



OWNERSHIP

PUBLIC CONSULTATION EVENT 2 – AUGUST 2023

Thank you for attending today’s public consultation event regarding the regeneration of the former BCA Car Auction site in Kinross by Loch Developments Ltd (part of LSPIM), which will be known as the Loch Leven Gateway development. This is the second public consultation event for the project following on from the event held in Kinross on 14th June 2023 and presentations to the Kinross and Milnathort & Orwell Community Councils.

The first consultation event was very well attended demonstrating a robust engagement by the local community who are invested and keen to play a part in shaping the development proposals ahead of a future planning application we will make for the site.

Our proposals will regenerate the derelict 9-acre brownfield industrial site into a new retail and leisure hub and in the boards that follow we will present these in outline and demonstrate that we have listened to the feedback from the first event, incorporating this into the emerging plans.

This is a further opportunity for the local community to engage with us and provide feedback on the emerging proposals which will help ensure that we are on track to deliver something that will be well received by the residents and businesses in Kinross and the surrounding area.



PROXIMITY OF SITE TO EXISTING TOWN CENTRE

PROPOSED DEVELOPMENT OPPORTUNITIES FOR KINROSS

The development site is located a short distance from the Town Centre and can be easily accessed from the High Street by car, by cycle or on foot.

The site has lain empty since BCA Car Auctions ceased trading from it in 2019.

The existing retail offer in the High Street has not seen an expansion in recent years resulting in a restricted choice for consumers. This has led to a leakage of consumer spend away from Kinross to surrounding retail centres in other towns, creating unnecessary car journeys and CO2 emissions.

Proposals are a positive response to new housing development and continued population growth.

The new retail development will provide consumers with the choice they seek, keep the spend local and boost the local economy by the creation of around 140 permanent new jobs with 80 jobs involved during construction.





CUPAR



CRIEFF



COWDENBEATH



AVIEMORE

WE HAVE A SUCCESSFUL TRACK RECORD

LSPIM are a commercial property business with headquarters in Glasgow. Established in 2018, we have 77 staff in 4 regional offices including Manchester, Leeds, and London.

The business has over £1.2bn of assets under management, including the LSE listed Regional REIT.

Our in-house development team have established strong relationships with national retailers and have successfully delivered 9 retail park and leisure schemes in the last 5 years at Cupar, Crieff, Cowdenbeath, Aviemore, Barrhead, Paisley, Cumbernauld, Dalkeith, and Swansea.

PROJECT TEAM

Working with us on this project are the following core consultant team who have helped us deliver these projects:



Montagu Evans – Planning Consultants



CDA – Architects



Goodson Associates – Civil & Structural Engineers



DMA - Construction Cost Consultants



ECS – Transport Consultants

The following will give you a summary of examples of the most commonly received comments or questions from residents and local stakeholders following the first public consultation event and how we would propose to deal with these in the emerging proposals:

Question – The existing road access to the Loch Leven pier is narrow and unattractive and there is no direct route through the development site connecting with the Heritage Trail car park – can this be provided?

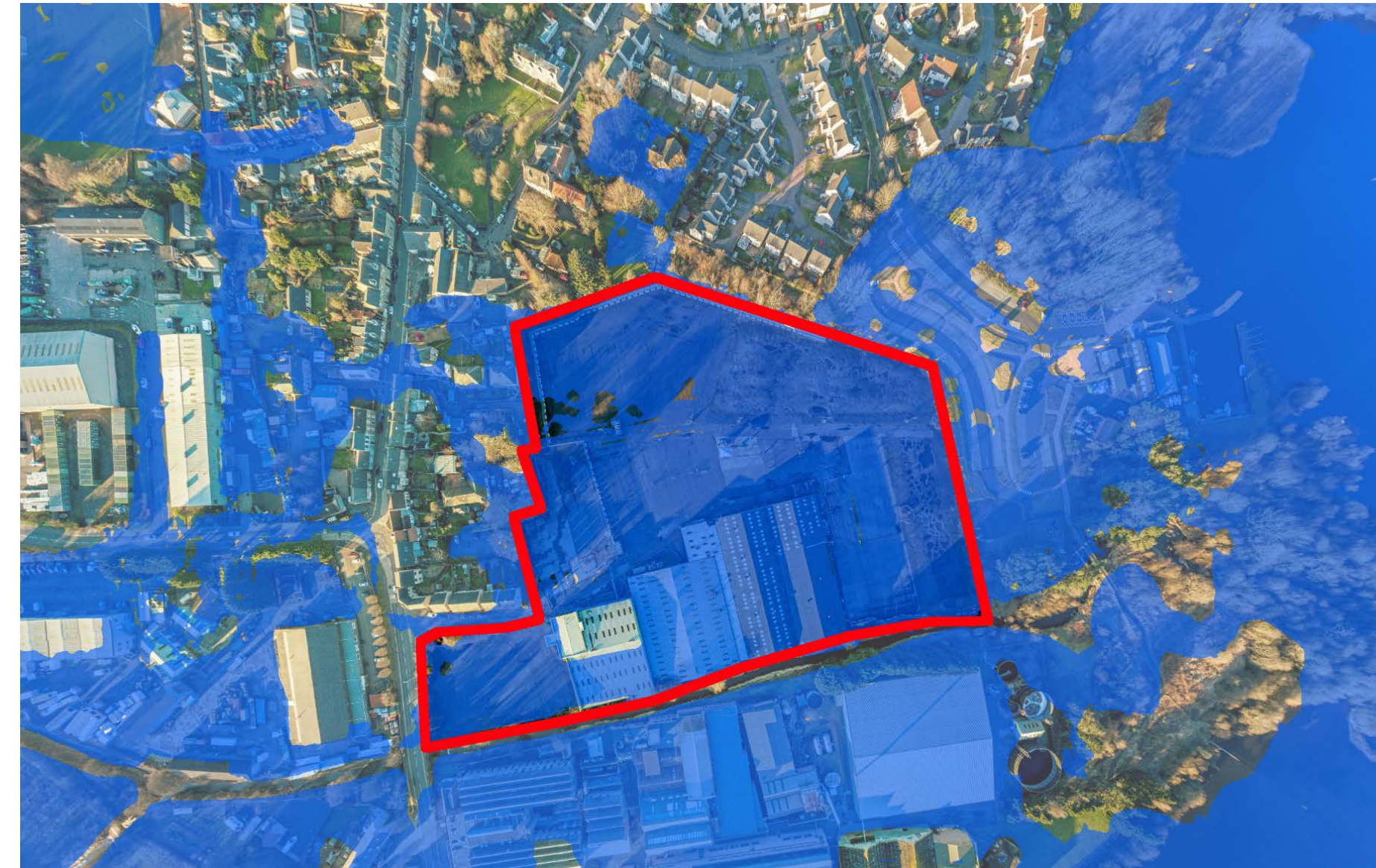
Answer – We are looking to provide direct pedestrian, cycle, vehicle and public transport access into the Heritage Trail car park. This will be subject to approval from Perth & Kinross Council (PKC) and the Heritage Trail car park owner.

Question – What range of shops and facilities will be included in the development?

Answer – This is a retail led development. Currently envisaged is a discount retailer with a garden centre, a discount and premium food retailer and a coffee based drive thru. Provision will be made for electric vehicle charging and cycle parking. A bus stop and local bus turning facility will be provided if an operator requires this. Provision has been made to include a future Phase 2 development land area which could act as a buffer between the commercial buildings and the Heritage Trail car park, potentially for a range of leisure related uses.



HERITAGE TRAIL CAR PARK



SEPA FLOOD PLAN 1:200 YEAR

Question – What impact will the development proposals have on the Councils plans for constructing flood defence measures to protect homes and businesses in the future?

Answer – We have engaged with the PKC Flooding Team who will shortly publish their proposals for the flood defence strategy in order to ensure that our proposals align with theirs. Fundamental to the flood defence strategy is the construction of a flood defence wall on our land to the north side of the Queich Burn which would necessitate demolition of the existing buildings on the site and transfer of land to the Council. The proposals have been developed to take account of the proposed flood defence measures, with the information that the council have provided to date.

Question – How will delivery vehicles get access as the High Street is unsuitable for larger vehicles?

Answer – Delivery vehicles will avoid the town centre by taking access via Junction Road and Clashburn Road. This will also apply to construction traffic for both the council’s flood defence works and the new gateway development.

Comment – Concerns about a petrol filling station on the site.

Answer – The petrol filling station has been removed from the proposals.

Comment – How has the access for the proposed development been considered?

Answer – We are considering access and traffic related issues in some detail as we discussed at the first consultation. The publicly adopted access road leading to the development site requires to be designed in accordance with road traffic regulations and to the approval of PKC. A landscape buffer is proposed to be introduced between the houses at 253 – 267 High Street and a new re-aligned access road which will shift it away from the houses. Dedicated access and parking for the residential properties will be retained to the rear. A Travel Plan will be developed to look to encourage visitors and staff access to the site by sustainable means, and a Transport Assessment will be prepared to accompany the planning application.

Question – Electric car charging is a good idea, how many charge points will be provided?

Answer – it is envisaged that a number of EV charging points, in discussion with the Council's transport team will be provided. This is likely to be equivalent to 10% of total car parking spaces.



Comment – Concerns about litter being an issue from the drive thru unit.

Answer – the operator of the retail park will place a contractual obligation on the drive thru operator to implement a robust litter management plan.

Question – How will the proposal take into account nearby environmentally sensitive areas including the Loch Leven Nature Reserve?

Answer – Our proposals will see a currently contaminated brownfield site brought back into use which will serve the local community and provide local employment. The space will be designed taking account of the proximity to Loch Leven and the Heritage Trail incorporating sustainable, low energy building design and drainage including extensive landscaping throughout the site and use of features to promote biodiversity such as rain gardens which provide food and shelter for pollinators, and protection for birds and other wildlife.

Comment – Concerns about noise and light pollution, operating hours etc.

Answer – It is anticipated that service deliveries to the rear of the premises will be controlled to industry requirements. It is anticipated that the operators will employ standard trading hours and there will not be any 24 hour use on any part of the development. Lighting within the car park and service areas will be delivered via low height modern LED lamps which are set to direct light and prevent overspill to neighbouring properties.



Question – Will there be an impact on local shops?

Answer – The existing Town Centre has a diverse offering of soletraders but does not provide space for larger scale operators, resulting in a restricted choice for consumers. This has led to a leakage of consumer spend away from Kinross to surrounding retail centres in other towns, creating unnecessary car journeys and CO2 emissions. The proposal has been designed to complement the existing Town Centre offering, and to encourage linked trips to the town centre, providing residents with greater choice and retaining spend and job creation within the local community.

Comment – Concern about security and anti-social behaviour.

Answer – The Loch Leven Gateway development will be managed by the site owner and appropriate security measures will be employed.

Question – Will there be a bus service to the site?

Answer – Local bus operators will be engaged as part of a Transport Assessment to be carried out for the future planning application and will cover the feasibility and demand for such a service. The development proposals can be designed to accommodate access for a local bus service through the site which could potentially link with the Heritage Trail car park.

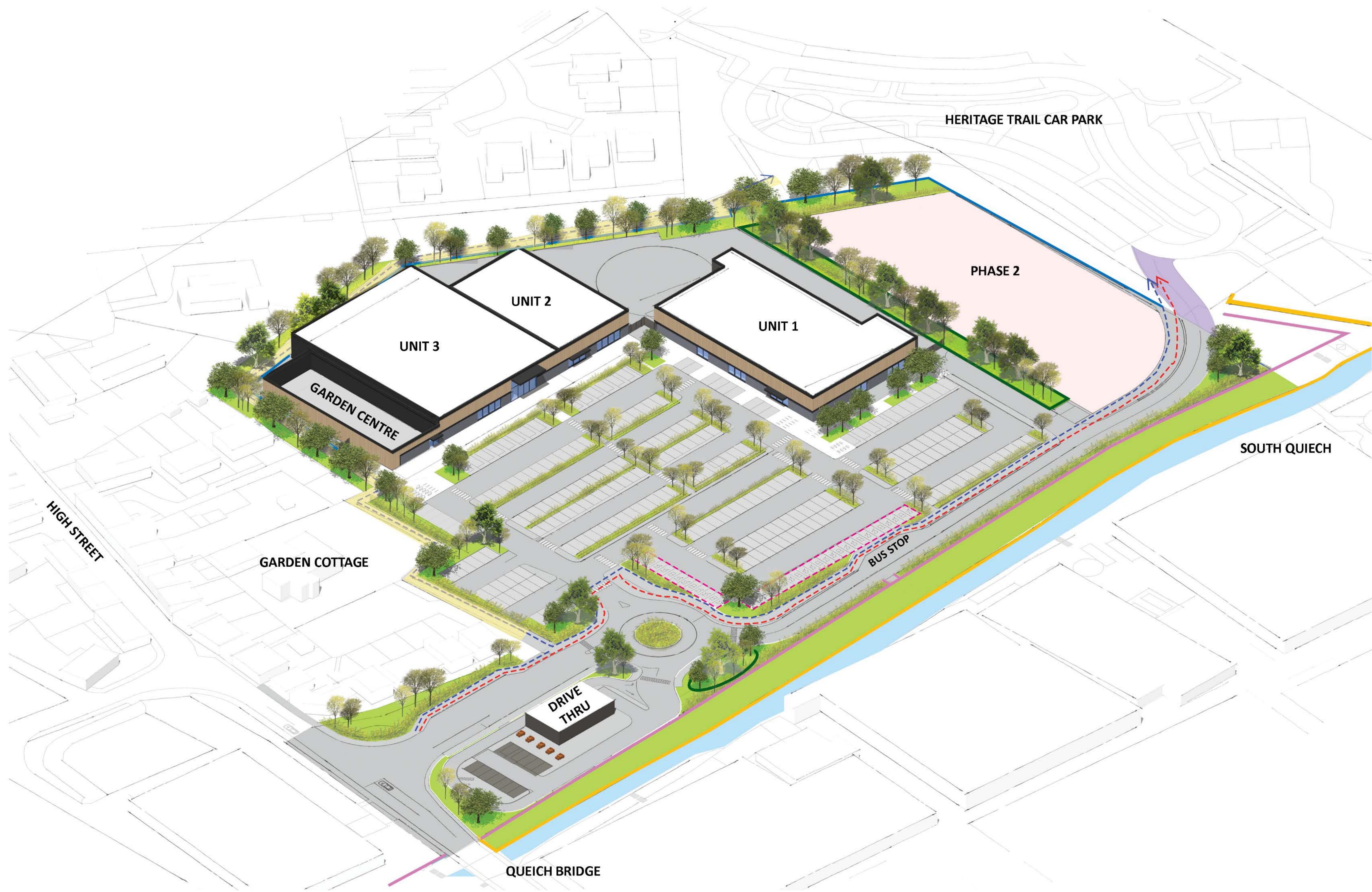
Question – What will the development look like?

Answer – The architectural approach being taken is to design sympathetically to the existing loch environment using a palette of materials more traditionally associated with a rural setting e.g. brick, stone, timber. The car park will be extensively landscaped and will include trees, hedgerows, raingardens and native wildflower grassed areas.

Question – Will the council’s flood defence works impact visitor enjoyment of the Heritage Trail car park and cycle path network?

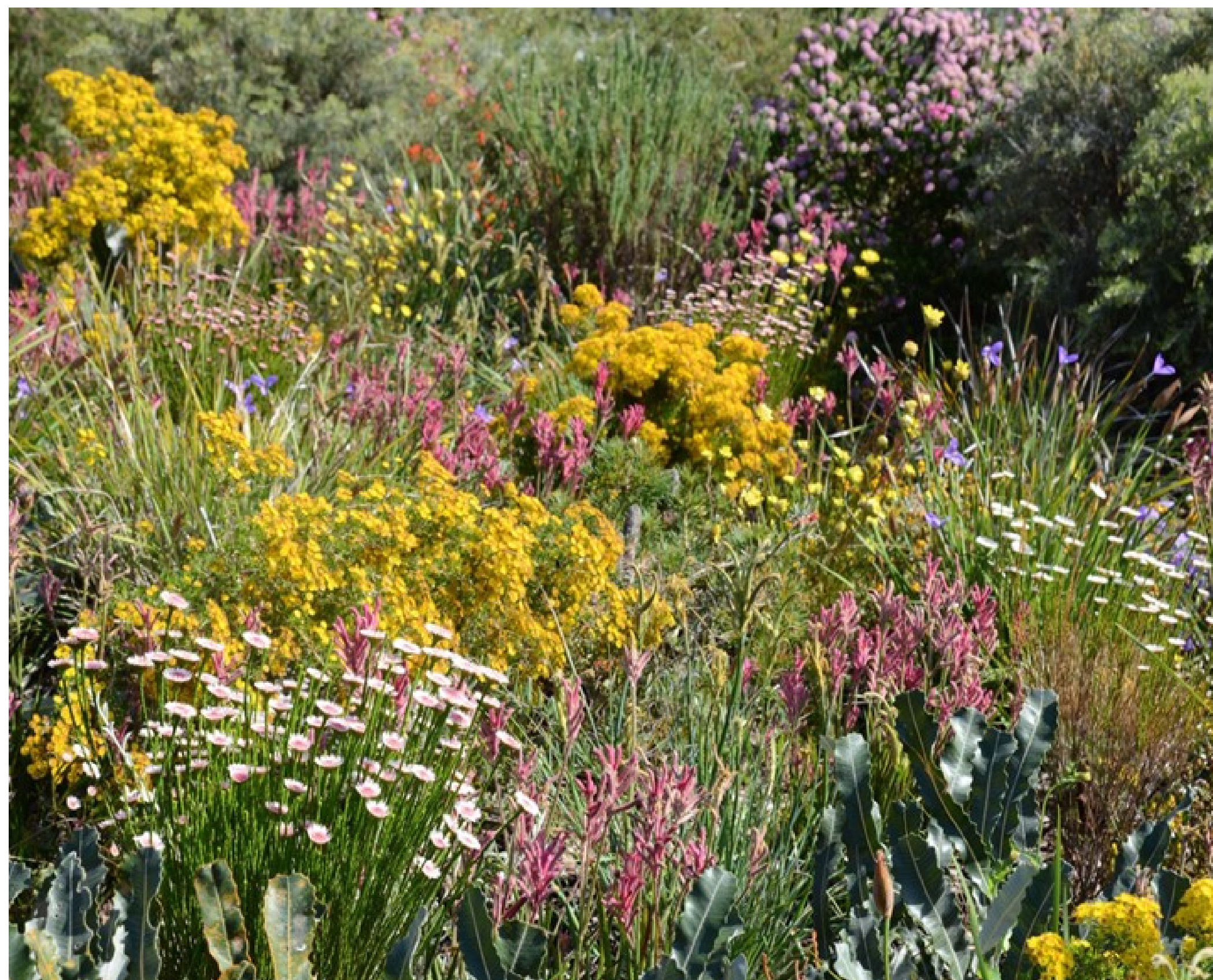
Answer – The construction works will not impact the existing access to the Heritage Trail car park via Pier Road. Our contractor will implement robust methods to mitigate noise and disruption including dust management controls. It is envisaged that the flood defence and gateway development works will be co-ordinated to overlap so that any impact will be minimised.





KEY

- FUTURE CONNECTION POINT FOR ROAD AND FOOTPATH TO LOCH LEVEN
- EXISTING TARMAC FOOTPATH RETAINED
- PHASE 2 FOR FUTURE DEVELOPMENT
- EXISTING FENCE RETAINED
- INDICATIVE FLOOD DEFENCE WALL BY COUNCIL
- OFFSET FROM FLOOD DEFENCE WALL FOR FUTURE ACCESS + NO BUILD ZONE
- PEDESTRIAN ROUTE TO LOCH LEVEN VISITOR CAR PARK
- 2-WAY CYCLE ROUTE TO LOCH LEVEN VISITOR CAR PARK
- LANDSCAING
- POTENTIAL RINGARDENS LOCATIONS TO BE DEVELOPED
- EV CHARGING SPACES



- PAN - April 23
- Public Consultation Events - 14 June 23 & 23 August 23
- Planning Application - December 23 – May 24
- P+KC Flooding: Funding, Design & Procurement- September 23 – September 25
- P+KC Flooding: Flood defence works (Ph.1) November 25 – November 26
- Retail development construction- November 25 – November 26
- Target opening of Loch Leven Gateway January 27





- Retail led mixed use development providing choice and value
- Improved vehicle and active travel to Heritage Trail car park
- Enhances and secures footpath link to Loch Leven Nature Reserve
- Deliver connection to cycle path network
- Sustainability and Biodiversity initiatives
- Improved permeability and connections to Loch Leven Heritage Trail and Town Centre.
- New permanent Job Creation for Kinross
- Helping Kinross meet Net Zero and climate action objectives
- Reduction in local CO2 emissions
- Creation of 20-minute neighbourhood for Kinross
- Landscaping and architecture reflective of setting





Your feedback is important to us and will be considered by the design team to help shape the proposal that will be included in a future planning application.

You are invited to provide feedback on the development by completing the Feedback Form, via the consultation website <https://www.lspim.co.uk/bca-kinross-consultation> or by email to Kinrossregeneration@lspim.co.uk.

If you are unable to email for any reason, then please post the Feedback form to Kinross Regeneration, c/o Montagu Evans LLP, Exchange Tower, 19 Canning Street, Edinburgh, EH3 8EG

Feedback forms should be returned no later than 15 September 2023, but please let us know if there is any reason why you might need an extension to this date.

Please note that comments made, will be to Loch Development Ltd, and not Perth and Kinross Council. There will be an opportunity to submit comments to the Perth and Kinross Council, upon the submission of a planning application. It should be noted that comments made may be used as part of the Pre-Application Consultation report lodged with the planning application. This report requires to be submitted to the Perth and Kinross Council, as part of the submission of a planning application.

No personal details will be given out in any consultation report prepared to accompany any application for planning permission for this site. Any feedback received will not be attributable to any specific individual.

NEXT STEPS

Your feedback will be considered by the design team to help shape and finalise the proposals that will be included in the planning application to be lodged later this year. Please continue to check our website for further updates on the development

Once again, thank you for taking the time to attend today.