

Issue 03	Perth Area Transport Issues	
Development plan reference:	Policy 4, p21 Perth Area p249-281 Scone p293-296 Alyth p108-111 Blairgowrie p131-141 Coupar Angus p164-166 Meigle p239-241	Reporter:
Body or person(s) submitting a representation raising the issue (including reference number):		
Tayside & Central Scotland Transport Partnership (TACTRAN) (0057) David Dykes (0086) Mr and Mrs Fleming (0150) Frances Hobbs (0152) Neil Myles (0153) John Brian Milarvie (0171) Peter and Vanessa Shand (0226) Mr JD McKerracher (0245) Scone Community Council (0265) Miss Mary Christie (0268) John W Rodgers (0304) Mr Malcolm Cameron (0324) Scottish Natural Heritage (SNH) (0353) Mr Paul Houghton (0355) Mr and Mrs Short (0382) Mr and Mrs Stewart Reith (0389) Alistair Godfrey (0410) Moira Andrew and William Hadden (0432) Mrs June Dunn (0442) Perth Civic Trust (0444) Elaine and Gordon Bannerman (0450) Scottish Government (0451) Errol Estate (0472) Jeffrey Rowlinson (0485) David F Lewington (0486) Network Rail (0509)	Mrs Susan Duncan (0527) Lisa Cardno (0599) James Ewan & Fraser Niven (0613) Malcolm Burley (0634) Bridgend, Gannochy and Kinnoull Community Council (0660) James Thow (0668) Jennifer Thow (0669) Martin RW Rhodes (0675) Luncarty, Redgorton and Moneydie Community Council (0703) Hazel MacKinnon (0705) Gerard Connolly (0712) Mr Eric Ogilvy (0713) Stewart McCowan (0714) Angela McCowan (0715) Gladys Ogilvy (0716) Mr Graham Ogilvie (0717) Mrs Tracy Ogilvie (0718) Mrs Shona Cowie (0719) Paul Cowie (0720) David Roy (0730) Greer Crighton (0731) Brian Hood (0732) Gaynor Hood (0733) Philip Crighton (0734) Scottish Environment Protection Agency (SEPA) (0742)	
Provision of the development plan to which the issue relates:	Policy 4 Perth City Transport and Active Travel, Perth Area, Scone, Alyth, Blairgowrie, Coupar Angus, and Meigle	
Planning authority's summary of the representation(s):		
Embargo		
David Dykes (0086/01/011): Supports the embargo		

Mr and Mrs Fleming (0150/01/008), Frances Hobbs (0152/01/007), Neil Myles (0153/01/007), John Brian Milarvie (0171/01/007), Peter and Vanessa Shand (0226/01/007), JD McKerracher (0245/01/008), Scone Community Council (0265/01/008) John W Rodgers (0304/01/008), Mr and Mrs Short (0382/01/004), Mr and Mrs Stewart Reith (0389/01/004), Jeff Rowlinson (0485/01/004), David F Lewington (0486/01/004), Lisa Cardno (0599/01/008), James Thow (0668/01/007), Jennifer Thow (0669/01/007), Martin RW Rhodes (0675/01/007), Hazel MacKinnon (0705/01/008), Gerard Connolly (0712/01/008), Eric Ogilvy (0713/01/008), Stewart McCowan (0714/01/008), Angela McCowan (0715/01/008) Gladys Ogilvy (0716/01/008), Graham Ogilvie (0717/01/008), Tracy Ogilvie (0718/01/008) Shona Cowie (0719/01/008), Paul Cowie (0720/01/008), David Roy (0730/01/008), Greer Crichton (0731/01/008) Brian Hood (0732/01/008), Gaynor Hood (0733/01/008), Philip Crichton (0734/01/008): The LDP has an embargo for Balbeggie, Burrelton, Perth Airport and Scone until the Cross Tay Link Road (CTLR) is a committed project. Objects to lack of embargo for Alyth, Blairgowrie, Coupar Angus, Meigle and Glebe School Scone (amounting to housing capacity 1,477 – 2,294) as they are concerned about traffic and pollution within the Bridgend and Atholl Street area.

JD McKerracher (0245/01/010), Scone Community Council (0265/01/0010), Malcolm Cameron (0324/01/001), June Dunn (0442/01/001), Lisa Cardno (0599/01/008), Martin RW Rhodes (0675/01/009): Mention some or all of the following concerns:

- There is confusion surrounding constructed and committed in relation to the CTLR.
- Reference is made to Perth and Kinross Council Perth Core Villages Infrastructure Report (CD048) which states “there will be an embargo on detailed planning consents for housing sites of 10 or more until such a time as the construction of the Cross Tay Link Road.”
- That this infrastructure report confirms fears that the infrastructure is inadequate
- Considers that the traffic hotspot at Bridgend and major peak hour congestion is a major issue for air quality and townscape.
- Objects to statement “anticipating that the embargo will be lifted by 2019” as even if the CTLR is a committed project it is considered that it will not have had an impact on traffic and is not evidence based.
- Considers that the traffic hotspot at Bridgend and major peak hour congestion is a major issue for air quality and townscape
- Concern about: potential impact of construction traffic
- Disagreement with the exception that allows 100 units at Scone North in advance of the CTLR becoming a committed project
- That the embargo should apply until the construction/completion of the Cross Tay Link Road.

Bridgend, Gannochy and Kinnoull Community Council (0660/01/002): Considers that all housing sites of 10 or more on the East side of Perth and the outlying areas on the A93/A94 corridor, need to be tested against air quality and traffic queue length criteria (to be agreed with their community council). Considers this constraint should continue until such time as the CTLR has been completed and it has been demonstrated that the air quality in the Bridgend area meets legal standards.

Paul Houghton (0355/01/001): Considers that allocated housing sites at Perth Airport and Balbeggie are impacted on by the embargo which the Proposed LDP states is anticipated to be lifted in 2019, and with the new LDP2 likely to be adopted early 2019 this statement is not considered necessary. However considers that if some reference is deemed necessary then it should be phased as it is proposed at Scone and Perth Airport, in line

with the phasing of the road. This would allow developments to do the preparatory and planning phases and potentially start delivering a few houses before the construction of the CTRLR becomes a committed project.

Policy 4

TACTRAN (0057/01/004): Supports this policy as it closely aligns with key aspects of the statutory Regional Transport Strategy (CD054).

SEPA (0742/01/002): Supports this policy and priority given to sustainable transport options as it could be beneficial for air quality, human health, climate change and accords with SPP (CD004, p14) (para 46 and principles supporting climate change mitigation), local government duties under Climate Change (Scotland) Act 2009 (CD025), and Scottish Governments national strategy Cleaner Air for Scotland – The Road to a Healthier Future (CAFS) (CD066).

Scottish Government (0451/01/019): As mentioned at MIR stage they consider that an exemplar walking and cycle friendly settlement should be developed as set out in paragraph 5.14 of National Planning Framework 3 (NPF3) (CD003, p54).

James Ewan & Fraser Niven (0613/01/003): Support pedestrian and cycle corridor along the A85 and Crieff Road as this will encourage modal shift within adjacent development areas.

Mary Christie (0268/01/001): Seeks cycle routes that avoid busy roads and that also focus on linking housing areas and employment areas not just from the outskirts of the city to the city centre. Considers that this policy should also link to car parking, congestion charges, and out of town businesses should contribute to subsidised bus services.

SNH (0353/01/003): Considers that:

- The Cross Tay Link Road should include segregated pedestrian and cycle corridor
- That this map 4 should reflect routes shown in the Strategic Development Framework (SDF) (RD044) and the intent of LDP active travel policies (please cross refer to comments made to under policy 58) (CD052, p93-95) and TayPlan Policy 8C iii) (CD022, p46).
- These routes should be translated into the individual development proposals and maps in the Plan.

SNH (0353/04/001): Following the completion of the Habitats Regulations Assessment (HRA) SNH have updated their holding representation to now recommend amendments to the Proposed Plan in line with the outcomes of the HRA and Appropriate Assessment. In order to address the likely significant effects on the qualifying interests of the River Tay SAC (as far as is practicable at this early stage in the design process for the Cross Tay Link Road) it is recommended that the a new paragraph is added to page 250 of the Proposed Plan (Perth Area Strategy) and also a policy caveat added to Policy 4: Perth City Transport and Active Travel, in order to safeguard the integrity of the SAC (CD056, Table 8.1, pages 133-134).

Alistair Godfrey (0410/01/002): The potential pedestrian and cycle corridors route floods at least once a winter east of the A9 along the River Almond corridor and the path is eroded beyond. The A9 cycle path is much better.

Perth Civic Trust (0444/01/003): Considers that this policy should cover key routes to the outlying villages and a significant core network of foot and cycle paths should be created linking them up. They consider these should be separated from traffic and pedestrians. Existing provision is not encouraging active travel due to lack of segregation, narrowness and safety issues. A fundamental review of the existing network is required at the same time as new routes are planned and this should also consider appearance of the routes.

Errol Estate (0472/01/001): Considers that little improvements are planned to the east except over Kinnoull Hill a steep pass which may not encourage active travel so another corridor along the Tay, would be a more practicable solution. It would strengthen the Carse of Gowrie connectivity to its urban neighbours, and improve its sustainability credentials as a location for future development. It has potential to change travel patterns. It would also help encourage recreation and tourism opportunities being an attractive and realistic base from Perth and Dundee. It would help meet SPP (paragraph 228) (CD004, p51) and NPF3 (CD003) commitments to improve walking and cycling access opportunities.

Network Rail (0509/01/002): Network Rail is in discussion with the Council on the potential for a rail/bus interchange and potential impacts on the existing Station. Also rail projects which might impact on the future use of the station are being considered and they are committed to working with the Council on these projects through a masterplan for this part of the city and/or a station masterplan. They consider long term rail industry funding and planning timescales must be recognised.

Bridgend, Gannochy and Kinnoull Community Council (0660/01/004): Concerned that the map shows Smeaton Bridge and Lochie Brae as there are safety issues on the bridge. Considers the charrette concept to build a pedestrian/cyclist bridge from the High Street to the East side of the river should be revisited.

CTLR project

Mr and Mrs Fleming (0150/01/009 + 012), Frances Hobbs (0152/01/009 + 012), Neil Myles (0153/01/009 + 012), John Brian Milarvie (0171/01/009+012), Peter and Vanessa Shand (0226/01/009 + 012), JD McKerracher (0245/01/010), Scone Community Council (0265/01/011 + 014), John W Rodgers (0304/01/010), Mr and Mrs Short (0382/01/006 +008) Mr and Mrs Stewart Reith (0389/01/004), Moira Andrew and William Hadden (0432/01/004+006), Jeffrey Rowlinson (0485/01/004), David F Lewington (0486/01/007) Lisa Cardno (0599/01/008 + 012) James Thow (0668/01/009 + 012), Jennifer Thow (0669/01/009 + 012), Martin RW Rhodes (0675/01/009 + 012) Hazel MacKinnon (0705/01/010+012), Gerard Connolly (0712/01/010+012), Eric Ogilvy (0713/01/010), Stewart McCowan (0714/01/010+012), Angela McCowan (0715/1/010 + 012), Gladys Ogilvy (0716/01/010 + 012), Graham Ogilvie (0717/1/010 + 012), Tracy Ogilvie (0718/01/010 + 012), Shona Cowie (0719/01/010 + 012), Paul Cowie (0720/01/010 + 012), David Roy (0730/01/010+012), Greer Crichton (0731/01/010+ 012), Brian Hood (0732/01/010 + 012), Gaynor Hood (0733/01/010 + 012), Philip Crichton (0734/01/010+ 012): Comments mention some or all of the following points:

- object to the limited mention of the CTLR/that there is not a section on the CTLR
- the proposal indicates junctions (Highfield junction, and other locations such as between the A93 and A94 where they consider no junctions exist or are planned) and which are not part of the approved CTLR
- seeks the removal of the Highfield junction and other locations which would provide access to greenbelt land

- object to figure 5 in the storymap
- seeks the addition/recognition of greenbelt on the diagram because of its limitation on development

David Dykes (0086/01/12): Objects to relative omission of the CTRLR and requests detailed information about sustainable transport/cycle lanes.

SNH (0353/01/21): Recommend the CTRLR proposal and natural heritage requirements are addressed in the LDP with developer requirements which address natural heritage impacts (such as requirements identified through the HRA, woodland compensatory measures and a segregated cycle land along its length) and that SNH be consulted on these. SNH think although the West /North West Perth Strategic Development Framework (SDF) (RD044) considers the relationship to this area that with the route line now established there is also a need to consider the areas outwith. The route passes through Ancient Woodland Inventory Sites and is assessed through the HRA (CD056) (see comment above under Policy 4 (0353/01/001)).

Luncarty, Redgorton and Moneydie Community Council (0703/01/03): Concerned about the cumulative effects of various proposals on the recreational routes in the corridor which has the River Tay, the railway and the A9 between Luncarty and the River Almond. Considers these are the only usable recreational routes for Luncarty, and the development site at Luncarty, together with the realignment of the A9 and the construction of the CTRLR will significantly reduce the network. This representation is also considered in the Perth North Schedule 4.

Susan Duncan (0527/01/001): Considers that there is a need for the Plan to detail funding available for CTRLR and how it will be delivered. These details are also missing from some planning applications already lodged.

Perth Civic Trust (0444/01/007): Suggest that an alternative Action Plan should be developed if external funding falters as full implementation of the infrastructure plans in the Action Programme (CD099) accompanying LDP2 is dependent on external funding, including a successful outcome of the Tay Cities Deal Bid. The Trust must remain concerned that LDP2 offers no Plan B for the possibility that such funding might falter. Should external funding not be fully provided or, worse, not be provided at all, the Trust expects the Council to inform the people and businesses of Perth about their alternative plans. These alternatives must ensure support to the quality of life and economy of Perth.

Traffic modelling and network capacity

Perth Civic Trust (0444/01/002): Concerned about the results of the traffic modelling for Perth and the conclusions of it “the model showed that the current network could only accommodate 30% of the LDP and committed development in the peak hours before there would be total gridlock”. There are a number of plans and proposals outlined in the Perth City Infrastructure Report (CD258) to improve the situation but it does not provide timings. The Action programme gives a planned completion date of 2023 for the CTRLR and notes that the remaining funding is part of the Tay Cities Deal Bid (CD006), whilst changes to Broxden and Inveralmond roundabouts are shown as part of a A9 junction upgrade to take place after 2020 for which funding is not in place. Considers that there should be more explicit linkages between the pace of development and the transport improvements justified by traffic projections not just financial provision. Considers that housing

development should be delayed until road structure is actually in place rather than being committed or in progress. Considers that Broxden needs upgraded and may need to be relocated to the west. Also expresses concern about the impact of heavy HGV traffic in and around Perth on the environment and its buildings, and promotes public transport improvements including railway station at Oudenarde and its consideration at Luncarty.

Elaine and Gordon Bannerman (0450/01/002): Consider that with or without the CTRL there will not be the capacity in the road network to cope with the proposed development in Scone.

Bridgend, Gannochy and Kinnoull Community Council (0660/01/001): The Plan does not provide the necessary road infrastructure to accommodate the traffic growth expected from the proposed developments.

Scottish Government (0451/01/021): Transport Scotland is in discussion with the Council with regards to allocations at the Broxden junction and this needs to be mentioned in the plan to establish the agreed contribution strategy for development impacts on Strategic Road Network junctions.

Network Rail (0509/01/005): Welcomes the commitment to prepare a comprehensive Transport Strategy including infrastructure, services and funding mechanisms and considers that the Supplementary Guidance should be updated to reflect wider infrastructure priorities of the Proposed Plan.

Miscellaneous

Bridgend, Gannochy and Kinnoull Community Council (0660/01/001): Considers that a ring road is the minimum necessary to alleviate the traffic congestion and improve air quality in the Bridgend area

Malcolm Burley (0634/01/001): Considers that the CTRL will not address the heavy traffic through Bridgend and along Dundee Road. Considers a new bypass could be provided to join existing roads near Gannochy and Corsie Hill with the bridge over the Tay. Considers that if land above Barnhill was excluded from Greenbelt and available for housing its construction cost could be met by developers.

Modifications sought by those submitting representations:

Embargo

David Dykes (0086/01/011): Supports the embargo, no specific change sought

Mr and Mrs Fleming (0150/01/008), Frances Hobbs (0152/01/007), Neil Myles (0153/01/007), John Brian Milarvie (0171/01/007), Peter and Vanessa Shand (0226/01/007), JD McKerracher (0245/01/008), Scone Community Council (0265/01/008) John W Rodgers (0304/01/008), Mr and Mrs Short (0382/01/004) Mr and Mrs Stewart Reith (0389/01/004), Jeffrey Rowlinson (0485/01/004), David F Lewington (0486/01/004), Lisa Cardno (0599/01/008), James Thow (0668/01/007) Jennifer Thow (0669/01/007) Martin RW Rhodes (0675/01/007), Hazel MacKinnon (0705/01/008), Gerard Connolly (0712/01/008), Eric Ogilvy (0713/01/008), Stewart McCowan (0714/01/008), Angela McCowan (0715/01/008), Gladys Ogilvy (0716/01/008), Graham Ogilvie (0717/01/008), Tracy Ogilvie (0718/01/008) Shona Cowie (0719/01/008), Paul Cowie (0720/01/008),

David Roy (0730/01/008), Greer Crighton (0731/01/008) Brian Hood (0732/01/008), Gaynor Hood (0733/01/008), Philip Crighton (0734/01/008): Objects to lack of embargo for Alyth, Blairgowrie, Coupar Angus, Meigle and Glebe School Scone.

JD McKerracher (0245/01/010), Lisa Cardno (0599/01/008), and Martin RW Rhodes (0675/01/009): Seeks a revised embargo that will apply until the construction of the CTRL. June Dunn (0442/01/001): Seeks a revised embargo until the CTRL is completed.

Malcolm Cameron (0324/01/001): No specific change sought but concerned that the embargo is only in place till 2019.

Bridgend, Gannochy and Kinnoull Community Council (0660/01/002): No specific change sought but considers that all housing sites of 10 or more on the East side of Perth and the outlying areas on the A94/A94 corridor, need to be tested against air quality and traffic queue length criteria (to be agreed with their community council). Also considers this constraint needs to continue until the CTRL has been completed and it has been demonstrated that the air quality in the Bridgend area meets legal standards.

Paul Houghton (0355/01/001): Seeks deletion of the existing text regarding the embargo and replacement with:

“To prevent the reduction in air quality, and increased congestion in the Bridgend area of Perth, greenfield housing sites of 10 or more dwellings will only be permitted to be development on a phased basis in line with the delivery of the Cross Tay.”

or

“To prevent the reduction in air quality, and increased congestion in the Bridgend area of Perth, there will be an embargo on the construction of any houses on greenfield housing sites of 10 or more until such a time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites. The embargo is anticipated to be lifted in 2019.”

Policy 4

TACTRAN (0057/01/004): Supports this policy, no specific change sought

Mary Christie (0268/01/001): No specific change sought

Scottish Government (0451/01/019): Consider that an exemplar walking and cycle friendly settlement should be developed as set out in paragraph 5.14 of NPF3 (CD003).

SNH (0353/01/003): Recommend adding additional routes to the map as follows:

- Off road cycle corridor from all Park and Ride facilities
- Cycle parking provision at Park and Rides and the Integrated Transport Interchange Clarify that potential pedestrian cycle corridors are off road or at least separated from road (eg Glasgow Road).
- Integrate off road provision into green corridors (eg Perth Lade)
- The Cross Tay Link Road should include segregated pedestrian and cycle corridor
- Reflect routes shown in the West /North West Perth SDF (RD044) and the intent of LDP active travel policies (please cross refer to comments made to under policy 58) (CD052, p93-95) and TayPlan Policy 8C iii) (CD022, p46).

and that these routes are translated into the individual development proposals and maps in the Plan.

SNH (0353/04/001): Recommended that the following new paragraph is added to page 250 of the Proposed Plan (Perth Area Strategy (continued) after '...details are published as Supplementary Guidance.'

'Development of the Cross Tay Link Road should not result in adverse effects, either individually or in combination, on the integrity of the River Tay SAC. Where relevant, applications for the project should be supported by sufficient information to allow the Council to conclude that there will be no such adverse effects. '

In addition, the following text is added to the end of Policy 4 (page 21):

'Development proposals will only be approved where they will not result in adverse effects, either individually or in combination, on the integrity of the River Tay SAC.'

Perth Civic Trust (0444/01/003): Considers that this policy should cover key routes to the outlying villages and a significant core network of segregated foot and cycle paths should be created linking them up.

Alistair Godfrey (0410/01/002): No specific change sought

Errol Estate (0472/01/001): No specific change sought but considers that this policy and map should promote pedestrian and cycle routes to the east along the Tay through the Carse of Gowrie.

James Ewan & Fraser Niven (0613/01/003): No specific change sought

Bridgend, Gannochy and Kinnoull Community Council (0660/01/004): No specific change sought but is concerned that the map shows Smeaton Bridge and Lochie Brae as there are safety issues on the bridge. Considers the charrette concept to build a pedestrian/cyclist bridge from the High Street to the East side of the river should be revisited.

SEPA (0742/01/002): Supports this policy

CTLR project

Mr and Mrs Fleming (0150/01/009 + 012), Frances Hobbs (0152/01/009 + 012), Neil Myles (0153/01/009 + 012), John Brian Milarvie (0171/01/009+012), Peter and Vanessa Shand (0226/01/009 + 012), JD McKerracher (0245/01/010), Scone Community Council (0265/01/011 + 014), John W Rodgers (0304/01/010), Mr and Mrs Short (0382/01/006 +008), Mr and Mrs Stewart Reith (0389/01/004), Moira Andrew and William Hadden (0432/01/004+006), Jeffrey Rowlinson (0485/01/004), David F Lewington (0486/01/007) Lisa Cardno (0599/01/008 + 012), James Thow (0668/01/009 + 012), Jennifer Thow (0669/01/009 + 012), Martin RW Rhodes (0675/01/009 + 012) Hazel MacKinnon (0705/01/010+012), Gerard Connolly (0712/01/010+012), Eric Ogilvy (0713/01/010), Stewart McCowan (0714/01/010+012), Angela McCowan (0715/1/010 + 012), Gladys Ogilvy (0716/01/010 + 012) Graham Ogilvie (0717/1/010 + 012), Tracy Ogilvie (0718/01/010 + 012), Shona Cowie (0719/01/010 + 012), Paul Cowie (0720/01/010 +

012), David Roy (0730/01/010+012), Greer Crichton (0731/01/010+ 012), Brian Hood (0732/01/010 + 012), Gaynor Hood (0733/01/010 + 012), Philip Crichton (0734/01/010+ 012), David Dykes (0086/01/012): Seek some or all of the following changes:

- Removal of Cross Tay Link Road (CTLR) junctions improvements between the A93 and the A94, the Highfield junction, and other locations which would provide access to greenbelt land
- A separate detailed section on the CTLR
- The addition/recognition of greenbelt on the diagram because of its limitation on development

SNH (0353/01/021): Recommend the CTLR proposal and natural heritage requirements are addressed in the LDP with developer requirements which address natural heritage impacts (such as requirements identified through the HRA, woodland compensatory measures and a segregated cycle land along its length) and that SNH be consulted on these.

David Dykes (0086/01/012): No specific change sought but seeks sustainable transport details.

Network Rail (509/01/002 + 005), and Luncarty, Redgorton and Moneydie Community Council (0703/01/003): No specific change sought.

Susan Duncan (0527/01/001), Perth Civic Trust (0444/01/007): No specific change sought

Traffic modelling and network capacity

Perth Civic Trust (0444/01/002): No specific change sought but considers that there should be more explicit linkages between the pace of development and the transport improvements justified by traffic projections and considers that housing development should be delayed until road structure is in place rather than committed.

Elaine and Gordon Bannerman (0450/01/002): No specific change sought

Scottish Government (0451/01/021): Transport Scotland seek additional text to first bullet under infrastructure Requirements for Perth noting that "Discussion with Transport Scotland is on-going, as part of an agreed contribution strategy, to establish which sites will be required to make additional contributions to the strategic road network including at Broxden and or Inveralmond junctions."

Network Rail (509/01/005): No specific change sought but considers that the Developer Contributions and Affordable Housing Supplementary Guidance (CD021) should be updated to reflect wider infrastructure priorities of the Proposed Plan.

Miscellaneous

Bridgend, Gannochy and Kinnoull Community Council (0660/01/001): Seeks provision of ring road to alleviate the traffic congestion and improve air quality in the Bridgend area

Malcolm Burley (0634/01/001): Considers that a new bypass should be provided to join existing roads near Gannochy and Corsie Hill with the bridge over the Tay and that housing at Barnhill should be supported to pay for its construction.

Summary of responses (including reasons) by planning authority:

Embargo

Embargo for Alyth, Blairgowrie, Coupar Angus, Meikle

David Dykes (0086/01/011), Mr and Mrs Fleming (0150/01/008), Frances Hobbs (0152/01/007), Neil Myles (0153/01/007), John Brian Milarvie (0171/01/007), Peter and Vanessa Shand (0226/01/007), JD McKerracher (0245/01/008), Scone Community Council (0265/01/008) John W Rodgers (0304/01/008) Mr and Mrs Short (0382/01/004), Mr and Mrs Stewart Reith (0389/01/004), Jeffrey Rowlinson (0485/01/004), David F Lewington (0486/01/004), Lisa Cardno (0599/01/008), James Thow (0668/01/007), Jennifer Thow (0669/01/007), Martin RW Rhodes (0675/01/007), Hazel MacKinnon (0705/01/008), Gerard Connolly (0712/01/008) Eric Ogilvy (0713/01/008), Stewart McCowan (0714/01/008), Angela McCowan (0715/01/008), Gladys Ogilvy (0716/01/008), Graham Ogilvie (0717/01/008), Tracy Ogilvie (0718/01/008), Shona Cowie (0719/01/008), Paul Cowie (0720/01/008), David Roy (0730/01/008), Greer Crighton (0731/01/008) Brian Hood (0732/01/008), Gaynor Hood (0733/01/008), Philip Crighton (0734/01/008):

The A93/A94 embargo specifically relates to areas outwith the Perth City boundary but within the area designated in the LDP as the Perth Housing Market Area. The development embargo does not relate to the settlements of Alyth, Blairgowrie, Coupar Angus, Meikle as they are all outwith Perth City and the Perth Housing Market Area. The Council commissioned an assessment, Shaping Perth's Transport Future Model Input Report (CD261) to determine the impact of development within various settlements on the Perth Transport Network to determine where developer contributions should be sought. Table 2.18 shows the proportion of trips travelling into Perth from Blairgowrie as being 6%, and for Coupar Angus as being 7%. This study shows there would be a limited impact on the Perth Transport Network from developments in these settlements (and this would be similar for Alyth and Meikle). The Reporter for LDP1 concluded on this issue that 'There needs to be an outer edge to the area affected by the embargo and it is logical and reasonable to exclude settlements outwith the Perth housing market area, as development there is unlikely to exacerbate existing levels of congestion in Perth due to the distance from the city and the likely travel patterns of future residents.'

No modification is proposed to the Plan.

Embargo for Glebe School Scone and Scone North, for East side of Perth and outwith Perth along A93/A94 corridor

Mr and Mrs Fleming (0150/01/008), Frances Hobbs (0152/01/007), Neil Myles (0153/01/007), John Brian Milarvie (0171/01/007), Peter and Vanessa Shand (0226/01/007) JD McKerracher (0245/01/008), Scone Community Council (0265/01/008) John W Rodgers (0304/01/008), Mr and Mrs Short (0382/01/004), Mr and Mrs Stewart Reith (0389/01/004) Jeffrey Rowlinson (0485/01/004), David F Lewington (0486/01/004), Lisa Cardno (0599/01/008), James Thow (0668/01/007), Jennifer Thow (0669/01/007), Martin RW Rhodes (0675/01/007), Hazel MacKinnon (0705/01/008), Gerard Connolly (0712/01/008), Eric Ogilvy (0713/01/008), Stewart McCowan (0714/01/008), Angela McCowan (0715/01/008), Gladys Ogilvy (0716/01/008), Graham Ogilvie (0717/01/008), Tracy Ogilvie (0718/01/008), Shona Cowie (0719/01/008), Paul Cowie (0720/01/008) David Roy (0730/01/008), Greer Crighton (0731/01/008) Brian Hood (0732/01/008),

Gaynor Hood (0733/01/008), Philip Crichton (0734/01/008): JD McKerracher (0245/01/010), Scone Community Council (0265/01/0011), Malcolm Cameron (0324/01/001), June Dunn (0442/01/002), Lisa Cardno (0599/01/008), Martin RW Rhodes (0675/01/009) Bridgend, Gannochy and Kinnoull Community Council (0660/01/002):

With regard to Glebe School Scone this site is one of the largest brownfield sites in the Plan area and its development will have an important role in delivering the Plan strategy. It is not appropriate to potentially hold this up. The Reporter for LDP1 on this issue stated (CD015, p438-439): 'The proposed exclusion of brownfield sites from the embargo reflects an assumption that, being brownfield, such sites are, or are lawfully capable of, contributing to traffic levels without the grant of planning permission for a residential development. This is a reasonable position and again achieves the correct balance between avoiding any exacerbation of traffic problems and achieving necessary levels of growth.'

The recommendation to allow 100 houses to be built at Scone North was made by a Reporter during LDP examination. The Reporter considered that (CD015, p473), 'Site H29 has reasonably good standard of accessibility to public transport, which could be expected to reduce the level of reliance on car-based commuting into Perth and thereby the extent to which development there would add to traffic congestion and air quality problems. Prospective development sites in other settlements on the A93 and 94 corridors would not have the same level of public transport accessibility.' The Reporter then concluded that, 'an initial phase of 100 houses should be permitted to take place in advance of the CTRL becoming a committed project.' Since the LDP was amended to accept this recommendation an in principle planning application 16/ 02127/IPM was approved (CD255, p10) which has allowed 100 houses in advance of the CTRL becoming a committed project. The allowance has already been established and cannot be retracted.

The Plan recognises the issues in relation to congestion and proposes measures to provide solutions to the problem. These are detailed in the Perth Area Strategy of the Plan and in Shaping Perth's Transport Future (CD009); however the proposed embargo is not intended to apply to sites within Perth where the provision of immediately available housing land is seen as more important. The road network in the area is capable of accommodating further development which will have to comply with Policy 58: Transport Standards and Accessibility Requirements of the Plan. With regard to sites on the east side of Perth these should be considered on their merits at planning application stage. It would be unreasonable to place a development embargo on areas within the City boundary where the principle of development is generally accepted and where infrastructure and services are concentrated. The accessibility of Perth City Centre and the availability of public transport on the east bank of the Tay will result in a lower projected impact. However it is important to note that any large scale development proposals in this area will require air quality assessments and transport assessments as part of the planning application. Proposals will need to be assessed against the policy provisions of Policy 58: Transport Standards and Accessibility Requirements (CD052, p93-95).

The Murray Royal Hospital planning applications 18/00408/FLM (CD235) for conversion and forming 58 flats, and 18/00094/IPM (CD232) new build residential development proposals are currently under consideration. At this point phasing hasn't been tested as the applicant has not proposed it and the restoration of a listed building may not be capable of being phased in this way but the Council's Transport Planning Team are of the

opinion that on current information these planning applications are both premature, pending the completion of the CTRL programme. Once the CTRL programme has been completed, then they would be of the opinion that due to the relief that would be afforded to the Bridgend junction that this site would be a reasonable site for redevelopment. The applicant's Transport Assessment (TA) for both applications was subject to a rigorous audit process, which included being assessed using the Perth Traffic model and being independently reviewed by Systra Ltd, as well as being audited internally by Transport Planning. Given this, Transport Planning currently object to these proposals as they are contrary to policy TA1B (CD052, p34), in the adopted 2014 Local Development Plan in that the TA fails to demonstrate that the proposals would not have a detrimental effect on the local transport network. Ultimately in the case of the planning application for the listed building conversion the Council will need to consider and balance the impact on the road network and the benefit of getting the listed building converted before its condition deteriorates further. Also the applicant may amend their planning application/s to propose a phased approach and be able to show an acceptable impact on the road network with a limited amount of the development allowed prior to the CTRL completion. However these planning applications illustrate how transport impact is considered and is informing the planning application decision making process.

With regard to proposals outwith Perth but within the Perth Housing Market Area on the A93/A94 corridor it is noted that, 'there will be an embargo on planning consents for further housing sites of 10 or more outwith Perth on the A93 and A94 corridor, until such a time as the construction of the Cross Tay Link Road is a committed project.' Proposals will be assessed with input from the Council's Transport Planning, and Environmental Health colleagues against the policy provisions of the plan. They will assess proposals in terms of their impact on the road network and on air quality to determine whether proposals are acceptable. There will be opportunity for public comments on these planning applications and these will be taken into account before determination.

No modification is proposed to the Plan.

Embargo until the CTRL is constructed

JD McKerracher (0245/01/010), Scone Community Council (0265/01/0011), Malcolm Cameron (0324/01/001), June Dunn (0442/01/002), Lisa Cardno (0599/01/008), Martin RW Rhodes (0675/01/009):

The Perth Core Villages Infrastructure Study (CD048, p5) working document incorrectly refers to constructed rather than committed and will be updated to reflect the LDP. An embargo until the CTRL is constructed could cause significant issues with the development industry potentially being too far behind to meet the projected housing demand for Perth & Kinross. There is likely to be a minimum of at least 1 year before any planning applications are approved and there is the start of any occupation. The proposal to have the embargo until the CTRL is constructed could raise significant planning and economic issues. It is considered unreasonable for the development industry to wait until the CTRL is open. The timing of both the CTRL being a committed project and the embargo being lifted is critical to the delivery of housing within Perth as a number of sites identified are currently constrained. It is considered that when the CTRL becomes a committed project it will provide enough certainty that the development will happen and allow the embargo to be lifted and any planning decisions to be released. This is a proportionate response. The Reporter for LDP1 concluded on this issue that (CD015, p438), 'It would be too significant a constraint upon development for the embargo to

endure until the CTRLR was completed, as there is inevitably a time delay (often of several years) between the grant of planning permission for a new housing development and the traffic impact of that development being realised.'

No modification is proposed to the Plan.

Remove mention of CTRLR committed project or refer to construction rather than planning consents

Paul Houghton (0355/01/001): With regard to the suggestion that the Council no longer needs a reference to the CTRLR being a committed project since this will be in place before LDP2 is adopted, this is not the case as the 2019 date is only indicative and this is now estimated to be 2020. This embargo will be reviewed once the CTRLR is considered by the Council to be a committed project. In the Perth's Transport Future Project: Phase 2 Cross Tay Link Road Preferred Route Report to Council on 14th December 2016 (CD260, p9), it proposed the following:

"The Council agree that the embargo on development on the A93 and A94 corridors on sites of 10 or more houses as set out in Paragraph 5.1.17 (1) of the Adopted Local Development Plan is lifted when the following criteria have been met. 'It is the view of the Council that the CTRLR becomes a committed project when all funding, land required for the scheme, statutory approvals, trunk road orders and consents are in place, a contractor appointed and construction on site has commenced'.

Although the funding is expected to be in place shortly when there is an announcement of the Tay City Deal, it is anticipated that the project won't meet this definition of being a committed project until late 2019 at the earliest and not before LDP2 reaches adoption so the current wording is appropriate.

No modification is proposed to the Plan. However if the Reporter agrees then consideration could be given to changing the date to 2020 as follows, 'To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on planning consents for further housing sites of 10 or more outwith Perth on the A93 and A94 corridor, until such a time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites. The embargo is anticipated to be lifted in ~~2019~~ 2020' as it would not have any implications for any other aspect of the plan.

With regard to Scone North the Reporter for LDP1 made an exception here as (CD015, p473), 'Prospective development sites in other settlements on the A93 and 94 corridors would not have the same level of public transport accessibility.' At Perth Airport permission has been granted but with a condition in place that there is 'No development of any housing shall commence until the proposed Cross Tay Link Road (CTRLR) as part of the Perth Transport Futures Project is a 'committed project'.

No modification is proposed to the Plan.

Policy 4

TACTRAN (0057/01/004), SEPA (0742/01/002), James Ewan & Fraser Niven (0613/01/003), Mary Christie (0268/01/001), SNH (0353/01/003), Alistair Godfrey (0410/01/002), Perth Civic Trust (0444/01/003), Errol Estate (0472/01/001), Bridgend,

Gannochy and Kinnoull Community Council (0660/01/004), Scottish Government (0451/01/019):

The TACTRAN comment about alignment with the Regional Transport Strategy (CD054) is noted, as is SEPA's support due to its potential benefits and its accordance with SPP and climate change and cleaner air policy agendas. This Policy and Map A is to promote strategic improvements to active travel infrastructure. The Council has subsequent to the Proposed LDP2 publication prepared a Perth Cycle Network Masterplan (CD259) to assist in delivery. Proposed LDP2 is already dated and could show the following as additional strategic pedestrian/cycle corridors: Dunkeld Road corridor, and the links to the Park + Ride facilities (at Walnut Grove and at Bertha Park). Whilst the route shown on the Map A along Muirhall Road has been removed from the options. Also a route along Windsor Terrace, Queens Avenue, Glamis Place and along Craigie Burn to Low Road has also not made it into the route options (and has been replaced with a different alignment), as has a route shown to cut through the Perth College which is now proposed to run along Feus Road and then Crieff Road.

It is considered that there should be further public consultation on and changes to the routes and infrastructure required and the best way to take forward this work is to delete the Policy Map A and prepare guidance. Policy Map A is already outdated and the policy text provides sufficient context for the key routes. There is already a commitment and a reference to the preparation of non-statutory guidance for Transport in Proposed LDP2 Policy 58B: New Development Proposals. However this reference would benefit from being amended to acknowledge that the Perth Cycle Network Plan will be part of the sustainable and active travel guidance.

In response to Scottish Government's (0451/01/019) concern that the Plan has not identified the delivery an exemplar walking and cycling friendly settlement in line with the aspirations of NFP3, Perth will be the Council's exemplar. This policy is all about supporting this aspiration with greater priority being given to public transport, walking and cycling on key routes. The Perth Cycle Network Plan and the supplementary guidance will further detail delivery.

Previous studies such as the active travel audits for Scone/ Bridgend area (2017) (CD253) and the Bridgend Design Charrette Report (2014) (CD254) have been used to inform the Perth Cycle Network Masterplan and the core route alignment options. Only an early step has been made towards the implementation of a comprehensive cycle network in Perth and it is expected to evolve as the design of specific schemes is progressed or new opportunities arise. A review of the existing network and barriers has been carried out. Extensive stakeholder engagement, options appraisal (including visual appeal), and benefit/cost analysis will take place to prescribe route alignments. Further revision to the Policy map A or the settlement maps to identify additional routes is not advisable as those shown are the core routes and also routes shown would be quickly outdated as work progresses.

In terms of other routes and facilities mentioned neither this policy nor the cycle masterplan are about discarding routes. The focus is on the identification of core strategic routes. The options mentioned which are not selected as core routes could still have, and are indeed are likely to have, a function as feeder or secondary routes to core routes. Policy Map A focussed on principal routes whilst there are secondary routes that will be taken forward as the cycle masterplan/ other active travel proposals progress. The focus of the Perth Cycle Network Masterplan is on the City of Perth and its nearby

towns and villages: Scone, Bridgend, Bridge of Earn, Almondbank, and Luncarty. The study area does not extend to the Carse of Gowrie. Although not considered in detail, connections to the wider region and beyond have been included in the review, to create a masterplan integrated with the regional and national cycle network. Corridor 3 of the Perth Cycle Network Masterplan to Walnut Grove provides a future connection for the wider network.

No modification is proposed to the Plan. However if the Reporter is minded to accept the modification the Council would be comfortable with making a change to Policy 58B New Development Proposals (CD052, p93-95) reference to the non-statutory guidance to augment it as follows: 'Note: Non-statutory Guidance for Transport will give guidance on sustainable and active travel and the infrastructure requirements (such as Perth Cycle Network Plan); requirements for public transport availability in new developments; provision of infrastructure to support low and ultra-low emission vehicles; provision of infrastructure for shared vehicle use (such as car clubs); and low car or no car developments in highly accessible areas. It will also provide information about when transport assessment or statement is required and provide guidance on travel plans.' as this would not have any implications for any other aspect of the plan.

SNH (0353/01/001): it is considered that amending the Perth Area Strategy text and also Policy 4 to incorporate the mitigation measures as set out in Table 8.1 of the Appropriate Assessment (CD056), and detailed in the previous section, would provide greater clarity and transparency for applicants as to which settlements and in what circumstances the provisions of the Plan's Policy 36A: International Nature Conservation Sites (CD052) will apply for proposals arising under these policies. It would also set out what will be expected of them in making a planning application.

If the Reporter is so minded the suggested additional text by the respondent should be added to the Perth Area Strategy section and Policy 4, as detailed in the 'Modifications Sought' section.

Network Rail (0509/01/002): Comments regarding the rail/bus interchange are noted.

No modification is proposed to the Plan.

CTLR project

Mr and Mrs Fleming (0150/01/009 + 012), Frances Hobbs (0152/01/009 + 012), Neil Myles (0153/01/009 + 012), John Brian Milarvie (0171/01/009+012), Peter and Vanessa Shand (0226/01/009 + 012), JD McKerracher (0245/01/010), Scone Community Council (0265/01/011 + 014), John W Rodgers (0304/01/010), Mr and Mrs Short (0382/01/006 +008) Mr and Mrs Stewart Reith (0389/01/004), Moira Andrew and William Hadden (0432/01/004+006), Jeffrey Rowlinson (0485/01/004), David F Lewington (0486/01/007), Lisa Cardno (0599/01/008 + 012), James Thow (0668/01/009 + 012), Jennifer Thow (0669/01/009 + 012), Martin RW Rhodes (0675/01/009 + 012), Hazel MacKinnon (0705/01/010+012), Gerard Connolly (0712/01/010+012), Eric Ogilvy (0713/01/010), Stewart McCowan (0714/01/010+012), Angela McCowan (0715/1/010 + 012), Gladys Ogilvy (0716/01/010 + 012), Graham Ogilvie (0717/1/010 + 012), Tracy Ogilvie (0718/01/010 + 012), Shona Cowie (0719/01/010 + 012), Paul Cowie (0720/01/010 + 012), David Roy (0730/01/010+012), Greer Crichton (0731/01/010+ 012), Brian Hood

(0732/01/010 + 012), Gaynor Hood (0733/01/010 + 012), Philip Crichton (0734/01/010+ 012), David Dykes (0086/01/12), SNH (0353/01/21), Luncarty, Redgorton and Moneydie Community Council (0703/01/03), Susan Duncan (0527/01/001), Perth Civic Trust (0444/01/007):

Junction locations and green belt

The Proposed LDP2 consultation story map included a map (figure 5) from the non-statutory Perth City Plan 2015-2035 (CD217, p19) which included Cross Tay Link Road junction improvements between the A93 and A94. For clarity the Proposed LDP2 does not include this map and the CTLR route is shown on the Perth City Map. The Perth City Map shows the CTLR with junctions with the A93, A94, Highfield Road and Stormontfield road.

The Proposed LDP2 provides the updated position on this compared to the Perth City Plan 2015-35. There is some confusion caused as the earlier Design Manual for Roads and Bridges (DMRB) 2 design stage completed December 2016 which did not show this Highfield junction. The DMRB 2 CTLR report stated (CD257, p20), 'The recommendation for DMRB Stage 2 is to provide a continuation of the CTLR through Highfield Land with no junction provision. A junction will be considered for inclusion at DMRB Stage 3 pending receipt of further details to pedestrian and vehicle movement along Highfield Lane.'

Perth and Kinross Council then appointed SWECO as design consultants for the CTLR in July 2017. SWECO along with the Council's Roads Infrastructure Team are currently working through the design and planning process. Consultations with all affected stakeholders are ongoing and the preferred route is being developed into a full design, where necessary, based on these discussions. The current design layout shows a Highfield junction as well as junctions with the A93 and A94 and at Stormontfield Road (CD256). This layout is reflected in the CTLR shown in the Proposed LDP2 Perth City map. The in principle 16/02127/IPM masterplan (CD172) for Scone North that was approved on the 18th of April 2018 includes this junction. The Highfield junction is to be delivered by the Council but it will be delivered at the Scone North developer's expense.

Junction provision proposed through the detailed design stage is determined by assessing the current pedestrian and vehicle movement on the roads bisected by the CTLR and is not based on future development potential within the greenbelt. The greenbelt has significant policy protection in the Proposed LDP2 Policy 41 Green Belt (CD052, p70) and this is not compromised by ensuring appropriate junction provision for the local roads that are bisected by the CTLR. The Proposed LDP2 Perth map inset does not show the CTLR in relation to the green belt but this is unnecessary.

No modification is proposed to the Plan.

Allocation of and identification of developer requirements for the CTLR

The Council did not identify the CTLR as an allocation in the Proposed LDP2 with specific developer requirements. This is because the policy provisions of the Proposed LDP2 are considered to be sufficient and appropriate to inform the detailed design stages. Turning to SNH's points: compensatory woodland planting is required by Policy 38: Forestry, Woodland and Trees (CD052, p65) in line with the principles of the Scottish Government Policy on Woodland Removal (CD007); there is policy 36A (CD052, p63) which provides the context for International Nature Conservation sites; whilst Policy 58 Transport and Accessibility (CD052, p63-65) provides a focus for the provision for active travel. The non-

motorised user provision along the CTRLR currently is proposed as a 3m wide shared use cycleway/footway connected where appropriate to existing core paths, national cycle routes and public rights of way. Discussions are however ongoing between the Council and Sustrans regarding the potential to increase this provision to a 5m wide segregated cycleway and footway. The Plan and its policies are proving sufficient to guide the detailed design of the CTRLR proposal, the planning application/s and Environmental Impact Assessment.

Considering how other local authorities have treated major road infrastructure projects there is no consistent approach and it is considered that neither SPP (CD004) nor the development plan circular 6 (CD001) clearly require the planning authority to allocate them.

Addressing impacts of the various proposals including the CTRLR on the corridor of the River Tay, the railway, and the A9 will be detailed through the planning application processes with due consideration given to access routes. In relation to the CTRLR and impact on recreational access routes the Non-Motorised User (NMU) provision proposal along the CTRLR existing core paths, national cycle routes and public rights of way are being linked to the CTRLR scheme wherever possible though connections between existing and proposed infrastructure. A Walking, Cycling and Horse Riding Assessment (WCHAR) is currently in progress aimed at assessing existing NMU use in the area and opportunities to link to, and enhance existing routes. A CCTV survey of existing routes has been completed and this will be used to understand existing use. This issue is also considered in the Perth North Schedule 4 in relation to Luncarty south MU27.

No modification is proposed to the Plan.

Delivery

The LDP is not the appropriate place for details of project funding and progress on delivery of the CTRLR. The LDP2 Proposed Action programme (CD099) for the LDP sets out the actions and partnerships required to implement the strategy of the Local Development Plan and can provide this detail. The Council has committed to updating this on a six monthly basis. The Council has also set up a [webpage](#) to communicate progress to date on the Shaping Perth Transport Futures (CD009) including the CTRLR project. Delivery of the CTRLR project is crucial to delivery of the Local Development Plan and is a high priority in the Tay City bid ask and the Tay Cities Deal announcement is expected shortly. If however there are issues with securing the remaining funding from the Tay Cities Deal then alternative funding streams will be considered by the Council.

In response to SNH's comment regarding the CTRLR and segregated corridor this is answered above under the CTRLR project and sub heading 'Allocation of and identification of developer requirements for the CTRLR'.

Traffic modelling and network capacity

Perth Civic Trust (0444/01/002), Elaine and Gordon Bannerman (0450/01/002), Bridgend, Gannochy and Kinnoull Community Council (0660/01/001), Scottish Government (0451/01/021), Network Rail (0509/01/005):

Whilst the LDP model showed gridlock after 30% of the LDP allocations are built out and Shaping Perth Transport Futures (CD009) states, 'To release capacity for growth, and

address air quality issues the Council has put together a package of transport measures which includes: Broxden and Inveralmond grade improvements, the Cross Tay Link Road project, and a £25M package of active travel and public transport measures.' When these mitigation measures are modelled alongside the LDP2 allocations then the modelling work, Perth City Traffic Model Report (CD216) indicates that there should be capacity for most of the LDP2 allocations. The exception is that the modelling shows there might not be capacity for the whole of the wider Perth West allocation and it might only cope with somewhere between 1,500 and 2,500 new houses before further physical/ modal measure may be required. This is likely to be 20 years plus away. For this reason a pause and review has been identified for Perth West (CD052, p264) to ensure impact on the road network and the amount of modal shift is fully assessed before further development is permitted. Further discussion in relation to the pause and review for Perth West is provided in the Perth Strategic Development Areas schedule 4.

Proposals for development will be assessed with input from the Council's Transport Planning Team, and Environmental Health colleagues against the provisions of the plan. They will assess proposals in terms of their impact on the road network and on air quality to determine whether proposals are acceptable and what phasing is required alongside transport infrastructure delivery. The Council has the detailed traffic model which it will use to consider any proposals that could have a significant impact.

Through the Shaping Perth Transport Futures (CD009) the Council is developing, costing and implementing a package of infrastructure works which underpin the Transport Infrastructure Contribution as secured through Policy 5: Infrastructure Contributions (CD52, p23) and detailed in the Developer Contributions and Affordable Housing Supplementary Guidance (CD021). To lock in the benefits from the CTLR (removing traffic from the city centre) Shaping Perth Transport Futures includes: a package of measures to reduce congestion and improve air quality; improve pedestrian and cycle facilities; and improve public transport. This package of works does not include Strategic Network Improvements as these are the remit of Transport Scotland to deliver. Through the assessment of the impact on the Strategic Transport Network of individual sites and in discussion with Transport Scotland contributions have been secured towards a package of improvements at Broxden. While discussions are ongoing with Transport Scotland regarding improvements which will be required to the Strategic Road Network to support additional development around Perth it has not yet reached a stage where these are defined. Through this Local Development Plan the Council is committing to the preparation of a comprehensive Transport Strategy which will consider all aspects of the Transport Network. It is considered that rather than identify that unspecified sites may be required to contribute towards the Strategic Transport Network including Broxden and/or Inveralmond junctions it would be more appropriate for Strategic Road Network improvements to be considered as part of the wider Transport Strategy with the Council and Transport Scotland working collaboratively to develop and deliver a programme of works and associated financial contributions.

No modification is proposed to the Plan. However if the Reporter was so minded the following revision to the second bullet under the heading infrastructure requirements for Perth would be acceptable to the Council:

'Preparation of a comprehensive Transport Strategy including infrastructure on the local and strategic road network, services and funding mechanisms.'

Perth Civic Trust (0444/01/002): In response to the query about Oudenarde, in Tactran's

Regional Transport Strategy Delivery Plan 2016-2021 (CD262) there is commitment for a STAG appraisal to consider all options for improving the transport system in the Bridge of Earn area which could include public transport through improved provision of rail (new station), bus or other; or through improved road schemes. At this stage Fife Council, Perth & Kinross Council, Sustran and Tactran have undertaken the outline feasibility work as a joint project and an initial demand feasibility study has also been undertaken.

No modification is proposed to the Plan.

Miscellaneous

Bridgend, Gannochy and Kinnoull Community Council (0660/01/001), and Malcolm Burley (0634/01/001): A number of route options were examined as part of Shaping Perth's Transport Future (CD009) before the preferred solutions and routes were chosen to address the traffic, air quality, and movement issues. However proposals which seek a ring road which avoids Bridgend or to join with existing roads near Gannochy and Corsiehill were never considered as the objectives of the project were to alleviate pressure on Perth city centre.

No modification is proposed to the Plan.

Reporter's conclusions:

Reporter's recommendations: