

forward in the LDP, any development of this scale will therefore be against the wishes of Scone residents.

- SDCC states its opposition to further large scales housing developments in our area excepting the finishing of the Balgarvie Farm development.
- SDCC is not opposed in principle to the development of part of the Glebe School site however we note it is currently 'land locked' and servicing infrastructure needs are likely to cause large scale disruption for adjoining properties.
- SDCC notes the LDP has a direct link between developments at "Scone North" and the proposed Tay Bridge and relief road i.e. the houses "cannot be occupied until CTRL is constructed".
- We view this as a positive sign that our concerns were listened to at the MIR stage.
- We note 5.1.17 – "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 for sites of 10 or more outwit Perth on the A93 & A94 corridors, until such time as the construction of the Cross Tay Link Road is a committed project."
- We note that the embargo will not apply to brownfield sites and the 100 houses in Scone Glebe are explicitly excluded from this embargo.
- SDCC requests clarification of the extent of these corridors and that Coupar Angus & Blairgowrie/Ratray should be included in the corridor area.
- SDCC requests a definition of the term 'committed project' which has been omitted from the Glossary, and is seen as loose, open to interpretation and possibly abuse.
- The CC is concerned about the present level of traffic through Scone (and Bridgend), in particular the amount of HGVs using the A94 as a shortcut to & from Aberdeenshire to the South.
- SDCC demands that PKC must have a robust plan agreed with the local communities affected and in place to handle CTRL construction traffic through Scone/Old Scone before commencement of such Works.

- In the event that the CTRLR proceeds, the SDCC requests involvement from the design stage to ensure that items such as road crossings and junctions are designed to ensure that traffic is moved clear of the existing village structure.
- This CC requests that work should be undertaken immediately to re-direct through HGV traffic back onto the A90, Dundee by-pass possibly by placing weight restrictions on the villages along the A94.
- SDCC supports 'infill housing i.e. building on Brownfield sites.

By making this a priority throughout Perth & Kinross instead of giving over more agricultural land for housing we believe that the Council will find they do not in fact need the Cross Tay bridge and east side Link Road.

- The Infrastructure of Scone, roads, water & sewage, education, medical facilities etc., would come under significant strain if large scale development at north end of Scone, or even the 100 planned for Glebe School area, should go ahead.
- SDCC believes PKC should be carrying out infrastructure capacity assessments and improvements **before** committing Scone to having 100's of new households.

SDCC note in section 5.33 Perth & Kinross Council refer to the following:

- “Developer contributions will be required towards transport infrastructure” “A financial contribution in line with the Council’s Supplementary Guidance may be required” (in respect of Primary School provision)
- “There will be an embargo on further planning consents for housing for sites of 10 or more until such time as the construction of the Cross Tay Link Road is a committed project.”
- “the Cross Tay Link Road is required before development can proceed”

- “Layout of site cannot be finalized until road line and junction details for CTRLR are finalized”
- “Houses cannot be occupied until CTRLR constructed”
- “The village primary school has very limited capacity to support further development. Residential development may require to be phased to ensure that sufficient capacity is available.”
- “350 houses built by 2024”
- Investigation of provision of a district heating system and combined heat and power Infrastructure utilising renewable resources.

SDCC respectively requests that the Council provide a simple timeline to explain to the layman how all this fits together in delivering 350 occupied houses by 2024, especially in relation to obtaining central Government go-ahead for such a major infrastructure project and carrying out the CTRLR construction Also we ask you factor into this desired deadline of 2024 that all necessary roads, footpaths & cyclepaths be fully surfaced, open and safe to use by the public; primary school provision in place for this first phase; surface water drainage installed and handed over for maintenance such that will be no threat flooding in the centre of Scone village from any new developments.

SDCC would require to be involved at all stages of planning for the above. SDCC is opposed to local incineration using current techniques.

From section 5.33: “The settlement has a very good range of community facilities and has excellent public transport links to Perth”

- Scone has a single Bus company who whilst running good on-peak services leave us poor off-peak ones that cease at 11pm. A cost £1.50/single journey for 3 miles is considered very high by residents and one reason that the existing Park & Ride facility at the north end of the village appears poorly used (weekly tickets are useful for regular passengers of course).

Section 3.9 – NE5 Green Belt

- SDCC wish to see land to the east of Scone Village towards Murrayshall Golf Course included in the Green Belt
- Within Scone District there is an isolated community at Stormontfield, which accesses all schools, shops, workplaces, transport and social facilities within Scone or Perth via a single access road. The proposed route of the CTRLR bisects this access and residents would incur a crossing over the proposed single carriageway Link Road.
- SDCC notes that the inherent hazards involved in such vehicle movements (including agricultural machinery) are well known on the route of the A9 west of Perth & make it essential that an over-bridge, or underpass, is provided from the outset at this point on any such Link Road.

Transport

- SDCC would like to highlight the lack of commitment by PKC to lobby for improvement to the rail link between Perth and Edinburgh' within the plan to reduce congestion on the road network.

Yours Sincerely

**Dr. Peter Olsen
Secretary**