in each character area. However, it is important to note that character areas do not tend to change dramatically across a line drawn on a map but contain areas of transition with land on either side reflecting one or both of the character types described.

4.4 LCT 186 describes "*a series of low hills and valleys*". Key characteristics include:

- *"Variety and subtlety of landform.*
- *Generally dominated by open, regular farmland patterns of medium scale fields of arable and grasslands.*
- *Variable pattern of post and wire fences and mostly tall hedges with hedgerow trees.*
- *Extensive areas of forestry, shelter planting, roadside planting and policies linked to large estates.*
- *Regular, often linear, pattern of the distribution of steadings and larger settlements and towns, all of which are generally well related to the landscape.*
- *Towns in valleys enclosed by the landform of low hills which form a rural backdrop.*
- *Network of roads often well related to landform.*
- *Dominant linear and point features of forests and tree groups, individual trees or local buildings.*

<sup>11</sup> Scottish Natural Heritage (2019) *Landscape Character Types*

- *A generally tended, safe, quiet, balanced and calm landscape, but also a busy, random, disturbed and noisy one in the more urban, industrialised areas.*
- *Variety of interrelated middle and long distance views of, from and across the low hills."*

4.5 LCT 190 describes contrasting "*wide, flat basins*" that have been drained to form agricultural land. Key characteristics include:

- *"Flat, relatively low-lying landform with straight or angular horizontal lines and geometric patterns.*
- *Wide valley/basin contained by distant Foothills or volcanic hills.*
- *Open, medium to large scale, regular pattern of intensively cultivated arable fields with few animals.*
- *In some parts extensive coniferous plantations on poorer soils, but elsewhere many mature, narrow, linear, straight, predominantly coniferous shelterbelts forming strong visual features and patterns.*
- *A relatively modern, planned or well-organised landscape, with semi-natural vegetation confined to the banks of the rather inconspicuous, seemingly undersized rivers.*
- *Conspicuous former sand and gravel pits now filled with water in some parts.*
- *Regular pattern of small settlements, groups of farm buildings and occasional single buildings in open countryside, with a mix of traditional and more modern architectural styles.*
- *Many post and wire fences, few hedges, few hedgerow trees, many ditches.*
- *Dense network of narrow, straight lanes with bridges and sharp corners.*
- *Frequent, small, low or flat stone bridges over ditches, higher bridges over railway.*
- *Medium scale, diverse, confined, flat, active, planned, organised, tended and regular landscape."*

*Scottish Natural Heritage (1999) 113: Fife Landscape Character Assessment*

- 4.6 The area of Auchtermuchty north of the A91 Low Road and part of the land to the south of it are situated within Landscape Character Type (LCT) 5: 'Lowland Hills and Valleys', as illustrated on Figure 14 of the Fife LCA (see Appendix 2). The land to the south of Cupar Road and south of Strathden Place are situated within LCT 9: 'Lowland River Basins'.
- 4.7 The land to the north of the A91, and some land to the south of the A91, including the north of the Site, are situated within Landscape Character Unit (LCU) LH34, as shown on Figure 15 Sheet 2: North West Fife. The land to the south of Auchtermuchty, including the south of the Site are situated within LCU LR56.
- 4.8 Although the quality of the map on Figure 15 of the Fife Landscape Character Assessment is poor and in black and white, it is possible to see the thick dividing line between LCT 5 and LCT 9 following the historic line of the railway line west of Auchtermuchty, before extending east from the south-east corner of the development on Strathden Place as far as Station Road, and then following the

line of Cupar Road east of Auchtermuchty. This results in the northern approximate half of the Site falling within LCT 5 (LH34) and the remainder falling within LCT 9 (LR56). This is further supported by the coloured Figure 14 which shows development south of Low Road as being situated within LCT 9.

4.9 LCT 5 displays the following characteristics as set out on page 52:

- Variety and subtlety in the landform.
- Open, regular pattern of medium-scale arable and pastoral fields.
- Variable boundaries including tall hedgerows with hedgerow trees and post and wire fencing.
- Extensive areas of plantations and planting related to large estates.
- Regular, often linear pattern of steadings and larger settlements and towns which generally relate well to the landscape.
- Network of roads relate well to landform.
- Plantations and tree groups, individual trees or buildings form dominant features.
- Tended quiet and calm landscape but busy and discordant in the more urbanised areas.
- Variety of medium and long distance views of, from and across the low hills.
- Maturity of landscape relating to long history of settlement.

4.10 LH34, together with LH44, is described as "*a large area of hills with shallow valleys*". It is further described as exhibiting "**a more stable agricultural landscape**" (C5.22).

4.11 Key characteristics of LCT 9 Lowland River Basins, as set out on page 67 are:

- Flat, relatively low lying landform with geometric patterns contained by and contrasting with distant hills and valley sides.
- Open, medium to large-scale, regular pattern of intensively cultivated arable fields with few animals.
- Some mature, narrow, linear, straight, predominantly coniferous shelterbelts forming strong visual features and patterns.
- Semi-natural vegetation generally confined to banks of the small rivers.
- Generally modern, planned landscape not having had time to mature.
- Regular pattern of modern or modified farm steadings with some individual buildings in open countryside.
- A few, modern planned settlements with a wide range of modern building styles.
- Boundaries generally post and wire fences and ditches, with few trees and hedgerows.
- Dense network of narrow straight lanes with sharp corners.
- Frequent small, low stone bridges over ditches.
- Medium scale, diverse, confined, flat, organised, active, regular landscape.

4.12 LR56 is described in C.9.3 as being:

*“predominantly open, with a regular pattern of intensively cultivated arable fields. The fields are medium to large-scale with straight boundaries and a regular geometric pattern. Field boundaries may comprise occasional hedgerows, (some in poor condition), but mainly post and wire fencing or simple linear, deep ditches. There are a few farm animals and few hedgerow trees. There are narrow, occasional, shelter belts.”*

### Site Character and Sensitivity

- 4.13 From the descriptions of the LCTs set out above, the Site displays the characteristics of the land to the south, i.e. a more level open medium scale field with little vegetation. However, the Site is set directly within the context of the settlement to the north-west, north and east, tying it to the LCT to the north.
- 4.14 The Site contains no landscape features and forms part of a field that has historically been rationalised and denuded of vegetation. The only notable feature is the stone wall extending along the northern boundary. Although almost immediately abutting the Conservation Area, the development in the immediate context of the Site is post-war in date and lacking any notable local characteristics.
- 4.15 The Site is of low landscape character sensitivity.

### Landscape Opportunities and Guidance

- 4.16 Design guidelines for LCT 5: Lowland Hills and Valleys are set out on page 116 of the LCA and those of relevance to the Site include the following:
- Encourage the conservation and restoration of hedgerows, the planting of more hedgerow trees would enhance the landscape character.
  - The landscape to the east of Dunfermline has considerable capacity to accommodate larger-scale new developments in the longer term, although the landscape is in need of restoration and improvement around settlements.
  - The Lowland Hills and Valleys are important from a recreation point of view due to their proximity to larger settlements, and permissive access around towns should be positively encouraged.
- 4.17 There is no specific residential development guidance for area LH34 but general principles for development states that *“the Lowland Hills and Valleys have the capacity to accommodate other forms of modest-scale development and structures, through in prominent locations these should be subject to landscape and visual impact assessment”*.
- 4.18 Guidance for LCT 9: Lowland River Basins is set out on page 128 and that which is of relevance to this Site includes the following:

- New built development should relate to existing settlements. ***"The villages generally would be extended without significant effects on the landscape character, subject to good siting and design."***
- More planting in relation to settlement edges would enhance the landscape.
- Building materials should avoid conspicuous colours and reflective cladding but there is no overarching typical style within the local area.
- ***"Tall structures... would be conspicuous and out of place in this in this flat, horizontal landscape."***
- Any new roads should be carefully sited to minimise their landscape and visual impact.
- Landform, new and existing planting should be used to relate any new structures to the landscape.
- New access to be promoted.

4.19 The guidance on page 128 states that ***"there is some, more modest scope for additional woodland"*** in LR56 ***"as it would be desirable to sustain the generally open landscape"***.

4.20 Under the heading of 'Settlement and Built Development' on page 129, the document states that ***"new built development should be related to existing settlements and steadings. The villages generally would be extended without significant effects on the landscape character, subject to good siting and design. More planting in relation to settlement edges would enhance the landscape. Building materials should avoid conspicuous colours and reflective cladding but there is no characteristic style or material typical of the basins"***.

## 5.0 VISUAL APPRAISAL

5.1 The Site and the surrounding environment were visited in April 2017, August 2018 and November 2019 in order to understand the Site and its visual context during months when leaf cover was both present and absent. The visual context of the Site is illustrated by Site Context Photographs 1 – 13 (winter and spring), the locations of which are illustrated on Figure 4: Visual Appraisal Plan, and which are included within the illustrative material at the end of this report.

### Visual Context

5.2 Auchtermuchty is situated at the point where the Auchtermuchty Burn, extending through the town from the north, meets the more level open ground of the Eden valley to the south. The landform broadly rises up to the north and west as part of the Ochils, away from the main river valley and from the Auchtermuchty Burn. To the south of Auchtermuchty, the wide low lying river valley provides open views where vegetation is absent, particularly from the south, with views from the south-west generally obstructed by the large areas of tree planting around Myres Castle.

5.3 The higher ground of the Ochils is well-vegetated, with strong field boundaries, roadside vegetation and plantations. The northern slopes of the Lomonds are strongly wooded. The lower lying river valley contains plantations and tree belts, although fields tend to be more open with unvegetated field boundaries.

5.4 The Lomond Hills are a prominent feature in many views to the south, particularly from the A91 east and west of Auchtermuchty, and for a 110m stretch of Low Road between Strathden Place and Carswell Wynd. They are glimpsed above and between the built form from many locations within Auchtermuchty. The views from Low Road across the Site are highlighted in the pre-application responses from the Council.

### Views

5.5 When approaching the town from the west along the A91, the northern part of the Site is screened behind the vegetation and existing built form within the town. It is possible to see the existing commercial unit to the south of Carswell Wynd from further to the west, suggesting that the southern part of the Site is visible from this point (see Site Context Photograph 1). On entering the built edge of the town from the west, the Site and the majority of the town south of the A91 are obscured by the planting around the recreation ground (see Site Context Photograph 2 and 3). West of and adjacent to the recreation ground, filtered views are possible across the lower ground towards west Lomond. From east of the recreation ground, the built form prevents most views towards the hills, with the exception of a view south along Strathden Place.

5.6 When approaching along the A91 from the east, the Site is generally set behind the vegetation around Myres Castle and the intervening built form and vegetation. From the A91 east of

Auchtermuchty, wide open views are possible towards the Lomond Hills. Closer into the town, to the west of Middleflat, the historic built form of the town creates a narrow tunnel with glimpsed views towards the Lomonds and a focussed view towards West Lomond.

- 5.7 When approaching the town from the south along the B936, the Site is generally screened behind the woodland of Myres Castle and by the intermittent tree belts on the valley floor (see Site Context Photograph 6). The Site is visible from the B936 north of Myres Castle but glimpsed between the trees along the Auchtermuchty Burn (see Site Context Photograph 7).
- 5.8 The approach to Auchtermuchty along the B936 from the north is vegetated with high hedgerows on both sides of the road, reducing views towards the town and the Site. Views towards the Site from the north from Core Paths 305, 306 and 310 are mostly screened behind the curve in the landform and the vegetation along the paths, although brief glimpses, particularly of the south-western corner, are possible.
- 5.9 Views towards Auchtermuchty are possible from the access road to Reedieleys, Core Path 298, 900m to the south-west (see Site Context Photograph 9 and 10), and from Core Path 297 to the north-west of Reedieleys, but, from this direction and distance, the Site is viewed set in front of the existing built edge of Auchtermuchty. There are also views towards the southern edge of Auchtermuchty and the Site from the A912 to the south-west of the town (see Site Context Photograph 8). Again, from these locations, the Site is visible set back against the existing built form.
- 5.10 Glimpsed views towards Auchtermuchty are possible from the road running between Leslie and Falkland where it extends alongside Coalpit Burn to the north-west of East Lomond. From these areas, the Site is approximately 5km away and seen set in front of the existing settlement of Auchtermuchty. Long distance panoramic views are possible from East Lomond at over 434m AOD and 5.5km to the south of the Site. From this location, the Site forms a minor element in the view set in front of Auchtermuchty, and as part of a much wider panoramic view.
- 5.11 Direct views into the Site are possible from the 110m stretch of Low Road where it crosses the north of the field containing the Site (see Site Context Photograph 4 and 5). From these locations, it is possible to see across the Site towards the Lomond Hills to the south. Direct views into the Site are also possible from Carswell Wynd, immediately to the east (see Site Context Photograph 12), from Strathden Place, 180m to the west (see Site Context Photograph 11) and from the south-eastern corner of the recreation ground (see Site Context Photograph 13).

### **Summary of Visual Issues**

- 5.12 Views towards the Site are generally screened from the river valley by the intervening tree belts and development due to the level topography. Where the Site is visible, it is seen set back against the existing settlement edge of Auchtermuchty and would cause minimal additional intrusion into views.

Views from the Ochils are generally screened by the vegetation and landform within the higher ground although some isolated views may be possible, for example from Core Paths 305 and 306. Panoramic views towards the Site are possible from the areas of higher ground in the Lomond Hills, particularly East Lomond where there is a Trig Point and viewing location. East Lomond is located approximately 5.5km to the south of the Site. From these locations within the Lomond Hills, the Site would form a very minor element within the view, indistinguishable from the surrounding settlement of Auchtermuchty, which itself would form a very small component of the wider panoramic view.

- 5.13 Key views towards the Site are those from the A91 Low Road as it passes along the northern boundary, from Carswell Wynd to the immediate east and from Core Path 298, approximately 900m to the south-west.
- 5.14 Views across the Site from Low Road towards the Lomonds are possible and highlighted throughout the correspondence with the Planning Authority. These views and the potential effect of the Proposed Development upon them have formed a key part of the masterplan proposals, shaping the extents of the development form and proposed building heights. More information is set out in the following chapter 6: Opportunities and Constraints.

## 6.0 OPPORTUNITIES AND CONSTRAINTS

6.1 The following issues and considerations have been highlighted as a result of the desktop appraisal of the Site on the south side of Auchtermuchty:

- There are no landscape designations that would prevent development within the Site, or spatial designations with landscape or visual implications.
- Existing landscape features should be retained although there are none of note within the Site.
- Opportunities should be taken to add to the hedgerow network where appropriate.
- Development should be respectful of its townscape and landscape context, particularly the Conservation Area to the north-east.
- Development should reflect the positive frontage existing along the A91.
- Views from local roads and rights of way should be considered within any scheme design.
- Views to the Lomonds from the A91 should be a core part of any development proposals, and roads and building heights should be used to preserve the views where possible.
- Views from the south, particularly from Core Path 298, towards the southern edge of Auchtermuchty should be considered in any design solution and opportunities taken to soften this edge of the town.
- Materials and building typologies should reflect those already in Auchtermuchty.
- The brick wall along the northern boundary should be retained and enhanced.
- There is the opportunity to soften the settlement edge of Auchtermuchty through sensitive planting, in accordance with local landscape character guidance.
- The southern and western boundaries of the Site should be marked by native hedgerows and native trees, to create important wildlife habitats and to create a softer edge to Auchtermuchty when viewed from the south and south-west.

6.2 The findings of this desktop study do not prevent the development of land to the south of Auchtermuchty, to the west of Carswell Wynd.

6.3 Well-designed residential development that is reflective of the scale of the adjacent settlement is unlikely to cause any significant landscape or visual impacts. The Site is not particularly visually sensitive, despite forming part of long distance panoramic views from the Lomond Hills, due to the effects of topography and distance, and the Site's relationship with the existing built edge of Auchtermuchty. There are no notable landscape or historic features identified within this note that would require protection from development. Conversely, there are opportunities to improve the edge of Auchtermuchty in this area through the introduction of new areas of native tree and hedgerow planting.

## 7.0 PROPOSED DEVELOPMENT AND LANDSCAPE STRATEGY

### Proposed Masterplan Layout

- 7.1 The LVA was undertaken alongside, and informed, the masterplanning process. The design and assessment stages are iterative, with stages overlapping in part. A graphical summary of the design response is included in Chapter 7 of the DAS and illustrated by Figures 19-21. The Masterplan drawing is shown on Figure 28 of the Design and Access Statement.
- 7.2 One of the key determining factors that has shaped the masterplan is the views south from the A91 towards the Lomond Hills. An analysis was undertaken of views towards the Site and across it, and these are demonstrated in Chapter 3 of the DAS and illustrated by Figures 11 to 14. Figure 14 demonstrates the view corridors from two points on Low Road towards the Lomond Hills. It shows that the western edge of the Proposed Development will not impinge on the view corridor to the Lomonds when stood at the central point of the currently open stretch of Low Road. Development would impinge on the view from point A but, through the use of a setback from Low Road (buffer zone) and lower building heights in key parts of the development, views towards the Lomond Hills will be possible, albeit above and through the roofline of the Proposed Development.
- 7.3 The masterplan design is formed around a series of blocks, each providing a positive frontage onto the street network and reflecting the grain and scale of the neighbouring development, as shown on Figure 28 of the DAS. The northern frontage is designed to reflect the existing setbacks on the properties to the east and west, while responding to the views from the south-west and the noise assessment.
- 7.4 The proposed storey heights are shown on Figure 26 of the DAS. Single storey dwellings are proposed in the north of the Site, along much of the western boundary and in the south. This is to respond to the views to the south and the Lomond Hills from the A91, and views towards the historic centre of the town from Core Paths to the south-west. The height difference between Low Road and the land immediately to the south, ensures that views towards the Lomonds are preserved as much as is practicable.
- 7.5 The variation in height, particularly along the western boundary, is to provide variety and articulation within the roofline, as recommended by this appraisal and the Landscape Capacity Study undertaken on the wider field and included in Appendix 1 of this document.

### Landscape Strategy

- 7.6 The Landscape Strategy as shown on Figure 29 of the Design and Access Statement, demonstrates the proposed buildings set within a strong green infrastructure. A new native hedgerow has been proposed along the western boundary, extending south beyond the development to join to existing field boundaries to the south. This will serve to anchor the development into the landscape structure,

as well as restoring hedgerow boundaries in this area. Native tree planting along the western boundary will also help to break up and soften the settlement edge in this area.

- 7.7 A new area of green space has been established in the north of the Site, with further native tree planting proposed to soften the view of the development. This also reflects the green character of Low Road, particularly in the Conservation Area to the east, and reduces the impact of the Proposed Development on views south from Low Road and towards the historic centre from the Core Paths to the south-west.
- 7.8 Further tree planting is proposed around the attenuation lagoon in the south of the Site and throughout the development, breaking up the mass of the built form in views from the Core Paths to the south, and from the Lomonds, as identified in the Landscape Capacity Study included in Appendix.

### **Mitigation**

- 7.9 Mitigation measures were embedded within the design of the Development as a result of the desk-based study and field work. These measures, such as the building, massing and height, and arrangement of open spaces and new structural planting, avoid or reduce adverse effects by ensuring the key principles of the design of the development, as noted above, are sympathetic with the existing baseline.

## 8.0 CONCLUSION

- 8.1 The Site is not within any designated landscapes and is strongly influenced by the existing settlement of Auchtermuchty, with existing built form to the north, east and west in the form of single and two-storey housing. The Auchtermuchty Conservation Area is situated 20m to the north-east, on the northern edge of Low Road and much of the development to the north of the road is pre-war. The housing to the east and west is late 20<sup>th</sup> Century, often not reflecting local vernacular. The edge of Auchtermuchty in this area is uncharacteristically stark in the view with little or no vegetation to break up the built edge.
- 8.2 The Site contains no notable landscape features but the stone wall on the northern boundary should be retained or replaced with similar. Historic field boundaries have been removed to create a single, large arable field in which the Site is situated.
- 8.3 The Site is primarily visible from the Core Paths to the south and south-west and from Low Road to the north, as demonstrated in the Site Context Photographs and the Landscape Capacity Study included in Appendix 1. From the south and south-west, the Site is seen set back against the existing edge of Auchtermuchty, as shown in the Landscape Capacity Study. From the A91, views are possible across the Site towards the Lomond Hills, over 5km to the south and these views have formed a key element of the masterplan design. Glimpses towards the Site are possible from Core Paths on the north side of Auchtermuchty but, from these locations, the Site is seen in the context of the neighbouring development. From the south-east, the Site is obscured by the dense planting around Myres Castle.
- 8.4 It is possible to incorporate one to two-storey development in the Site in a way that preserves much of the view south from the A91 by ensuring that development is kept to the east, as illustrated by Figures 11 to 14 in the DAS. Such development will be seen set back against the existing built edge of the town and will not intrude significantly into views from the south or south-west, being seen set back against the existing built edge, as demonstrated by the Landscape Capacity Study in Appendix 1.
- 8.5 The planting of new native trees and hedgerows along the Site boundary and within the development will create a soft edge to Auchtermuchty in this area, resulting in an improvement on the existing baseline situation.

**ILLUSTRATIVE MATERIAL**

Figure 1: Site Context Plan

Figure 2: Topography Plan

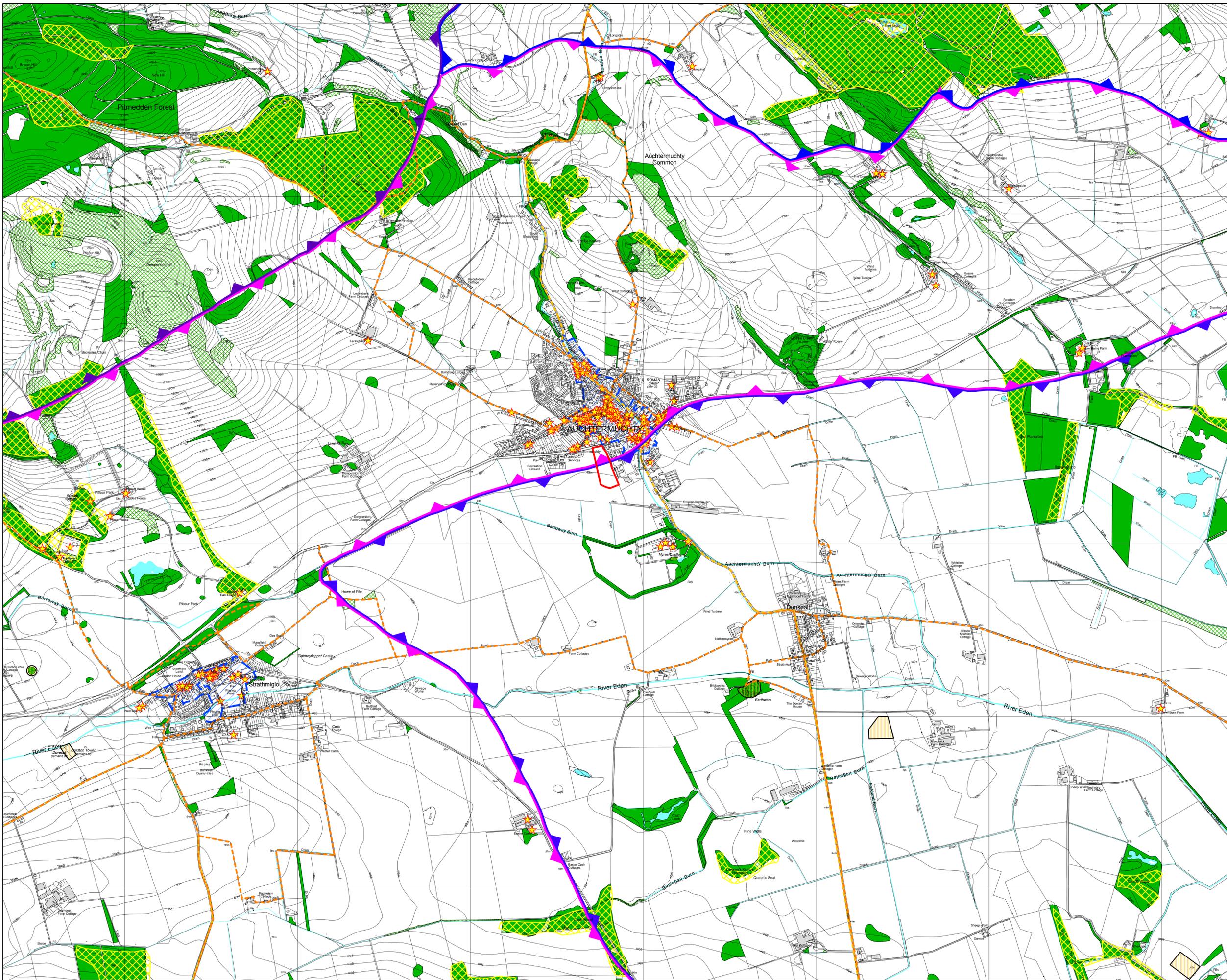
Figure 3: Site Appraisal Plan

Figure 4: Visual Appraisal Plan

Site Context Photographs 1-13 Spring

Site Context Photographs 1-13 Winter





The scaling of this drawing cannot be assured  
 Revision \_\_\_\_\_ Date \_\_\_\_\_ Dm Cld \_\_\_\_\_

### Legend

-  Site Boundary
-  Ancient Woodland #
-  Existing Woodlands, Copses and Tree Belts ^
-  Existing Scrub ^
-  Existing Water Courses and Features ^
-  Contours/Spot Heights (Metres AOD) ^
-  Core Path \*
-  Sustrans Cycle Route +
-  Cycle Route
-  Listed Buildings ~
-  Conservation Area ~
-  Scheduled Ancient Monument ~
- Scottish Landscape Character Area #**
-  182 Upland Hills
-  184 Foothills - Fife
-  186 Lowland Hills and Valleys
-  190 Lowland River Basins

Landscape of Scotland #  
 Area lies entirely within area 56 Kinross-shire and Howe of Fife

Sources:  
 ^ OS Mapping  
 # Scottish National Heritage GIS Data Set  
 ~ Historic Scotland GIS Data Set  
 + Fife County Council Database Map  
 + Sustrans National Cycle Network GIS Data  
 ++ Department of Transport Cycle Network Model  
 +++ Department for Communities and Local Government GIS Data  
 ## Fife Council Local Plan Proposals Map Adopted

Data collected for constraints and analysis mapping is based on publicly available sources at the time of preparation (inserted) using the British National Grid and may itself not be accurate. Barton Willmore shall not be liable for the accuracy of data derived from external sources.

### FIGURE 1

Project  
**Low Road,  
 Auchtermuchty**  
 Drawing Title  
**Site Context Plan**

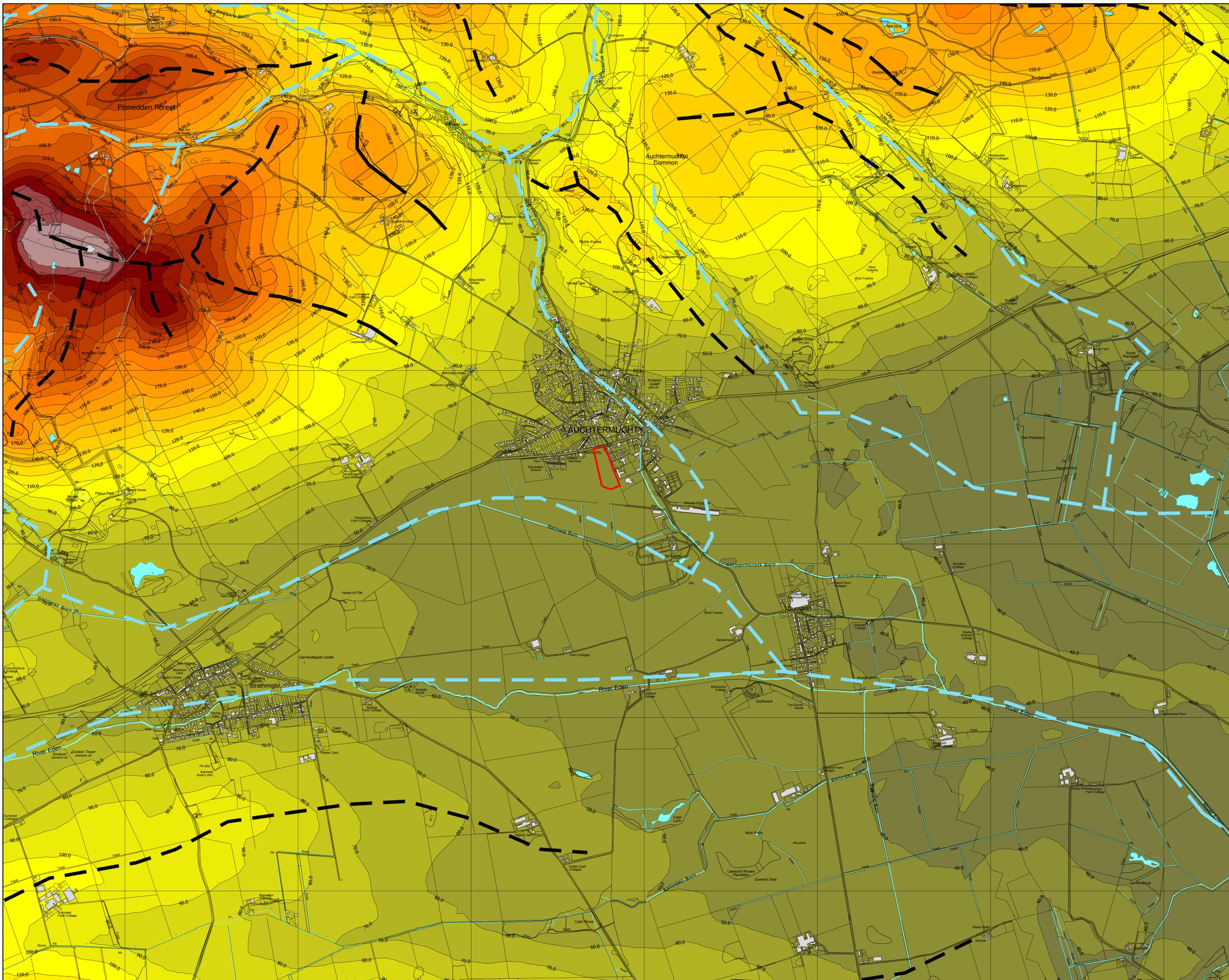
Date 05.12.2019	Scale 1:10,000 @A1 1:20,000 @A3	Drawn by GS/ML	Check by WL
Project No 27442	Drawing No L1	Revision A	

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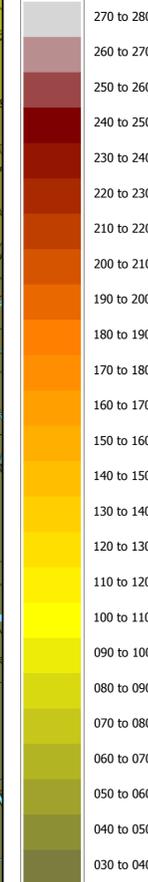
Offices at Birmingham Bristol Cambridge Cardiff Ebbw Vale Edinburgh  
 Glasgow Leeds London Manchester Newcastle Reading Southampton



### Legend

- Site Boundary
- Existing Water Courses and Features ^
- Contours/Spot Heights (Metres AOD) ^
- Ridgelines
- Valleys

### Elevation (Metres AOD)



Sources: ^ OS Mapping  
 Data collected for constraints and analysis mapping is based on publicly available sources at the time of preparation inserted using the British National Grid and may itself not be accurate. Barton Willmore shall not be liable for the accuracy of data derived from external sources.

## FIGURE 2

Project  
**Low Road, Auchtermuchty**  
 Drawing Title  
**Topographic Features Plan**

Date 06.12.2019	Scale 1:10,000 @A1 1:20,000 @A3	Drawn by GS/ML	Check by WL
Project No 27442	Drawing No L3	Revision A	

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Revision \_\_\_\_\_ Date \_\_\_\_\_ Drn \_\_\_\_\_ Ckd \_\_\_\_\_

**Legend**

-  Site Boundary
-  Existing Water Courses and Features ^
-  Contours/Spot Heights (Metres AOD) ^
-  Conservation Area ~
-  Core Paths \*
-  Sustrans Cycle Route +
-  Listed Building

Sources:  
 ^ OS Mapping  
 # Scottish National Heritage GIS Data Set  
 ~ Historic Scotland GIS Data Set  
 \* Fife County Council Definitive Map  
 + Sustrans National Cycle Network GIS Data  
 ++ Department of Transport Cycle Network Model  
 ^^ Department for Communities and Local Government GIS Data  
 ## Fife Council Local Plan Proposals Map Adopted

Data collated for constraints and analysis mapping is based on publicly available sources at the time of preparation inserted using the British National Grid and may itself not be accurate. Barton Willmore shall not be liable for the accuracy of data derived from external sources.

**FIGURE 3**

Project  
**Low Road, Auchtermuchty**  
 Drawing Title  
**Site Appraisal Plan**

Date	Scale	Drawn by	Check by
06.12.2019	1:2,500 @A3	GS/ML	WL
Project No	Drawing No	Revision	
27442	L2	A	



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Aerial Photograph is taken in 2006

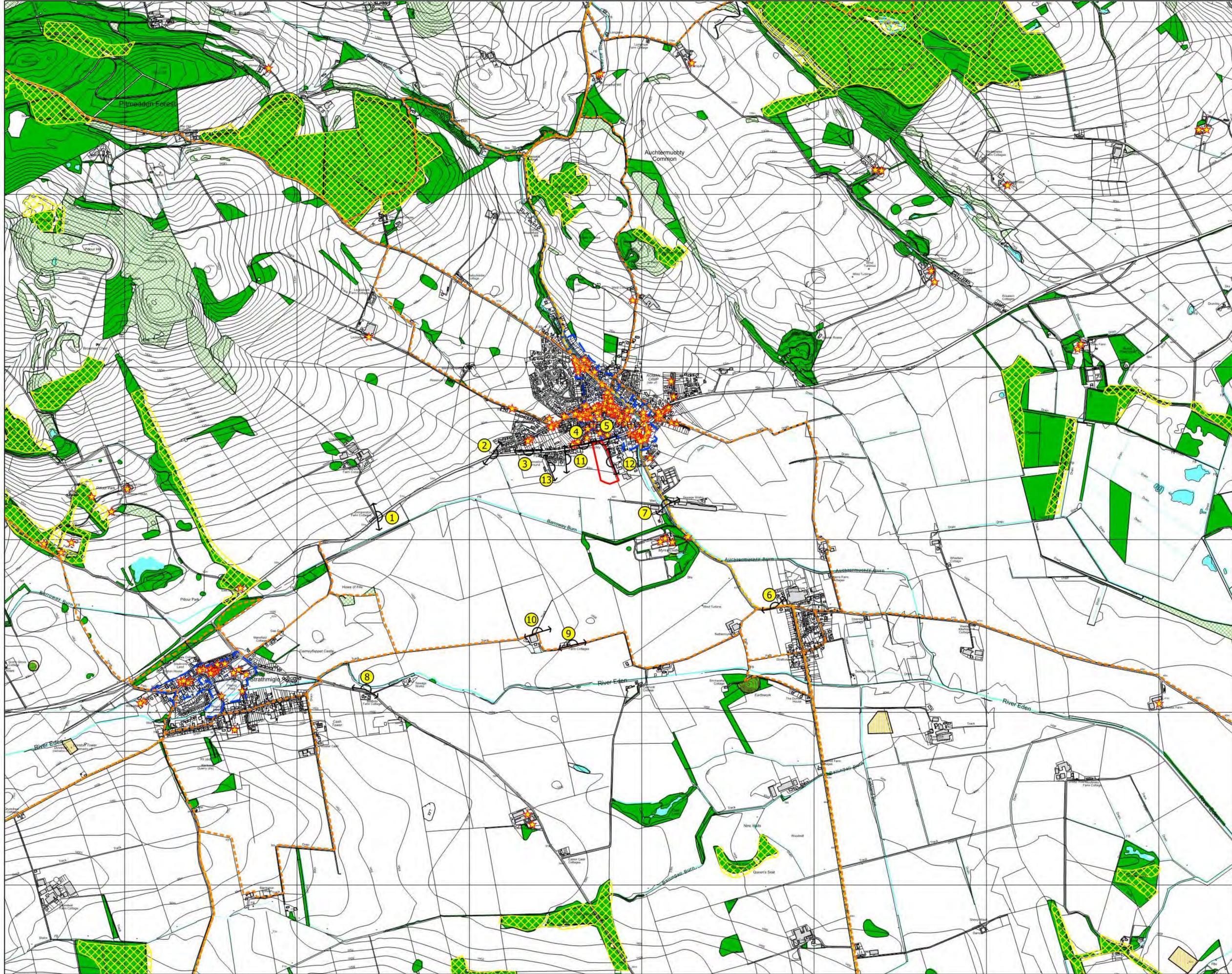


### Legend

-  Site Boundary
-  Ancient Woodland #
-  Existing Woodlands, Copses and Tree Belts ^
-  Existing Scrub ^
-  Existing Water Courses and Features ^
-  Contours/Spot Heights (Metres AOD) ^
-  Core Path \*
-  Sustrans Cycle Route +
-  Cycle Route
-  Listed Buildings ~
-  Conservation Area ~
-  Scheduled Ancient Monument ~
-  Location of Photographic Viewpoints (Site Context Photographs: 1-13)

**Sources:**  
 - OS Mapping  
 - Scottish National Heritage GIS Data Set  
 - Historic Scotland GIS Data Set  
 - Fife County Council Database Map  
 - Sustrans National Cycle Network GIS Data  
 - Department of Transport Cycle Network Model  
 - Department for Communities and Local Government GIS Data  
 - Fife Council Local Plan Proposals Map Adopted

Data collected for constraints and analysis mapping is based on publicly available sources at the time of preparation inserted using the British National Grid and may itself not be accurate. Barton Willmore shall not be liable for the accuracy of data derived from external sources.



### FIGURE 4

Project:  
**Low Road, Auchtermuchty**  
 Drawing Title:  
**Visual Appraisal Plan**

Date	Scale	Drawn by	Check by
06.12.2019	1:10,000 @A1 1:20,000 @A3	GS/ML	WL
Project No	Drawing No	Revision	
27442	L4	A	



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**SITE CONTEXT PHOTOGRAPH 1: VIEW FROM LOW ROAD, APPROACHING AUCHTERMUCHTY FROM THE WEST**

Distance: 1.31km  
Elevation: 54.1m AOD



**SITE CONTEXT PHOTOGRAPH 2: VIEW FROM LOW ROAD, AT THE WESTERN GATEWAY INTO AUCHTERMUCHTY**

Distance: 0.58km  
Elevation: 57.7m AOD



**SITE CONTEXT PHOTOGRAPH 3: VIEW FROM LOW ROAD, ADJACENT TO THE RECREATIONAL GROUNDS**

Distance: 376m  
Elevation: 51.0m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 1 - 3**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: APR 2018**

**PROJECT NUMBER: 27442**

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**SITE CONTEXT PHOTOGRAPH 4: VIEW FROM LOW ROAD, OPPOSITE THE SITE**

Distance: 54m

Elevation: 47.7m AOD



**SITE CONTEXT PHOTOGRAPH 5: VIEW FROM LOW ROAD, JUNCTION OF CARSWELL WYND**

Distance: 18m

Elevation: 50.5m AOD



**SITE CONTEXT PHOTOGRAPH 6: VIEW FROM STATION ROAD B938 ON WESTERN EDGE OF DUNSHALT**

Distance: 1.17m

Elevation: 45.3m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 4 - 6**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: APR 2018**

**PROJECT NUMBER: 27442**

**BARTON  
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**SITE CONTEXT PHOTOGRAPH 7: VIEW FROM STATION ROAD B936 ADJACENT TO PLAY AREA**

Distance: 312m  
Elevation: 48.5m AOD



**SITE CONTEXT PHOTOGRAPH 8: VIEW FROM A912 TO THE EAST OF STRATHMIGLO, ADJACENT TO BELLFIELD AND BELLFIELD FARM COTTAGE**

Distance: 1.82km  
Elevation: 61.6m AOD



**SITE CONTEXT PHOTOGRAPH 9: VIEW FROM CORE PATH 298, ADJACENT TO FARM COTTAGES**

Distance: 0.96km  
Elevation: 52.0m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 7 - 9**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: APR 2018**

**PROJECT NUMBER: 27442**

**BARTON  
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**SITE CONTEXT PHOTOGRAPH 10: VIEW FROM CORE PATH 298, ADJACENT TO REEDIELEYS**

Distance: 0.96km  
Elevation: 55.1m AOD



**SITE CONTEXT PHOTOGRAPH 11: VIEW FROM STRATHEDEN PLACE**

Distance: 173m  
Elevation: 50.6m AOD



**SITE CONTEXT PHOTOGRAPH 12: VIEW FROM CARSWELL WYND**

Distance: 2m  
Elevation: 48.0m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 10 - 12**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: APR 2018**

**PROJECT NUMBER: 27442**

**BARTON  
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**SITE CONTEXT PHOTOGRAPH 13: VIEW FROM PLAYGROUND AND RECREATIONAL GROUND**

Distance: 273m

Elevation: 44.1m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 13**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: APR 2018**

**PROJECT NUMBER: 27442**

**BARTON  
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**SITE CONTEXT PHOTOGRAPH 1: VIEW FROM LOW ROAD, APPROACHING AUCHTERMUCHTY FROM THE WEST**

Distance: 1.31km  
Elevation: 54.1m AOD



**SITE CONTEXT PHOTOGRAPH 2: VIEW FROM LOW ROAD, AT THE WESTERN GATEWAY INTO AUCHTERMUCHTY**

Distance: 0.58km  
Elevation: 57.7m AOD



**SITE CONTEXT PHOTOGRAPH 3: VIEW FROM LOW ROAD, ADJACENT TO THE RECREATIONAL GROUNDS**

Distance: 376m  
Elevation: 51.0m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 1 - 3**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: NOV 2019**

**PROJECT NUMBER: 27442**

**BARTON  
WILLMORE**



**SITE CONTEXT PHOTOGRAPH 4: VIEW FROM LOW ROAD, OPPOSITE THE SITE**

Distance: 54m  
Elevation: 47.7m AOD



**SITE CONTEXT PHOTOGRAPH 5: VIEW FROM LOW ROAD, JUNCTION OF CARSWELL WYND**

Distance: 18m  
Elevation: 50.5m AOD



**SITE CONTEXT PHOTOGRAPH 6: VIEW FROM STATION ROAD B938 ON WESTERN EDGE OF DUNSHALT**

Distance: 1.17m  
Elevation: 45.3m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 4 - 6**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: NOV 2019**

**PROJECT NUMBER: 27442**

**BARTON  
WILLMORE**



**SITE CONTEXT PHOTOGRAPH 7: VIEW FROM STATION ROAD B936 ADJACENT TO PLAY AREA**

Distance: 312m  
Elevation: 48.5m AOD



**SITE CONTEXT PHOTOGRAPH 8: VIEW FROM A912 TO THE EAST OF STRATHMIGLO, ADJACENT TO BELLFIELD AND BELLFIELD FARM COTTAGE**

Distance: 1.82km  
Elevation: 61.6m AOD



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Distance: 0.96km  
Elevation: 52.0m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 7 - 9**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: NOV 2019**

**PROJECT NUMBER: 27442**

**BARTON  
WILLMORE**



**SITE CONTEXT PHOTOGRAPH 10: VIEW FROM CORE PATH 298, ADJACENT TO REEDIELEYS**

Distance: 0.96km  
Elevation: 55.1m AOD



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Distance: 173m  
Elevation: 50.6m AOD



**SITE CONTEXT PHOTOGRAPH 12: VIEW FROM CARSWELL WYND**

Distance: 2m  
Elevation: 48.0m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 10 - 12**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: NOV 2019**

**PROJECT NUMBER: 27442**

**BARTON  
WILLMORE**



**SITE CONTEXT PHOTOGRAPH 13: VIEW FROM PLAYGROUND AND RECREATIONAL GROUND**

Distance: 273m

Elevation: 44.1m AOD

**LOW ROAD,  
AUCHTERMUCHTY**

**SITE PHOTOGRAPHS: 13**

**RECOMMENDED VIEWING  
DISTANCE: 20CM @A1**

**DATE TAKEN: NOV 2019**

**PROJECT NUMBER: 27442**

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**APPENDIX 1: LANDSCAPE CAPACITY STUDY**





VIEWPOINT 1: CORE PATH 298 ADJACENT TO FARM COTTAGES

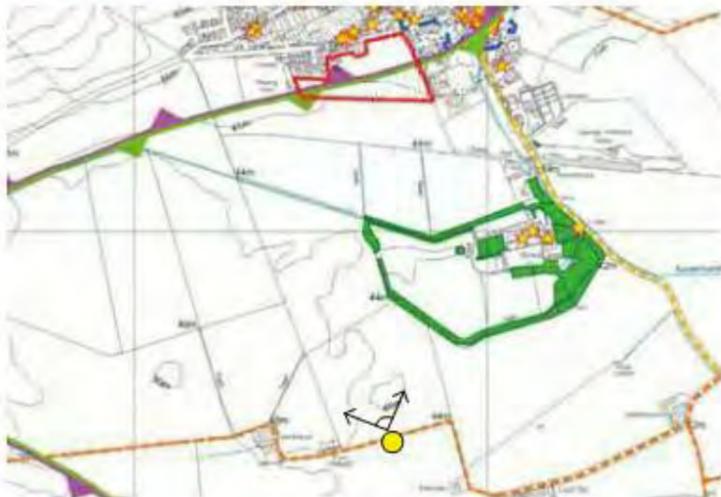
Would result in foreshortening of existing buildings but opportunity to articulate built form more & soften existing massing

Massing to sit below settlement envelope rising up hills, with some single storey units along edge

Views are screened



Stone wall in middle ground gives impression of containment of settlement and softens transition between built form and the landscape



Design Principles:

- Buildings along southern edge to be designed to break up / minimise massing and provide an articulated
- Building levels to be varied along southern edge to maintain key views and soften visual impact of foreshortening views of the settlement edge
- Proposed built form to create an articulated settlement edge that creates a transition between settlement and the landscape, rather than an abrupt squared off edge
- Development to make use of a range of material types

Landscape Opportunities

- Soften views of large massing along Strathden Place which form an abrupt settlement edge



**VIEWPOINT 2: CORE PATH 298 ADJACENT TO REEDIELEYS**

<p><b>Strathden Place:</b> Would result in foreshortening of existing buildings but opportunity to articulate built form more &amp; soften existing massing</p>	<p><b>Low Road frontage:</b> Massing to sit below settlement envelope rising up the hill, with articulated roofscape / building layout and some single storey units along edge</p>	<p><b>Carswell Wynd frontage:</b> Massing to be contained by vegetation and higher roofscape and preserve view of church</p>	<p>Views are screened, including Auchtermuchty Health Centre</p>
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Stone wall in middle ground provides visual containment of settlement and proposed built form, including of potential allotments

Preserve views of Auchtermuchty Parish Church



**Design Principles:**

- Buildings along southern edge to be designed to break up / minimise massing and provide an articulated
- Building levels to be varied along southern edge to maintain key views and soften visual impact of foreshortening views of the settlement edge
- Proposed built form to create an articulated settlement edge that creates a transition between settlement and the landscape, rather than an abrupt squared off edge
- Development to make use of a range of material types

**Landscape Opportunities**

- Soften views of large massing along Strathden Place which form an abrupt settlement edge
- Create a walking route along former railway line, linking existing and proposed open space
- Auchtermuchty to enhance the grain and condition of the landscape to the south of the settlement



VIEWPOINT 3: A912 TO THE EAST OF STRATHMIGLO

Strathden Place:  
Open space and  
stone wall contain  
site

Low Road  
frontage

Carswell Wynd frontage:  
Massing to be contained  
by vegetation and higher  
roofscape

Opportunity for proposed built  
form / landscaping to soften  
views of existing Industrial  
Shed off Station Road

Views are screened



Preserve prominence of  
Auchtermuchty Town House  
& Council Chambers tower

landscape to the south of Auchtermuchty, with  
occasional hedgerow remnants



Design Principles:

- Buildings along southern edge to be designed to break up / minimise massing and provide an articulated
- Building levels to be varied along southern edge to maintain key views and soften visual impact of foreshortening views of the settlement edge
- Proposed built form to create an articulated settlement edge that creates a transition between settlement and the landscape, rather than an abrupt squared off edge
- Development to make use of a range of material types

Landscape Opportunities

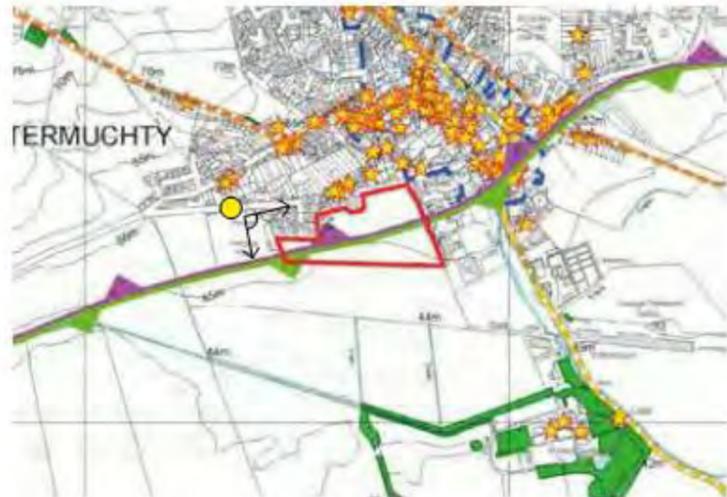
- Soften views of large massing of industrial shed off Station Road



VIEWPOINT 4: LOW ROAD ADJACENT TO OPEN SPACE

Potential location for allotments with views

Extent of proposed built envelope located beyond existing built form



Design Principles:

- Create positive frontage onto the Open Space to the south-east
- between the public and private realm
- Buildings should follow grain of the site, falling gradually towards the south
- Development to make use of a range of material types

Landscape Opportunities

- Create positive frontage onto the Open Space to the south-east
- Create new habitat and active travel corridors between the Open Space and Auchtermuchty Burn
- native hedgerow along the Open Space boundary



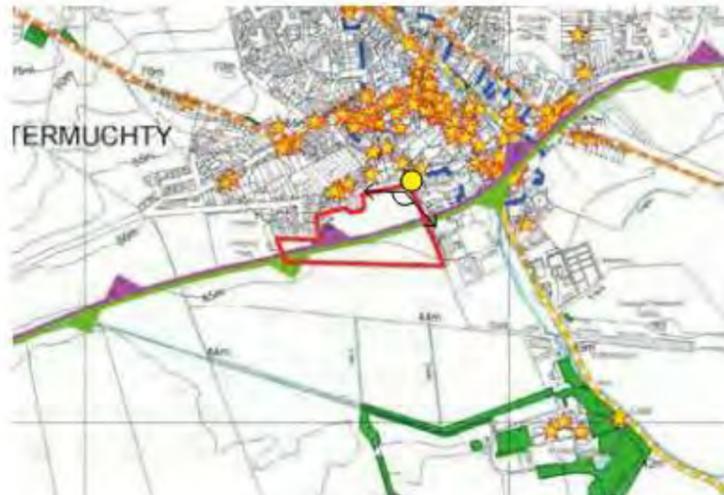
VIEWPOINT 5: JUNCTION OF LOW ROAD AND CARSWELL WYND

Development along Carswell Wynd, set at lower level than Low Road and contained by tree belt backdrop

Zone for transient views of Lomond Hills / provision of Visual Corridors

Development off Strathden Place without obstructing views of Lomond Hills

Opportunity to enhance views of garage and coniferous hedgerow



Design Principles:

- Existing stone wall on Low Road should be retained
- Buildings should follow the natural grain of the site, falling gradually towards the south
- Maintain lower level of site relative to Low Road
- Test massing capacity through three-dimensional model
- Create positive frontage onto Carswell Wynd
- Development to make use of a range of material types

in particular that of Low Road

Landscape Opportunities

- Soften views of the existing garage and coniferous hedge on Low Road
- the existing townscape character and maintains key views across the site
- Create positive frontage onto Carswell Wynd
- Create new habitat and active travel corridors enhancing access across the site between existing and proposed Open Space and Auchtermuchty Burn
- native hedgerows



**Design Principles:**

- and the transition between the public and private realm
- Existing stone walls to be retained
- Buildings along southern edge to be designed to break up / minimise massing and provide an articulated
- Building levels to be varied along southern edge to maintain key views and soften visual impact of foreshortening views of the settlement edge
- Proposed built form to create an articulated settlement edge that creates a transition between settlement and the landscape, rather than an abrupt squared off edge
- Development to make use of a range of material types
- ↓ Buildings should follow the grain of the site, falling gradually towards the south
- ↖ Maintain lower level of site relative to Low Road
- ↖ Test massing capacity through three-dimensional model to retain views of Lomond Hills
- Create positive frontage onto Carswell Wynd and the Open Space to the south-east

**Landscape Opportunities:**

- Soften views of existing buildings which have incongruous massing on the southern edge of Auchtermuchty and are prominent due to their contrast in form / massing and use of non-recessive colouring and materials, including the properties along Strathden Place, the garage off Low Road and industrial shed off Station Road
- southern edge of Auchtermuchty to enhance the grain and condition of the landscape to the south of the settlement
- Establish native hedgerows around the existing open space to create an enhanced habitat corridor and assimilate the open space better within views from the surrounding countryside
- ↖ Create new habitat and active travel corridors between the Open Space and Auchtermuchty Burn, a green network asset, including along the former railway line
- the existing townscape character and maintains key views across the site
- Potential locations to provide allotments
- Integrate SuDS into the Green Infrastructure of the site to enhance visual and habitat amenity value

**APPENDIX 2: EXTRACTS FROM EVIDENCE BASE DOCUMENTS**





### Location and Context

The *Lowland Hills and Valleys* Landscape Character Type forms a series of low hills and valleys predominantly of boulder clay with outcrops of bedrock, the valleys closely associated with the main river systems and a number of burns draining to the coast. They form an expansive area including much of lowland Fife, running the length of the study area between the volcanic uplands and Foothills and the coastal systems, and comprising separate areas: North West Cupar, East Cupar, Tarvit Mill, Strathmiglo, North and East of Dunfermline, Fordell, West Dunfermline, South Dunfermline, South Oakley, Black Devon, Bluther Burn, Devilla Forest, Cameron, Prior Muir and Falkland.

### Key Characteristics

- Variety and subtlety of landform.
- Generally dominated by open, regular farmland patterns of medium scale fields of arable and grasslands.
- Variable pattern of post and wire fences and mostly tall hedges with hedgerow trees.
- Extensive areas of forestry, shelter planting, roadside planting and policies linked to large estates.
- Regular, often linear, pattern of the distribution of steadings and larger settlements and towns, all of which are generally well related to the landscape.
- Towns in valleys enclosed by the landform of low hills which form a rural backdrop.
- Network of roads often well related to landform.
- Dominant linear and point features of forests and tree groups, individual trees or local buildings.
- A generally tended, safe, quiet, balanced and calm landscape, but also a busy, random, disturbed and noisy one in the more urban, industrialised areas.
- Variety of interrelated middle and long distance views of, from and across the low hills.

## Landscape Character Description

### *Landform*

This extensive Landscape Character Type extends across the whole of Fife in a wide band between the *Hill Slopes, Foothills - Fife, Pronounced Hills and Crags, Coastal Hills - Fife* and Coastal Braes. The landscape is locally interrupted by volcanic hills and by river and loch basins and designed landscapes. It occurs in 15 different areas, forming a series of valleys with ridges of low, rounded hills rising on average up to 100 metres to 150 metres. The hills and valleys consist mainly of boulder clay overlaying the Millstone Grit of the sedimentary carboniferous rocks with smaller areas of limestone and coal measures. Their landform is very variable but typically consists of gently undulating rounded low hills often with relatively large areas of forest, and policy planting associated with large estates. Most of the areas lie within the main river valleys of the Eden, Ore and Leven or they drain to the Firth of Forth via a series of small rivers and burns which flow in a network of sinuous valleys between the hills. However, some areas in the north of this character type drain westwards to the Rivers Devon and Black Devon.

The Black Devon Valley and Devilla Forest and Bath Moor Plantation are distinctive areas to the west of this character type. The Black Devon Valley has extensive areas of broadleaf woodland on relatively unspoilt, gently undulating grasslands. The Black Devon and several smaller burns drain westwards across this unit, with a regular scattering of traditional steadings. Devilla Forest and Bath Moor Plantation have been planted on poor soils to the west of the study area, the former having been planted after the felling of woodland once part of the Tulliallan estate.

Fordell is a distinctive area between the M90 and the Cullaloe Hills. The undulating and, in parts, steep landform includes extensive areas of broadleaf and softwood plantations, associated with the Fordell Estate. Fordell Castle lies adjacent to the Fordell Burn which flows southwards to the coast.

To the south of Dunfermline, to the east of Devilla Forest and to the south of Oakley there are substantial parts of the Landscape Character Type which have a typically varied topography and land cover which, in places, have been enhanced by policy planting, and which lie close to the *Coastal Hills - Fife*. They are largely intact in character with all the variety, maturity and continuity typical of the Landscape Character Type. The larger expanses of the *Lowland Hills and Valleys* lie to the west, the north, north-east and east of Dunfermline. The landforms of these areas are typical of the character type, being a series of low, rounded hills and valleys associated with the burns. They include many of the larger settlements within the study area (except those on the coast). The area furthest to the west is a relatively natural landscape with several large plantations, woodlands and remnant policy plantings, and occasional areas of mineral working and former bings. The area to the north and east of Dunfermline, is a much more industrialised landscape, including large areas of previously worked open-cast mines, the Mossmorran Chemical Works, wind farms at Little Raith and Westfield, and other industrial works.

Three further areas of this Landscape Character Type are located in the Eden Valley: between the Ochil Foothills to the north west of Cupar; east of Cupar, between the town and the coastal areas; and in a narrow section of the Eden Valley south of Cupar at Tarvit Mill.

There is a large area which extends from the Eden river basin at Collessie westwards to the north of Auchtermuchty around Strathmiglo and up the Eden Valley to the Fife boundary. On the landward (south) side of St Andrews to Kinaldy Den Units there is a large area of hills with shallow valleys, including the Cameron Burn and Cameron Reservoir. Finally, there is a relatively narrow belt of *Lowland Hills and Valleys* between the Howe of Fife and the *Hill Slopes* of the Lomond Hills, at Falkland.

#### *Landcover*

Over such extensive areas it is to be expected that land cover is highly variable. However, all the areas are dominated by arable land including grass leys in rotation. Permanent pasture is locally dominant but the overall impression is one of a regular, medium scale field pattern of mixed but mainly cultivated farmland. There are infrequent areas of peat, the resulting acid soils being very poor and supporting patches of gorse, tufted grass and birch trees.

Woodlands are variable in extent, but rarely absent. There are extensive areas of forest and policy planting to the west and some to the east (e.g. to the south of Cardenden, around Fordell and in the Eden Valley). Regularly shaped shelterbelts have been planted, e.g. on restored land to the east of Loch Ore and in the west of the Black Devon unit which are out of keeping with the rest of the area. Small woodlands, roadside trees, linear belts, hedgerow trees, tree groups around steadings and individual trees form important components in the landscape.

The field pattern is also a strong characteristic, defined by a variable pattern of post and wire fences and hedges. Hedges are generally left to grow unchecked, although some roadside hedges are trimmed regularly.

#### *Settlement*

The low hills and valleys are a busy landscape, bisected by many roads, railways (some dismantled) and overhead power lines and pylons. There is a regular pattern of steadings generally well related to landform and often with shelter planting. In some areas the steadings and small numbers of dwellings are grouped into small hamlets, e.g. Gowkhill and Pattiesmuir. Elsewhere, there are individual residential properties standing in substantial grounds, some of high architectural merit, e.g. Broomhall and Inzievar in the west and Fordell. Other individual buildings and steadings are more closely associated with agriculture, such as West Grange, Middle Grange and East Grange, taking advantage of the areas of prime agricultural land.

This part of Fife also includes most of the larger settlements (except those on the coast). To the west of Dunfermline lie the towns of Blairhall, Crossford, Cairneyhill, Carnock, Comrie, Oakley and Saline. Dunfermline has expanded significantly in recent years with new development up to the edge of the M90 and enveloping the former villages of Wellwood, Milesmark, Halbeath and Parkneuk. Further large expansion areas are being planned to the north and south-west. To the east of Dunfermline lie the towns of Townhill, Hillend, Cowdenbeath, Crossgates, Lochgelly, Cardenden/Auchterderran and Kinglassie. Thus most of the larger settlements lie to the north-east of Dunfermline, and these have developed mainly as a result of the coalfields. This part has more urban-fringe type landscapes and either unused land or areas used for recreational purposes such as playgrounds, horse riding and golf courses. Cupar and the smaller towns of Falkland,

Strathmiglo and Auchtermuchty lie mainly within the Landscape Character Type in north Fife.

There are several sites within this Landscape Character Type listed in the Inventory of Gardens and Designed Landscapes. Tulliallan is located just north of Kincardine, and although the estate has been fragmented, several historical features and buildings remain, despite its current use as the Scottish Police College. Most of the woodland is now managed forest and surrounding areas have been worked for coal, limestone and sand and gravel. There are extensive views to the west and to the Ochil Hills to the north. Buildings are visible from the A977 and the extensive area of woodland from the A985. Valleyfield, 5 miles west of Dunfermline, is the only Scottish example of Humphry Repton's work. The estate has been dissected by the A985, the house demolished and few of the original architectural features remain today. The gate house, the walled garden with the gardener's house and rustic bridges survive. The design of the landscape of Valleyfield has remained substantially as Repton suggested, although parts have been replanted with commercial woodland species. The designed landscape today extends for 255 acres. Pittencrieff Park is situated on the west side of Dunfermline, bounded by roads. It slopes gently to the south but is steeply incised by the glen on its eastern side, containing the Tower Burn. The grounds are now mostly mown grass with gardens. The ruins of the former Dunfermline Abbey and Palace form a magnificent backdrop to the north-east of the Park, and views can be obtained southwards to the Forth Road Bridge and the Lothian hills.

#### *Linear and Point features*

The predominant linear features throughout most of this landscape character type are the numerous tracks and roads, including the motorway. Power lines, pylons, telecommunications masts and the superstructure of the Longannet power station itself are dominant features within south-west Fife, particularly along the Forth coast and the A985, although the chimney of the Longannet is due for demolition in 2019/20 which will reduce the massing of industrial features in this area. The power station itself at Kincardine has now gone, although much of its pylon infrastructure is still present. These features are obvious on the higher ground and where not screened by woodland. They generally run across the valleys containing the burns, and not on the lower ground parallel to them, and are thus for the most part, conspicuous features. Where power lines pass through the Devilla Forest they are generally screened by the trees. In the Eden Valley the river is a noticeable but not conspicuous feature.

Landmarks which draw the eye in this busy, rolling landscape are few. Most obvious examples are the large chimneys of Longannet power station and the chemical works such as that at Mossmorran plant, which forms a backdrop to the windfarm at Little Raith. The wind farm at Westfield, and other single or small clusters of turbines of varying heights also provide point features within this landscape. The two bridges over the Forth – the older Kincardine Bridge and newer Clackmannanshire Bridge, along with its access roads also form dominant features. Otherwise, views of individual buildings, plantations, groups or individual trees can be locally important.

#### *Perception*

Generally the landscape of the *Lowland Hills and Valleys* is typically of a medium or large scale, open, regular landscape with linear and geometric field patterns overlaying a rolling or undulating topography with linear, curving roads. Particularly in the very rural eastern

areas it is generally a tended, safe, quiet and calm landscape with a variety of seasonal colours and textures. It is generally a balanced and simple or diverse landscape. However, the central more urbanised areas, being more affected by mineral working and industrialised, result in a busy, random, disturbed and noisy landscape in some parts.

Typically the low hills are seen with the *Upland Hills, Hills Slopes, Foothills - Fife* or volcanic hills in the background, bringing vertical relief and a tiered impression of the landscape. Characteristics can vary greatly from one area to another, depending on the location and direction of view. The landform and land use and landscape patterns are sufficiently similar to consider the *Lowland Hills and Valleys* in a single Landscape Character Type. Furthermore, the low hills are strongly influenced by the other landscape types. Middle and long distance views to the *Hill Slopes and Foothills - Fife*, and the *Upland Hills* themselves are invariably present. From many parts of the low hills there are also clear views of and across the Loch Basins and the River Forth.

Thus, the landscape experience of the low hills is probably the most complex and variable in the Fife LCA area. These are subtle landscapes with variety being a key characteristic that should be valued. The relatively high density of settlement and the busy nature of the landscape, with many people living, working and travelling in the area, mean that the contrast the *Lowland Hills and Valleys* is high. They are the background and context to much of everyday life in Fife for most of the area's residents. They are landscapes familiar to many people and the landscapes which give the area a strong sense of place. The variety, continuity, maturity and subtlety of the landscape, with its long history of settlement and rural land use, are the essence of the Landscape Character Type.

This is one of 390 Landscape Character Types identified at a scale of 1:50 000 as part of a national programme of Landscape Character Assessment republished in 2019.

The area covered by this Landscape Character Type was originally included in the Fife LCA (David Tyldesley and Associates), published 1999.



### Location and Context

The *Lowland River Basins* Landscape Character Type occurs in two locations in Fife - the Howe of Fife which is the basin mid-course along the River Eden, and at Star where there is a smaller basin mid-course along the River Leven.

These river basins were formed by glacial action creating relatively wide, flat basins with glacial deposits subsequently covered by alluvial deposits mainly of sand and gravel from the rivers. The basins would once have formed extensive areas of marsh, fen and other wetlands, including lowland raised mires. These have been drained to create agricultural land. Thus, the rivers are now channeled to their existing courses and flooding is no longer extensive or frequent. Most of the land is drained by a network of artificial ditches. For the size of their basins the rivers appear to be undersized.

### Key Characteristics

- Flat, relatively low-lying landform with straight or angular horizontal lines and geometric patterns.
- Wide valley/basin contained by distant Foothills or volcanic hills.
- Open, medium to large scale, regular pattern of intensively cultivated arable fields with few animals.
- In some parts extensive coniferous plantations on poorer soils, but elsewhere many mature, narrow, linear, straight, predominantly coniferous shelterbelts forming strong visual features and patterns.
- A relatively modern, planned or well-organised landscape, with semi-natural vegetation confined to the banks of the rather inconspicuous, seemingly undersized rivers.
- Conspicuous former sand and gravel pits now filled with water in some parts.
- Regular pattern of small settlements, groups of farm buildings and occasional single buildings in open countryside, with a mix of traditional and more modern architectural styles.
- Many post and wire fences, few hedges, few hedgerow trees, many ditches.
- Dense network of narrow, straight lanes with bridges and sharp corners.
- Frequent, small, low or flat stone bridges over ditches, higher bridges over railway.

- Medium scale, diverse, confined, flat, active, planned, organised, tended and regular landscape.

## **Landscape Character Description**

### *Landform*

The *Lowland River Basins* are distinctive features where the river valleys widen to form relatively flat, low lying basins. They contrast with the narrow, steep sided sections of the valleys and the sections of the river which flow through the undulating lowland hills. The Howe of Fife particularly is very flat and very extensive. The basins are contained by the rising land of the *Foothills - Fife*, volcanic hills and lowland hills and there are, therefore, extensive views of the basins from these hills and the hills form the backdrop to views across the basins.

### *Landcover*

The basins comprise a patchwork of differing soils ranging from quite fertile, alluvial foams to dry, acidic, light sands. Land use and land cover reflects this pattern.

The western part of the Howe of Fife is predominantly open, with a regular pattern of intensively cultivated, arable fields. The fields are medium to large scale with straight boundaries and a regular geometric pattern. Field boundaries may comprise occasional hedgerows, some in poor condition, but mainly post and wire fencing or simply linear, deep ditches. There are few farm animals and few hedgerow trees. There are occasional narrow shelter belts.

The northern and eastern part of the Howe of Fife has quite an extensive cover of coniferous forests often linked or extended by long, narrow, shelter belts but some of the belts are of substantial width. The woods and shelter belts tend to enclose fields of arable cultivation or, where the soils are poor, permanent pastures of unimproved or semi-improved grasslands. The plantations are generally semi-mature or approaching commercial maturity. Most of the trees in the shelter belts are also approaching maturity.

In the basin at Milton and Star arable cultivation is prevalent but there are large woodlands of Standing Stane Road (the A915 between Methil and Kirkcaldy).

### *Settlement*

There is a regular pattern of relatively modern farm steadings and occasional single buildings across the basins. The steadings are often extended and modified with modern agricultural building and other structures. Settlements are few and generally modern and organised or planned in layout. For example, Ladybank is typical with few buildings which predate the construction of the railway and the station in the mid-19th Century. There is a wide range of mainly modern building materials and the steadings and settlements do not have a distinctive architectural style or typical building materials.

There are a number of designed landscapes. In the Howe sit Melville House and Lathrisk House, and in the Star basin, on the outskirts of Markinch, Balbirnie. Also in the Star basin is the medieval castle of Balgonie. The quick draining, sandy soil of the Howe is also notable for the large number of prehistoric and medieval cropmark sites from Neolithic henges such

as Balmalcolm Farm henge to enclosures, field systems and hut circles.

The Howe of Fife has a number of former and operational sand and gravel quarries. Extraction of the aggregates is from below ground level and usually goes below the relatively high natural ground water levels; where pumping ceases the voids almost fill with ground water, such as at Birnie Loch which is a Nature Reserve. Some of the linear tree belts are associated with screening the sand and gravel quarries and are more variable in age than the older shelter belts associated with the agricultural land. Some of the tree belts are on raised mounds and contain a wider variety of tree and shrub species than the older shelter belts.

#### *Linear and Landmark Features*

There are strong linear patterns throughout the basins, formed by the ditches, occasional hedgerows and particularly the shelter belts and edges of the woodlands. The railway forms a strong linear feature running north-south. The river and ditches themselves are relatively inconspicuous but their banks often contain the only remnants of semi-natural vegetation and it is the riparian trees and shrubs which are noticeable. The narrow, minor lanes form a dense network across the basins, typically with long straights and sharp bends. Some of the bridges, especially over the railway, are prominent but most are low or flat small stone walls and parapets which attract attention and form a distinctive characteristic of the landscape. Steadings and wind turbines form the most noticeable point features, especially where they stand in open farmland. The large turbines at the Earlseat Wind Farm are closely associated with the woodland south of the river Ore.

#### *Perception*

The *Lowland River Basins* are relatively recent landscapes which generally lack the maturity and subtlety of other lowland landscapes with a longer settlement and land use history. Their more modern character is of a planned, or well organised, well-tended, intensively cultivated landscape with regular and geometric patterns and straight, or angular, horizontal lines. It is a medium scale, diverse, flat, confined landscape with frequent movement and activity.

This is one of 390 Landscape Character Types identified at a scale of 1:50 000 as part of a national programme of Landscape Character Assessment republished in 2019.

The area covered by this Landscape Character Type was originally included in the Fife LCA (David Tyldesley and Associates), published 1999.

**SCOTTISH  
NATURAL  
HERITAGE**



No 113

Fife landscape character assessment

David Tyldesley and Associates

1999

**SCOTTISH NATURAL HERITAGE**

**R E V I E W**

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## C.5 Lowland Hills and Valleys

See Figure 7 (page 179) and Figures 14 and 15 (sheets 1-5) at the back of the report.

### Key Characteristics and Features of the Lowland Hills and Valleys:

the variety and subtlety of landform;

the open, regular farmland patterns of medium-scale fields of arable and grasslands;

the variable pattern of post and wire fences and mostly tall hedges with hedgerow trees;

the extensive areas of plantations, shelter planting, roadside planting and policies linked to large estates;

the regular often linear pattern of the distribution of steadings and larger settlements and towns all of which are generally well related to the landscape;

the network of roads often well related to landform;

other dominant linear and point features of plantations and tree groups, individual trees or local buildings;

a generally tended, safe, quiet, balanced and calm landscape, but also a busy, random, disturbed and noisy one in the more urban, industrialised areas;

the variety of interrelated middle and long distance views of, from and across the low hills;

the variety, continuity, maturity and subtlety of the landscape with its long history of settlement.

### Distribution

An expansive area including much of lowland Fife, running the length of the study area between the volcanic uplands and Foothills and the coastal systems, and comprising 15 local units namely: North West Cupar (LH31), East Cupar (LH32), Tarvit Mill (LH33), Strathmiglo (LH34), North and East of Dunfermline (LH35), Fordell (LH36), West Dunfermline (LH37), South Dunfermline (LH38), South Oakley (LH39), Black Devon (LH40), Bluther Burn (LH41), Devilla Forest (LH42), Cameron (LH43), Prior Muir (LH44) and Falkland (LH45).

### Natural Systems and Processes

A series of low hills and valleys predominantly of boulder clay with outcrops of bedrock, the valleys closely associated with the main river systems (see Figure 2) and a number of burns draining to the coast.

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**Description****Physical Characteristics**

- C.5.1 This extensive landscape type extends across the whole of Fife in a wide band between the Upland Slopes, Foothills, Volcanic Hills, Coastal Hills and coastal Braes. The landscape type is locally interrupted by volcanic hills and by river and loch basins and designed landscapes. It includes 15 local landscape units (LH31 to LH45). It forms a series of valleys with ridges of low, rounded hills rising on average up to 100m to 150m AOD. The hills and valleys consist mainly of boulder clay overlaying the Millstone Grit of the sedimentary carboniferous rocks with smaller areas of limestone and coal measures. Their landform is very variable but typically consists of gently undulating, rounded, low hills often with relatively large areas of plantations, and policy planting associated with large estates.
- C.5.2 Most of the areas lie within the main river valleys of the Eden, Ore and Leven or they drain to the Firth of Forth via a series of small rivers and burns which flow in a network of sinuous valleys between the hills. However, some areas in the north of this character type drain westwards to the Rivers Devon and Black Devon.
- C.5.3 LH40 the Black Devon Valley and LH42 Devilla Forest and Bath Moor Plantation are distinctive areas to the west of this character type. The Black Devon Valley has extensive areas of broadleaved woodland on relatively unspoilt, gently undulating grasslands. It is designated an AGLV. The Black Devon and several smaller burns drain westwards across this unit, with a regular scattering of traditional steadings. Devilla Forest and Bath Moor Plantation have been planted on poor soils to the west of the study area, the former having been planted after the felling of woodland once part of the Tulliallan estate.
- C.5.4 Unit LH36 (Fordell) is a distinctive area between the M90 and the Cullaloe Hills. The undulating and, in parts, steep landform includes extensive areas of broadleaved and softwood plantations, associated with the Fordell Estate. Fordell Castle lies adjacent to the Fordell Burn which flows southwards to the coast.
- C.5.5 To the south of Dunfermline (LH38), to the east of Devilla Forest (LH42) and to the south of Oakley (LH39) there are substantial parts of the landscape type which have a typically varied topography and land cover which, in places, have been enhanced by policy planting, and which lie close to the Coastal Hills. They are largely intact in character with all the variety, maturity and continuity typical of the landscape character type. Units LH35 and LH37 are the larger expanses to the west (LH37), and the north, north east and east of Dunfermline (LH35). In respect of landform these areas are typical of the character type, being a series of low, rounded hills and valleys associated with the burns. They include many of the larger settlements within the study area (except those on the coast). Unit LH37, to the west, is a relatively natural, unspoilt landscape with several large plantations, woodlands and remnant policy plantings, and occasional areas of mineral working and former bings. Unit LH35, to the north and east of Dunfermline, is a much more industrialised, despoilt landscape, including large areas of previously worked open-cast mines, the Mossmorran Chemical Works and other industrial works.
- C.5.6 Three further units of this landscape type are located in the Eden Valley: between the Ochil Foothills to the north west of Cupar (LH31); east of Cupar, between the town and the coastal areas (LH32); and in a narrow section of the Eden Valley south of Cupar at Tarvit Mill (LH33).
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C.5.7 Unit LH34 is a large area which extends from the Eden river basin at Collessie westwards to the north of Auchtermuchty around Strathmiglo and up the Eden Valley to the Fife boundary. Units LH43 and LH44 comprise a large area of hills with shallow valleys (including the Cameron Burn and Cameron Reservoir) on the landward (south) side of St Andrews to Kinaldy Den (LD50). Finally, there is a relatively narrow belt of Lowland Hills and Valleys between the Howe of Fife (LR56) and the Upland Slopes of the Lomond Hills, at Falkland (LH45).

**Land Cover**

C.5.8 Over such extensive areas it is to be expected that land cover is highly variable. However, all the areas are dominated by arable land including grass leys in rotation. Permanent pasture is locally dominant but the overall impression is one of a regular, medium-scale field pattern of mixed but mainly cultivated farmland. There are infrequent areas of peat, the resulting acid soils being very poor and supporting patches of gorse, tufted grass and birch trees.

C.5.9 Woodlands are variable in extent, but rarely absent. There are extensive areas of afforestation, plantations and policy planting to the west and some to the east (e.g. to the south of Cardenden, around Fordell and in the Eden Valley. Regularly shaped shelterbelts have been planted, e.g. on restored land to the east of Loch Ore and in the west of the Black Devon unit which are out of keeping with the rest of the area.

C.5.10 Small woodlands, roadside trees, linear belts, hedgerow trees, tree groups around steadings and individual trees form important components in the landscape.

C.5.11 The field pattern is also a strong characteristic, defined by a variable pattern of post and wire fences and hedges. Hedges are generally left to grow unchecked, although some roadside hedges are trimmed regularly.

**Settlement Pattern and Other Land Use**

C.5.12 The low hills and valleys are a busy landscape, bisected by many roads, railways (some dismantled) and overhead power lines and pylons. There is a regular pattern of steadings generally well related to landform and often with shelter planting. In some areas the steadings and small numbers of dwellings are grouped into small hamlets, e.g. Gowkhill and Kingseat. Elsewhere, there are individual residential properties standing in substantial grounds, some of high architectural merit, e.g. Valleyfield and Inzievar in the west and Fordell. Other individual buildings and steadings are more closely associated with agriculture, such as West Grange, Middle Grange and East Grange, taking advantage of the areas of prime agricultural land.

C.5.13 This part of the study area also includes most of the larger towns (except those on the coast). To the west of Dunfermline lie the towns of Blairhall, Crossford, Cairneyhill, Pattiesmuir, Carnock, Comrie, Oakley, Saline, Wellwood, Milesmark and Parkneuk. To the east of Dunfermline lie the towns of Townhill, Halbeath, Hillend, Cowdenbeath, Crossgates, Lochgelly, Cardenden/Auchterderran and Kinglassie. Cupar too lies mainly within this landscape type. Thus most of the larger settlements lie within Unit LH35, to the north-east of Dunfermline, and these have developed mainly as a result of the coalfields. This unit has more urban-fringe type landscapes and either unused, despoilt land or areas used for recreational purposes such as playgrounds, horse riding and golf courses.

**Linear and Points Features**

C.5.14 The predominant linear features throughout most of this landscape character type are the numerous tracks and roads, including the motorway. The area to

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the east of Dunfermline also includes the main railway lines, and numerous overhead power lines, which also cut across the southern part of LH37, radiating out from Longannet and Kincardine Power Stations on the coast. These are most obvious on the higher ground and where not screened by woodland. They generally run across the valleys containing the burns, and not on the lower ground parallel to them, and are thus for the most part, conspicuous features. Where power lines pass through the Devilla Forest (LH42) they are generally screened by the trees. In the Eden Valley the river is a noticeable but not conspicuous feature.

- C.5.15 Single point features, which draw the eye in this busy, rolling landscape, are few. Most obvious examples are the large chimneys with plumes of gaseous emissions at the power stations and the other chemical works such as the Mossmorran plant. Otherwise, views of individual buildings, plantations, groups or individual trees can be locally important.

#### **Characteristics of Landscape Experience**

- C.5.16 Generally the landscape of the Lowland Hills and Valleys is typically of a medium or large-scale, open, regular landscape with linear and geometric field patterns overlaying a rolling or undulating topography with linear, curving roads. Particularly in the very rural eastern units it is generally a tended, safe, quiet and calm landscape with a variety of seasonal colours and textures. It is generally a balanced and simple or diverse landscape. However, the central more urbanised areas, being more affected by mineral working and industrialised, result in a busy, random, disturbed and noisy landscape in some parts.

- C.5.17 Typically the low hills are seen with the Uplands, Upland Slopes, Foothills or volcanic hills in the background, bringing vertical relief and a tiered impression of the landscape. Characteristics can vary greatly from one area to another, depending on the location and direction of view. These are the most varied of the units within one landscape character type, but the landform and land use and landscape patterns are sufficiently similar to consider the Lowland Hills and Valleys in a single landscape type. Furthermore, the low hills are strongly influenced by the other landscape types. Middle and long distance views to the Upland Slopes and Foothills, and the Uplands themselves are invariably present. From many parts of the low hills there are also clear views of and across the Loch Basins.

- C.5.18 Thus, the landscape experience of the low hills is probably the most complex and variable in the study area. These are subtle landscapes with variety being a key characteristic that should be valued. The relatively high density of settlement and the busy nature of the landscape, with many people living, working and travelling in the area, mean that the intrinsic landscape value of the Lowland Hills and Valleys is very high. They are the background and context to much of every day life in Fife, for most of the area's residents. They are landscapes familiar to many people and the landscapes which provide individuals and communities with their sense of belonging. The variety, continuity, maturity and subtlety of the landscape, with its long history of settlement and rural land use, is the essence of the landscape type.

#### **Pressures for Change in the Landscape**

- C.5.19 The variety, continuity, maturity and subtlety of the landscape, with its long history of settlement and rural land use, which is the essence of the landscape type is changed but not necessarily destroyed by built development. Where new building retains the close relationship between the landscape and the settlement

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pattern, as is generally the case now, the landscape type is not diminished; the interrelationship of built and natural heritages continues. It is lost where mineral extraction removes the record of human activity and the maturity and subtlety of the landscape which is then replaced neither by the permanent change to a built heritage or to a compatible natural heritage. The variety, continuity, maturity and subtlety of the landscapes so far disturbed by mineral operations has not been restored.

- C.5.20 Parts of this landscape character type are relatively stable and remain largely unchanged, whilst others have seen extensive changes. Units LH36 (Fordell) and LH40 (Black Devon Valley) remain relatively unaltered. Fordell exhibits the characteristics of its estate, although this was probably larger than that which remains today. Pressures from open-cast mining to the north, up to Crossgates, have resulted in changes to the landscape. Black Devon Valley is also relatively unspoilt, although again previous open-cast mining to the west of this area has resulted in the landscape being restored in a less than sensitive way, with regularly shaped, straight sided plantations.
- C.5.21 Devilla Forest and Bath Moor Plantation are also relatively stable now, having been planted around 1900. However, they are commercial forests in various ownerships, liable to continued change in the future.
- C.5.22 Unit LH37, to the west of Dunfermline, is a predominantly agricultural landscape, but with locally significant changes due to changes in agricultural management and in several parts by mineral working. Units LH31, LH32, LH34, LH38, LH39, LH41, LH43 and LH44 have seen fewer changes and exhibit a more stable agricultural landscape, less influenced by industrialisation and mineral working. Minor planting schemes have occurred under the WGS. There have been generally small and sensitive extensions to settlements and none of the settlements are planned for any significant expansion in the foreseeable future. Overhead transmission lines passing through the area from the power stations on the coast, and the coal extraction activities (including a number of skyline bings) are obvious features detracting from the otherwise rural setting.
- C.5.23 The area to the north-east of Dunfermline, LH35, has seen much more change, both in scale and kind. Open-cast mining, and industrial and chemical plants have brought with them road improvements and increases in the size of towns. Further expansions are planned to the east of Dunfermline, around Cowdenbeath and Kelty, with minor expansions to Lochgelly. Other areas around Cowdenbeath and Auchterderran/Cardenden are planned for restoration from coal mining to recreation/leisure or agricultural use.
- C.5.24 Unit LH33 at Tarvit Mill lies mainly in the flood plain of the River Eden and is less vulnerable to the effects of urban expansion. Unit LH45 contains the settlements of Falkland and Freuchie and has seen some changes to agricultural land use patterns with larger arable fields more like those of the adjacent river basin (LR56).

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## C.9 Lowland River Basins

See Figure 9 (page 183) and Figures 14 and 15 (sheets 1-5) at the back of the report.

### Key Characteristics and Features of the Lowland River Basins:

flat, relatively low-lying landform with straight or angular horizontal lines and geometric patterns;

wide valley/basin contained by distant Foothills or volcanic hills;

the open, medium to large-scale, regular pattern of intensively cultivated arable fields with few animals;

in some parts, extensive coniferous plantations on poorer soils but elsewhere many mature, narrow, linear, straight, predominantly coniferous shelterbelts forming strong visual features and patterns;

general lack of maturity and subtlety in a relatively modern, planned or well organised landscape, with semi-natural vegetation confined to the banks of the rather inconspicuous, seemingly undersized rivers;

regular pattern of relatively modern, often extended or modified farmsteadings, occasional single buildings in open countryside, a few, modern, planned settlements, wide variety of modern building materials and architectural styles;

many post and wire fences, few hedges, few hedgerow trees, many ditches;

dense network of narrow, straight lanes with bridges and sharp corners;

frequent, small, low or flat stone bridges over ditches, higher bridges over railway;

a medium-scale, diverse, confined, flat, active, planned, organised, tended and regular landscape.

### Distribution

Two locations in Fife namely: the Howe of Fife which is the basin mid course along the River Eden; and at Star where there is a smaller basin mid course along the River Leven (LR57). The Howe of Fife is divided into two landscape units, referenced LR55 and LR56.

### Natural Systems and Processes

These River Basins were formed by glacial action creating relatively wide, flat basins with glacial deposits subsequently covered by alluvial deposits mainly of sand and gravel from the rivers. The basins would once have formed extensive areas of marsh, fen and other wetlands including lowland raised mires. These have been drained to create agricultural land. Thus, the rivers are now channelled to their existing courses and flooding is no longer extensive or frequent. Most of the land is drained by a network of artificial ditches. For the size of their basins the rivers appear to be undersized.

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<b>Description</b>	
	<b>Physical Characteristics</b>
C.9.1	These basins are distinctive features where the river valleys widen to form relatively flat, low lying basins. They contrast with the narrow, steep sided sections of the valleys and the sections of the river which flow through the undulating lowland hills. The Howe of Fife particularly is very flat and very extensive. The basins are contained by the rising land of the Foothills, volcanic hills and lowland hills and there are, therefore, extensive views of the basins from these hills and the hills form the backdrop to views across the basins.
	<b>Land Use and Land Cover</b>
C.9.2	The basins comprise a patchwork of differing soils ranging from quite fertile, alluvial loams to dry, acidic, light sands. Land use and land cover reflects this pattern.
C.9.3	The western part of the Howe of Fife (LR56) is predominantly open, with a regular pattern of intensively cultivated, arable fields. The fields are medium- to large-scale with straight boundaries and a regular geometric pattern. Field boundaries may comprise occasional hedgerows, (some in poor condition), but mainly post and wire fencing or simply linear, deep ditches. There are few farm animals and few hedgerow trees. There are narrow, occasional, shelter belts.
C.9.4	The northern and eastern part of the Howe of Fife (LR55) has quite an extensive cover of coniferous plantations often linked or extended by long, narrow, shelter belts but some of the belts are of substantial width. The woods and shelter belts tend to enclose fields of arable cultivation or, where the soils are poor, permanent pastures of unimproved or semi-improved grasslands. The plantations are generally semi-mature or approaching commercial maturity. Most of the trees in the shelter belts are also approaching maturity.
C.9.5	In the basin at Milton and Star (LR57) arable cultivation is prevalent.
	<b>Settlement Pattern and Other Land Uses</b>
C.9.6	There is a regular pattern of relatively modern farmsteadings and occasional single buildings across the basins. The steadings are often extended and modified with modern agricultural buildings and other structures.
C.9.7	Settlements are few and generally modern and organised or planned in layout. For example, Ladybank is typical with few buildings which predate the construction of the railway and the station in the mid-19th century.
C.9.8	There is a wide range of mainly modern building materials and the steadings and settlements do not have a distinctive architectural style or typical building materials.
C.9.9	The Howe of Fife has a number of former and operational sand and gravel quarries. Extraction of the aggregates is from below ground level and usually goes below the relatively high natural ground water levels; where pumping ceases the voids almost fill with ground water. Some of the linear tree belts are associated with screening the sand and gravel quarries and are more variable in age than the older shelter belts associated with the agricultural land.
C.9.10	Some of the tree belts are on raised mounds and contain a wider variety of tree and shrub species than the older shelter belts.

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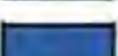
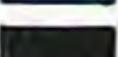
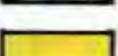
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- Linear and Point Features**
- C.9.11 There are strong linear patterns throughout the basins, formed by the ditches, occasional hedgerows and particularly the shelter belts and edges of the plantations. The river and ditches themselves are relatively inconspicuous but their banks often contain the only remnants of semi-natural vegetation and it is the riparian trees and shrubs which are noticeable. The narrow, minor lanes form a dense network across the basins, typically with long straights and sharp bends. Some of the bridges (especially over the railway) are prominent but most are low or flat small stone walls and parapets which attract attention and form a distinctive characteristic of the landscape. Steadings form the most noticeable point features, especially where they stand in open farmland.

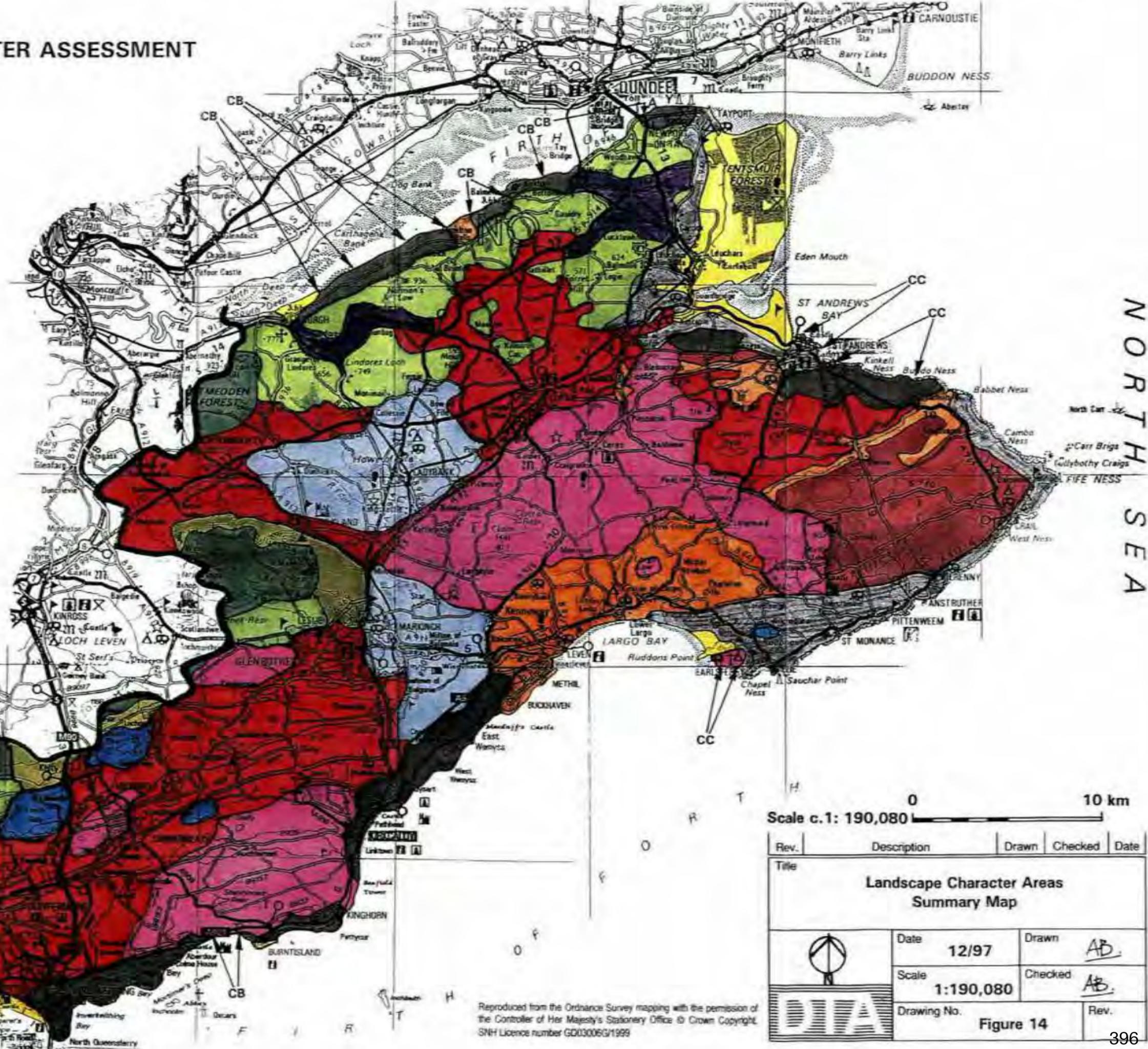
- Characteristics of the Landscape Experience**
- C.9.12 The Lowland River Basins are relatively recent landscapes which generally lack the maturity and subtlety of other lowland landscapes with a longer settlement and land use history. Their more modern character is of a planned, or well organised, well tended, intensively cultivated landscape with regular and geometric patterns and straight, or angular, horizontal lines. It is a medium-scale, diverse, flat, confined landscape which frequent movement and activity.

#### **Pressures for Change in the Landscape**

- C.9.13 Deposits of sand and gravel occur throughout the basins and small workings have been carried out over many years. However, large-scale workings occur in the Howe of Fife (LR55), particularly those related to large deposits of good quality sand and gravel resulting from glacial meltwater outwash from the Collessie Den Channel through the Ochil Foothills. Remaining deposits in above-ground kames, eskers and mounds, and below ground level of the basin floor are likely to be technically suitable and economically viable and further workings are to be expected. Proposals could come forward anywhere in the basins.
- C.9.14 On the better soils, arable cultivation is likely to remain the predominant land use with substantial, well equipped farms located throughout the basins. Poorer soils are likely to remain as grassland and may be subject to agricultural improvement. Marginal land may be planted as woodland if WGS incentives remain a viable alternative to poor agricultural returns.
- C.9.15 Many of the larger coniferous plantations (especially in LR55) are reaching commercial maturity. Some shelterbelts and smaller plantations in the basins are over-mature and/or in poor condition with evidence of windblown and decaying trees not being replaced. Elsewhere, there has been some new woodland planting.
- C.9.16 Field patterns have also changed over the last few decades with removal of some boundaries to create larger arable fields.
- C.9.17 Pressure for new built development is evident in and around the settlements and some of the steadings have new agricultural buildings and a few have new dwellings. Amalgamation of farm units could render some steadings redundant and conversion to other uses may be proposed.

# FIFE LANDSCAPE CHARACTER ASSESSMENT

-  UPLANDS
-  UPLAND SLOPES
-  UPLAND FOOTHILLS
-  PRONOUNCED VOLCANIC HILLS & VALLEYS
-  LOWLAND HILLS & VALLEYS
-  LOWLAND OPEN SLOPING FARMLAND
-  LOWLAND DENS
-  LOWLAND GLACIAL MELT-WATER VALLEYS
-  LOWLAND RIVER BASINS
-  LOWLAND LOCH BASINS
-  COASTAL HILLS
-  COASTAL TERRACE (RAISED BEACHES)
-  COASTAL FLATS
- CC COASTAL CLIFFS
- CB COASTAL BRAES



Scale c.1: 190,080 

Rev.	Description	Drawn	Checked	Date
<b>Title</b>				
<b>Landscape Character Areas Summary Map</b>				
Date		12/97	Drawn	AD
Scale		1:190,080	Checked	AB
Drawing No.		Figure 14		Rev.

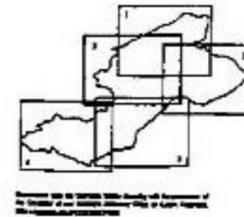
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**FIFE LANDSCAPE CHARACTER ASSESSMENT**

SHEET NO. 2 OF 5

**NORTH WEST FIFE**  
NEWBURGH - GLENROTHES - LEVEN

COMMISSIONED BY SCOTISH NATURAL HERITAGE AND THE FIFE COUNCIL, 1997



**KEY**

ALL LANDSCAPE DATA ARE REFERENCED AS FOLLOWS:  
First letter denotes Landscape Type: U = Upland Landscape Type; L = Lowland Landscape Type; C = Coastal Landscape Type; F = Fife Island etc.  
Second letter denotes reference for each Landscape Character Type, see table below. Number is a unique reference for each landscape unit in the area.

REGIONAL CHARACTER AREAS	LANDSCAPE CHARACTER TYPES	KEY REF
VOLCANIC UPLANDS OF THE AIDKAMIC VALLEY	1. UPLANDS	UP
	2. UPLAND SLOPES	US
	3. UPLAND FOOTHILLS	UF
	4. PROMINENT VOLCANIC HILLS AND CRAGS	UV
ABOLANDS VALLEY LOWLANDS	5. LOWLAND HILLS & VALLEYS	LV
	6. OPEN SLOPING FARMLAND	LF
	7. LOWLAND DIPS	LD
	8. GLACIAL MELT-WATER VALLEYS	LB
	9. LOWLAND RIVER BASIN	LR
HIGHLANDS VALLEY COASTAL	10. LOWLAND LOCH BASINS	LL
	11. COASTAL HILLS	CH
	12. COASTAL TERRACE (RAISED BEACHES)	CT
	13. COASTAL CLIFFS	CC
	14. COASTAL WOODED BRIGGS	CB
INVERDONALD	15. COASTAL PLATS	CP
	16. INVERDONALD MUDFLATS	IM
MARITIME	17. OTHER INVERDONALD SHORES	IS
	18. THE NORTH SEA (BY ANDREWS BAY)	FF
	19. RITHS OF FORTH AND TAY	FT



**FIGURE 15**  
Sheet 2  
Scale approx 1:70,000

## SCOTTISH NATURAL HERITAGE

Scottish Natural Heritage is a government body established by Parliament in 1992, responsible to the Secretary of State for Scotland.

Our task is to secure the conservation and enhancement of Scotland's unique and precious natural heritage - the wildlife, the habitats, the landscapes and the seascapes - which has evolved through the long partnership between people and nature.

We advise on policies and promote projects that aim to improve the natural heritage and support its sustainable use.

Our aim is to help people to enjoy Scotland's natural heritage responsibly, understand it more fully and use it wisely so that it can be sustained for future generations.



SOUTH OF LOW ROAD,  
AUCHTERMUCHTY

Preliminary Ecological Appraisal

For

Gladman Development Limited

September 2019



## Quality Management

	Version 1.0	Version 2.0	Version 3.0	Version 4.0
Date	22/08/2019	16/09/2019		
Prepared by	Alexandra Gow	Alexandra Gow		
Signature	[Redacted]			
Checked by	M Berry	M Forup		
Signature	[Redacted]			
Authorised by	M Forup	M Forup		
Signature	[Redacted]			
Project number	GLA_1916	GLA_1916		

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