

Appendix A3.1: Assessment of Policy Compliance

1.1 Introduction

- 1.1.1 This appendix provides a review of national and local planning policy documents, and an assessment of the extent to which the proposed scheme complies with policy and guidance.
- 1.1.2 [DMRB LA104, 'Environmental Assessment and Monitoring'](#) (Highways Agency et al. 2020) states that environmental assessment, reporting and monitoring shall meet the requirements of the national planning policy for each relevant Overseeing Organisation. In addition, [DMRB LA 101, 'Introduction to Environmental Assessment'](#) (Highways Agency, Scottish Government, Welsh Assembly Government and The Department for Regional Development Northern Ireland 2019) requires that project objectives and environmental objectives should deliver improved environmental performance by being linked and informed by wider legislative, regulatory or strategic requirements.
- 1.1.3 Section 1.2 of this appendix summarises the key Plans, Policies and Strategies (PPS) which are relevant to the environmental assessments of the proposed scheme and provides an assessment of the extent to which the principle of the proposed scheme is compliant with policy objectives. The Planning Policy Review (Table A3.1-1 to Table A3.1-13) reports on the relevant national PPS for each topic in this Environmental Impact Assessment Report (EIAR), and also identifies key applicable local policies and guidance.
- 1.1.4 [National Planning Framework 4 \(NPF4\)](#) (Scottish Government 2023a) provides the long-term spatial strategy and national planning policy for Scotland and was adopted in February 2023. At a local level, planning policies are provided in the adopted [Perth & Kinross Local Development Plan 2 \(PKC LDP2\)](#) (Perth & Kinross Council 2019). The information in the Summary of Policy Objectives column in Table A3.1-1 to Table A3.1-13 focuses on key policies of NPF4 and the PKC LDP2.
- 1.1.5 An assessment of the proposed scheme's compliance with these policies is provided with an explanation and then marked with either a '✓' for compliance with policy or an 'X' for non-compliance to demonstrate the overall outcome of the assessment. Where the proposed scheme broadly complies with policy objectives for a particular topic, but there have also been some discrete areas of non-compliance identified, the assessment reflects this by the use of '✓(X)'. It is recognised that the proposed scheme will result in short term impacts during the construction phase, however, the assessment of policy compliance focuses on the long-term operational phase and the implementation of mitigation committed to in this EIAR. It is not unusual that an infrastructure scheme of this scale and complexity would have environmental impacts and effects, which may not fully meet all aspects of every policy. The assessment therefore considers the compliance with the overall objectives of national and local policies and takes an objective and balanced view when determining compliance. The design of the proposed scheme has been refined through an iterative process, and mitigation measures are proposed to address potential impacts identified in the environmental topic assessment chapters in this EIAR (i.e. Chapters 8-20). The design and environmental commitments reduce potential short and long term impacts of the proposed scheme where a potential policy conflict has been identified. The potential areas of non-compliance should also be balanced against the overarching benefits of the proposed scheme, such as improving connectivity, enhancing safety for all users, and promoting social and regional economic opportunities.

1.2 The Proposed Scheme: Key Policy Principles

National Plans, Policies and Strategies

National Planning Framework 4 (Scottish Government 2023a)

- 1.2.1 NPF4 was published by Scottish Government in February 2023. This document presents a long-term spatial plan for Scotland, extending up to 2045. It encompasses national policies, designated national developments, and regional spatial priorities. Six overarching spatial principles are set out in the documents as guiding principles for the planning of future places. These principles are:
- Just transition;
 - Conserving and recycling assets;
 - Local living;
 - Compact urban growth;
 - Rebalanced development; and
 - Rural revitalisation
- 1.2.2 Part 1 of NPF4 includes identification of regional spatial priorities for five broad regions of Scotland which will inform the preparation of regional spatial strategies and Local Development Plans by planning authorities. In the section relating to the North region, under the Priorities heading, NPF4 notes that this part of Scotland *‘can continue to make a strong contribution towards meeting our ambition for a net zero and nature positive country by demonstrating how natural assets can be managed and used to secure a more sustainable future.’* Annex C of NPF4 contains further detail about the priorities of this area and includes the following:
- ‘The transport system as a whole will need to be planned to support a shift to more sustainable transport whilst maintaining access to markets and facilities. In line with the transport sustainable investment hierarchy, development should first be focused in locations which make the best use of existing infrastructure and services before building new infrastructure or providing new services.’*
- 1.2.3 NPF4 states in Annex C, under the section that relates to the North area, that:
- ‘Roads will continue to be arteries upon which local communities and businesses depend. There will be a need to adapt key routes due to the impacts of climate change alongside creating a strong network of charging points, including improvements to the A96 to improve safety and to the A9 to maintain a resilient road link from Thurso and Inverness to the central belt.’*
- 1.2.4 The indicative figure for the National Spatial Strategy of NPF4 shows a strategic connection between Inverness and Edinburgh.

- 1.2.5 The principle of the proposed scheme in terms of maintaining a resilient road link from Inverness to Perth is supported in NPF4. An assessment of the proposed scheme in relation to the national policies set out in NPF4 is provided in Table A3.1-1 to Table A3.1-13.

[National Transport Strategy 2 \(Transport Scotland 2020\)](#)

- 1.2.6 In February 2020 National Transport Strategy 2 (NTS2) was published, setting out an updated vision for Scotland's transport system for the next 20 years (Transport Scotland 2020) for '*a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors*'. The Vision is underpinned by four priorities:

- Reducing inequalities through the provision of fair, easy and affordable access to transport services.
- Taking climate action by ensuring Scotland's transport system helps deliver the Scottish Government's net-zero carbon emissions target by 2045, adapts to the effects of climate change and promotes the use of sustainable travel options.
- Helps deliver inclusive economic growth by ensuring Scotland's transport network and services will be effectively integrated with spatial and land use planning and economic development, adapt to the changing requirements of citizens, businesses and visitors, provide reliable journey times, and use new and innovative products, services and technologies.
- Improving health and wellbeing by prioritising the prevention and reduction of incidents, promoting active travel and creating cleaner and greener places and networks within the transport system.

- 1.2.7 Based on the proposed scheme's objectives set out in Chapter 2 (Need for the Scheme) and appropriate EIAR Chapters on Climate (Chapter 20), Accessibility (Chapter 17) and Human Health (Chapter 18), and the relevant assessments contained in Section 1.3 of this appendix, it is assessed that the proposed scheme aligns with the vision set out in NTS2.

[Strategic Transport Projects Review 2 \(Transport Scotland 2022b\)](#)

- 1.2.8 Transport Scotland published the second Strategic Transport Projects Review (STPR2) in 2022. This publication was intended to support the delivery of the vision, priorities, and outcomes set out in NTS2.

- 1.2.9 STPR2 is intended to inform transport investment in Scotland until 2042 through evidence-based recommendations. The outcomes from STPR2 are intended to:

- Help make Scotland more accessible for residents, visitors and businesses.
- Create better connectivity with sustainable, smart and cleaner transport options.
- Highlight the vital contribution that transport investment can play in enabling and sustaining Scotland's economic growth.

- 1.2.10 The A9 dualling was not put forward as a transport intervention in STPR2 as it was already being progressed.

[Climate Change Plan: third report on proposals and policies 2018-2032](#) (Scottish Government 2018a) and [Update to the Climate Change Plan 2018-2032 Securing a Green Recovery on a Path to Net Zero](#) (Scottish Government 2020b)

1.2.11 The Climate Change Plan 2018 and the 2020 update provides the Scottish Government's policies and proposals for addressing climate change and achieving the emissions reduction targets set out in the [Climate Change \(Scotland\) Act 2009](#) (Scottish Government 2009). The updated plan reflects the emissions targets provided in the [Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#) (Scottish Government 2019), which aims to cut greenhouse gas emissions by 75% by 2030 and ultimately reach net zero emissions by 2045. Although this sentiment remains in the adopted plans, the Climate Change Committee concluded in March 2024 that the Scottish Government is unlikely to meet its statutory goal of reducing emissions by 75% by 2030. The Scottish Government has accepted the committee's conclusion and plans to introduce expedited legislation for a target approach based on five-yearly carbon budgets, while still aiming for the 2045 net zero target.

1.2.12 In relation to transport, the vision of the Update to the Climate Change Plan includes the following:

'By 2045, in line with our vision in NTS2, we will have a sustainable, inclusive, safe and accessible transport system, helping deliver a fairer and more prosperous Scotland for communities, business and visitors.'

1.2.13 While the objectives of the proposed scheme, outlined in Chapter 2 (Need for the Scheme) do not directly target reducing transport emissions, they do refer to the facilitation of active travel and integration with public transport facilities. Chapter 20 (Climate) of this EIAR presents the results of the assessment of the proposed scheme on climate. The assessment of policy compliance for Chapter 20 (Climate) is contained in Table A3.1-13 in Section 1.3 of this appendix.

[Reducing car use for a healthier, fairer and greener Scotland: A route map to achieve a 20 per cent reduction in car kilometres by 2030](#) (Transport Scotland 2022a)

1.2.14 In 2020, Scotland updated its Climate Change Plan to include a commitment to reduce car travel by 20% by 2030, directly addressing the global climate emergency. 'Reducing car use for a healthier, fairer and greener Scotland: A route map to achieve a 20 per cent reduction in car kilometres by 2030' was developed by the Scottish Government and the Convention of Scottish Local Authorities (COSLA) and was published for consultation in 2022. It outlines interventions and a roadmap to encourage a shift away from private vehicle use. It supports one of the key priorities of NTS2, 'tackling climate actions,' and also considers STPR2 and other national plans.

[Scottish Biodiversity Strategy to 2045: Tackling the Nature Emergency in Scotland](#) (Scottish Government, 2024c)

1.2.15 The overarching vision set out in the document is as follows:

- *'By 2045, Scotland will have restored and regenerated biodiversity across our land, freshwater and seas.'*

- *Our natural environment, our habitats, ecosystems and species, will be diverse, thriving, resilient and adapting to climate change.*
- *Regenerated biodiversity will drive a sustainable economy and support thriving communities, and people will play their part in the stewardship of nature for future generations.'*

1.2.16 Table A3.1-5 in Section 1.3 of this appendix contains the assessment of policy compliance for the Biodiversity topic of the EIAR.

[Our Past, Our Future: The Strategy for Scotland's Historic Environment](#) (Historic Environment Scotland, 2023)

1.2.17 Published in April 2023, the "Our Past, Our Future" document presents a refreshed five-year strategy for Scotland's historic environment, replacing the 2014 strategy "Our Place in Time." This strategy aims to consider the shared heritage and positive impacts of Scotland's historic environments on communities across the country. The strategy was created to align with the Scottish Government's broader ambitions, including promoting a wellbeing economy, creating resilient, inclusive, and sustainable places, and supporting the achievement of net-zero emissions in response to the climate emergency.

1.2.18 Three main priorities with associated outcomes are set out and discussed in the strategy. These are:

Priority 1 - Delivering the transition to net zero.

- Outcome 1: Reduced emissions from the historic environment.
- Outcome 2: The historic environment is more climate resilient.
- Outcome 3: Improved pathways for historic environment skills.

Priority 2 - Empowering resilient and inclusive communities and places.

- Outcome 4: Organisations that care for the historic environment have the right skills and are more resilient.
- Outcome 5: Communities have more opportunities to participate in decision-making about the historic environment.
- Outcome 6: The historic environment is more diverse and inclusive.

Priority 3 - Building a wellbeing economy.

- Outcome 7: The historic environment makes a responsible contribution to Scotland's economy.
- Outcome 8: The historic environment provides fair work.
- Outcome 9: Increased engagement with the historic environment, with a focus on activities that enhance wellbeing.

1.2.19 Table A3.1-2 in Section 1.3 of this appendix contains the assessment of policy compliance for the Cultural Heritage topic of the EIAR.

[The Environment Strategy for Scotland: Vision and Outcomes](#) (Scottish Government 2020a)

- 1.2.20 The Environment Strategy for Scotland acts as an overarching framework for Scotland's existing environmental strategies and plans and provides a vision for Scotland's environment. The vision is as follows:

'One Earth. One home, One shared Future.

By 2045: By restoring nature and ending Scotland's contribution to climate change, our country is transformed for the better – helping to secure the wellbeing of our people and planet for generations to come.'

- 1.2.21 The Outcomes outlined by the strategy include the following:

'Scotland's nature is protected and restored with flourishing biodiversity and clean and healthy air, water, seas and soils.

We play our full role in tackling the global climate emergency and limiting temperature rise to 1.5°C.

We use and re-use resources wisely and have ended the throw-away culture.

Our thriving, sustainable economy conserves and grows our natural assets.

Our healthy environment supports a fairer, healthier, more inclusive society.

We are responsible global citizens with a sustainable international footprint.'

- 1.2.22 Table A3.1-1 to Table A3.1-13 in Section 1.3 of this appendix contain the assessment of policy compliance for the environmental topic assessment chapters of this EIAR.

Strategic Guidance

[Tayside and Central Scotland Regional Transport Strategy 2024-2034](#) (Tactran 2024)

- 1.2.23 Tayside and Central Scotland Transport Partnership (Tactran) has responsibility for the preparation and delivery of the Tayside and Central Scotland Regional Transport Strategy (RTS). The RTS is a partnership plan identifying the strategic priorities for the Angus, Dundee City, Perth & Kinross and Stirling Council areas. The RTS focuses on four overarching strategic objectives which are as follows:

- To take climate action
- To improve health and wellbeing
- To reduce inequalities
- To help deliver inclusive and sustainable growth

- 1.2.24 The strategic objectives align with the four priorities of Scotland's National Transport Strategy 2 (NTS2), considering both national and regional issues to inform the identified outcomes.

- 1.2.25 The A9 is identified on Figure 3.7 ‘Strategic corridors’ of the RTS. Action 23 which is included in Table 3.10 ‘Improving Strategic Connections’ of the RTS states: *‘Tactran and the Councils will work with Transport Scotland to address pinch points on strategic roads to address issues of road safety, freight and bus/coach journey times / journey time reliability’*. In relation to Action 23, the corresponding column of Table 3.10, under the heading *‘Where and how agencies may apply the action’*, states: *‘Improvements to address key pinch points, focused on improving public transport and freight journey time reliability and road safety’* and includes *‘(v) Dualling of the A9 north of Perth’*.

Local Policy

[Perth & Kinross Local Development Plan 2 \(PKC LDP2\)](#) (PKC 2019)

- 1.2.26 The Perth and Kinross Local Development Plan 2 (PKC LDP2) was adopted on 29 November 2019, superseding the PKC LDP (2014). PKC LDP2 is intended to guide development and use of land in the Perth and Kinross Council area. The next Local Development Plan (LDP3) is in preparation and is due to be published and adopted in October - December 2027 (PKC 2024).
- 1.2.27 The document’s policies are split into four groups as follows:
- A Successful, Sustainable Place
 - A Low Carbon Place
 - A Natural Resilient Place
 - A Connected Place
- 1.2.28 The introduction to the ‘A Connected Place’ policy section notes that for the local and strategic transport network the LDP seeks to strategically improve connectivity and reference is made to improvements including the A9 trunk road dualling from Perth to Inverness. ‘Strategy Map 5: A Connected Place’ on page 99 of PKC LDP2 shows the A9 Dualling within the Perth and Kinross Council area.
- 1.2.29 It is stated in the Dunkeld and Birnam Settlement Summary (PKC LDP2 page 192) that
- ‘the future dualling of the A9 has the potential to bring positive economic benefits to the area although the land use implications of the project are not yet clear.’*
- 1.2.30 An assessment of the proposed scheme against the policies of PKC LDP2 is provided in Table A3.1-1 to Table A3.1-13 of this appendix.

1.3 Planning Policy Review

Table A3.1-1: Assessment of Policy Compliance for Chapter 8 (Air Quality)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>NPF4</p> <p>Policy 1: Tackling the climate and nature crises</p> <p>Policy 3: Biodiversity</p> <p>Policy 4: Natural Places</p> <p>Policy 13: Sustainable transport</p> <p>Policy 14: Design, quality and place</p> <p>Policy 23: Health and Safety</p> <p>Planning Advice Notes (PAN; Scottish Government 2025)</p> <p>PAN 51 Planning, Environmental Protection and Regulation</p> <p>Strategic Transport Projects Review 2 (Transport Scotland 2022b)</p> <p>Scottish Biodiversity Strategy to 2045: Tackling the Nature Emergency in Scotland (Scottish Government, 2024c)</p> <p>The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government 2020a)</p> <p>The National Air Quality Strategy (AQS) for England, Scotland, Wales and Northern Ireland (Defra 2007)</p>	<p>PKC LDP2 (2019)</p> <p>Policy 57: Air Quality</p> <p>SG</p> <p>Air Quality Supplementary Guidance (PKC 2020)</p>	<p>Air Quality</p> <p>NPF4 Policy 23d (Health and Safety) states: <i>‘Development proposals that are likely to have significant adverse effects on air quality will not be supported. Development proposals will consider opportunities to improve air quality and reduce exposure to poor air quality. An air quality assessment may be required where the nature of the proposal or the air quality in the location suggest significant effects are likely.’</i></p> <p>PKC LDP2 Policy 57 (Air Quality) seeks to prevent the creation of new pollution hotspots, and to prevent introduction of new human exposure where there could be existing poor air quality.</p>	<p>Construction</p> <p>Chapter 8 (Air Quality) identifies that with appropriate dust management measures in place, no significant residual impacts from construction activities are anticipated. Similarly, traffic emissions from construction traffic during the construction phase are not predicted to have a significant residual impact on air quality.</p> <p>Operation</p> <p>As detailed in Chapter 8 (Air Quality), during operation, no significant residual impacts are predicted on local air quality (human receptors).</p> <p>Summary</p> <p>Overall, the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives aimed at assessing and mitigating effects on air quality both during the construction and operation phases.</p>	✓



National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
Cleaner Air for Scotland (CAF) (Scottish Government 2015a). CAFS 2 (Scottish Government 2021a)				

Table A3.1-2: Assessment of Policy Compliance for Chapter 9 (Cultural Heritage)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>NPF4</p> <p>Policy 7: Historic assets and places</p> <p>PAN</p> <p>PAN 2/2011 Planning and Archaeology</p> <p>Historic Environment Policy for Scotland (Historic Environment Scotland, 2019c)</p> <p>Historic Environment Scotland Circular – Regulations and Procedures (Historic Environment Scotland, 2019a)</p> <p>Designation Policy and Selection Guidance (Historic Environment Scotland, 2019b)</p> <p>Managing Change in the Historic Environment: Setting (Historic Environment Scotland, 2020a)</p> <p>Managing Change in the Historic Environment: Gardens and Designed Landscapes (Historic Environment Scotland, 2020b)</p> <p>Managing Change in the Historic Environment: Historic Battlefields (HES, 2020c)</p> <p>Our Past, Our Future (HES, 2023)</p>	<p>PKC LDP2 (2019)</p> <p>Policy 26: Scheduled Monuments and Archaeology</p> <p>Policy 27: Listed Buildings</p> <p>Policy 28: Conservation Areas</p> <p>Policy 29: Garden and Designed Landscapes</p> <p>Policy 30: Protection, Promotion and Interpretation of Historic Battlefields</p> <p>Policy 31: Other Historic Environment Assets</p>	<p>NPF4 includes Policy 7 (Historic assets and places) which seeks to protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places.</p> <p>Relevant elements of NPF4 Policy 7 include:</p> <p>Under Policy 7 a) development proposals with a potentially significant impact on historic assets will be accompanied by an assessment based on an understanding of the cultural significance of the historic asset and the assessment should identify the likely visual or physical impact of any proposals and provide a sound basis for managing the impacts of change. Proposals should also be informed by national policy and guidance on managing change in the historic environment, and information held within Historic Environment Records.</p> <p>Under Policy 7 c) development proposals affecting the setting of a Listed Building should preserve its character, and its special architectural or historic interest.</p> <p>Under Policy 7 d) development proposals in or affecting Conservation Areas will only be supported where the character and appearance of the Conservation Area and its setting is preserved or enhanced.</p> <p>Under Policy 7 e) development proposals in Conservation Areas will ensure that existing natural and built features which contribute to the character of the Conservation Area and its setting, including structures, boundary walls, railings, trees and hedges, are retained.</p> <p>Under Policy 7 h) Development proposals affecting Scheduled Monuments will only be supported where:</p> <ul style="list-style-type: none"> direct impacts on the Scheduled Monument are avoided; significant adverse impacts on the integrity of the setting of a Scheduled Monument are avoided; <p>or</p>	<p>Construction</p> <p><u>Archaeological Remains</u></p> <p>As outlined in Chapter 9 (Cultural Heritage) a Neutral residual significance of effect on archaeological remains during construction has been assessed.</p> <p><u>Historic Buildings</u></p> <p>A Moderate adverse residual significant effect on Dunkeld and Birnam Station Signal Box (Asset 16) (Category B Listed Building) and a Very Large adverse residual significant effect of on Dunkeld and Birnam Station, including Footbridge (Asset 26) (Category A Listed Building) has been assessed. A Moderate adverse residual significant effect on Birnam Conservation Area (Asset 44) has been assessed.</p> <p><u>Historic Landscape</u></p> <p>The residual significance of effect for Murthly Castle Garden and Designed Landscape (GDL) (Asset HLT 14) during construction has been assessed as Moderate adverse.</p> <p>Operation</p> <p><u>Archaeological Remains</u></p> <p>During operation no residual significant effects on archaeological remains have been assessed.</p> <p><u>Historic Buildings</u></p> <p>During operation it has been assessed that there will be a Moderate adverse residual significant effect on three assets: Dunkeld and Birnam Station Signal Box (Asset 16), Dunkeld and Birnam Station including Footbridge (Asset 26), and Birnam Conservation Area (Asset 44).</p> <p>During operation the measures identified to re-integrate Dunkeld and Birnam Station, including Footbridge (Asset 26) with Birnam Conservation Area (Asset 44), including increasing visual connectivity between the two cultural heritage resources, and a beneficial effect for operational noise, have been assessed to have a residual significance of effect of Slight beneficial for Dunkeld and Birnam Station, including Footbridge (Asset 26). During operation the measures identified to reintegrate Dunkeld and Birnam Station, including Footbridge (Asset 26) with Birnam Conservation Area (Asset 44), including increasing visual connectivity between the two cultural</p>	<p>✓(X)</p>

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<ul style="list-style-type: none"> exceptional circumstances have been demonstrated to justify the impact on a Scheduled Monument and its setting and impacts on the monument or its setting have been minimised. <p>Under Policy 7 i) development proposals affecting nationally important Gardens and Designed Landscapes will be supported where they protect, preserve or enhance their cultural significance, character and integrity and where proposals will not significantly impact on important views to, from and within the site, or its setting.</p> <p>Under Policy 7 j) development proposals affecting nationally important Historic Battlefields will be supported where they protect and, where appropriate, enhance their cultural significance, key landscape characteristics, physical remains and special qualities.</p> <p>Under Policy 7 o) non-designated historic environment assets and their setting should be protected and preserved in situ wherever feasible. Where impacts cannot be avoided they should be minimised. Where it has been demonstrated that avoidance or retention is not possible, excavation, recording, analysis, archiving, publication and activities to provide public benefit may be required through the use of conditions or legal/planning obligations. When new archaeological discoveries are made during the course of development works, they must be reported to the planning authority to enable agreement on appropriate inspection, recording and mitigation measures.</p> <p>PKC LDP2 historic environment policies seek to protect and enhance the historic environment.</p>	<p>heritage resources, has also been assessed to have a residual significance of effect of Slight beneficial for Birnam Conservation Area (Asset 44).</p> <p><u>Historic Landscape</u></p> <p>The residual significance of effect for Murthly Castle GDL (HLT 44) during operation has been assessed as Moderate adverse.</p> <p>Summary</p> <p>Mitigation to avoid, reduce or mitigate unavoidable impact on cultural heritage resources are identified in Chapter 9 (Cultural Heritage).</p> <p>In terms of historic buildings, mitigation measures to re-integrate Dunkeld and Birnam Station, including Footbridge (Asset 26), a Category A Listed Building, with Birnam and reduce the impact on the setting of the station were embedded in the design of the proposed scheme. High quality materials and a design that reflects the local historic character of Dunkeld and Birnam Station, including Footbridge (Asset 26) and Birnam Conservation Area (Asset 44) have been included in the proposed scheme around Dunkeld and Birnam Station, including Footbridge (Asset 26). Historic building recording has been identified for Dunkeld and Birnam Station, including Footbridge (Asset 26). Interpretation boards presenting interpretive information on Dunkeld and Birnam Station, including Footbridge (Asset 26) will also be installed at suitable publicly accessible locations within the proposed Compulsory Purchase Order area (CPO) at the end of the construction period. During operation residual significant effects have been identified for Dunkeld and Birnam Station Signal Box (Asset 16); Dunkeld and Birnam Station, including Footbridge (Asset 26) and Birnam Conservation Area (Asset 44). As noted in Chapter 9 (Cultural Heritage) Listed Building Consent (LBC) may be required for Dunkeld and Birnam Station, including Footbridge (Asset 26).</p> <p>In terms of historic landscape, measures to better integrate the proposed scheme into Murthly Castle GDL (HLT 14) were embedded in the design of the proposed scheme. For Murthly Castle GDL (HLT 14) essential mitigation comprises a photographic survey and a historic landscape survey. Interpretation boards presenting interpretive information for Murthly Castle HDL will also be installed at suitable publicly accessible location within the proposed CPO at the end of the construction period. A residual significant effect on Murthly Castle GDL (Asset HLT 14) has been assessed in Chapter 9 (Cultural Heritage).</p>	

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
			<p>It is considered that the proposed scheme conflicts with NPF Policy 7i and PKC LDP2 Policy 29 in respect of the assessed significant effect on Murthly Castle GDL. Significant effects have been identified for two listed buildings: Dunkeld and Birnam Station Signal Box (Asset 16), and Dunkeld and Birnam Station, including Footbridge (Asset 26). Therefore, it is considered the proposed scheme doesn't wholly comply with NPF4 Policy 7c and PKC LDP2 Policy 27A. It is assessed that there would be a significant effect on Birnam Conservation Area (Asset 44) during operation and therefore it is considered that the proposed scheme doesn't wholly comply with NPF4 Policy 7d and PKC LDP2 Policy 28A.</p> <p>The policy compliance assessment has identified some discrete areas of non-compliance with relevant policy. However, for the majority of cultural heritage resources, mitigation will reduce effects. It is therefore considered that the proposed scheme does on balance broadly comply with policy objectives relating to cultural heritage resources.</p>	

Table A3.1-3: Assessment of Policy Compliance for Chapter 10 (Landscape)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
NPF4 Policy 4: Natural Places Policy 6: Forestry, woodland and trees Policy 7: Historic assets and places Policy 14: Design, quality and place	PKC LDP2 (2019) Policy 1: Placemaking Policy 29: Gardens and Designed Landscapes Policy 39: Landscape	<p>NPF4 Policy 4 (Natural Places) seeks to protect, restore and enhance natural assets making best use of nature-based solutions. Relevant elements of Policy 4 include:</p> <p>Policy 4 c) includes the provision that development proposals that will affect a National Park, National Scenic Area, Site of Special Scientific Interest or a National Nature Reserve will only be supported where:</p> <ul style="list-style-type: none"> ▪ The objectives of designation and the overall integrity of the areas will not be compromised; or ▪ Any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance. 	<p>Landscape/Townscape Character</p> <p>It is assessed in Chapter 10 (Landscape) that during the winter of the year of opening, the effects on the Strath Tay: Lower Glen Local Landscape Character Area (LLCA) are predicted as significant (Large). In the summer 15 years after opening, following establishment of the mitigation planting, residual effects on this LLCA would reduce, but would remain significant (Moderate) due largely to the effects of the Birnam and Dalguise grade separated junctions and cumulative losses of established woodland along the route corridor. Beyond 15 years, the level of effect is likely to continue to reduce further as woodland planting matures, particularly in areas such as the Birnam Junction and Dalguise Junction.</p> <p>During the winter of the year of opening, the residual effects on the Lowland River Corridor: Strath Tay LLCA and Strath Tay: Dunkeld and Birnam LLCA would be significant (Moderate). However, by the summer 15 years post-opening, following establishment of the mitigation planting, the effects on these LLCAs would reduce to not significant (Slight).</p>	✓ (X)
PAN PAN 60 Planning for Natural Heritage PAN 65 Planning and Open Space PAN 1/2023 (Rev1) Environmental Impact Assessment	Policy 40: Forestry, Woodland and Trees Policy 42: Green Infrastructure SG Forest and Woodland Strategy, 2014-2024 Supplementary Guidance (PKC 2020)	<p>Policy 4 d) states that development proposals that affect a site designated as a local nature conservation site or landscape area in the LDP will only be supported where:</p> <ul style="list-style-type: none"> ▪ Development will not have significant adverse effects on the integrity of the area or the qualities for which it has been identified; or ▪ Any significant adverse effects on the integrity of the area are clearly outweighed by social, environmental or economic benefits of at least local importance. 	<p>During the winter of the year of opening, Slight beneficial direct residual effects are predicted on the Lowland Hills – Tayside Landscape Character Type (LCT) due to the introduction of areas of mixed and broadleaved compensatory woodland planting at Muir of Thorn. However, in the summer 15 years after opening, following the establishment of these areas of compensatory woodland planting, Moderate beneficial residual effects are predicted on the Lowland Hills – Tayside LCT.</p>	
Fitting Landscapes: Securing More Sustainable Landscapes (Transport Scotland, 2014)	Landscape Supplementary Guidance (PKC 2020d) Placemaking Supplementary Guidance (PKC 2020e)	<p>NPF4 Policy 6 (Forestry, woodland and trees) seeks to protect and expand forestry, woodland and trees.</p> <p>NPF4 Policy 7 (Historic assets and places) supports development proposals where they protect, preserve or enhance their cultural significance, character and integrity and where proposals will not significantly impact on important views to, from and within the site, or its setting.</p> <p>NPF4 Policy 14 (Design, quality and place) seeks to encourage, promote and facilitate well designed</p>	<p>Landscape and Landscape Related Designations</p> <p>There would be no significant risk to the integrity of the River Tay (Dunkeld) National Scenic Area (NSA). Moderate residual effects are expected during the winter of the year of opening on Special Landscape Qualities (SLQs) 1, 2, 3, 4, 5, 7 and 8. However, in the summer 15 years after opening, following establishment of the mitigation planting, these effects would reduce to not significant (Slight).</p> <p>Summary</p> <p>The alignment of the proposed scheme along much of the existing A9, combined with mitigation measures such as integrating earthworks into the surrounding landscape and woodland planting, would help to limit the magnitude of change and the significance of the impact of the road widening.</p>	

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p>development that makes successful places by taking a design-led approach and applying the Place Principle.</p> <p>PKC LDP2 Section 3.3 (A Natural, Resilient Place) features key objectives including: <i>‘Protect and enhance the character, diversity, and special qualities of the area’s landscapes to ensure that new development does not exceed the capacity of the landscape in which it lies.’</i></p> <p>PKC LDP2 Policy 1 (Placemaking) includes the following: <i>‘Development must contribute positively to the quality of the surrounding built and natural environment. All development should be planned and designed with reference to climate change, mitigation and adaptation. The design, density and siting of development should respect the character and amenity of the place, and should create and improve links within and, where practical, beyond the site. Proposals should also incorporate new landscape and planting works appropriate to the local context and the scale and nature of the development. All proposals should... Consider and respect site topography and any surrounding important landmarks, views or skylines, as well as the wider landscape character of the area...Incorporate green infrastructure into new developments to promote active travel and make connections where possible to blue and green networks.’</i></p> <p>PKC LDP2 Policy 29 (Gardens and Designed Landscapes) includes the following: <i>‘Gardens and designed landscapes make a significant contribution to the character and quality of the landscape in Perth and Kinross. The Council will seek to manage change in order to protect and enhance the integrity of those sites included on the current Inventory of Gardens and Designed Landscapes. The Council may require the submission of a management plan with any application for development within areas included in the current Inventory’</i></p> <p>PKC LDP2 Policy 39 (Landscape) includes the following: <i>‘Development and land use change, including the</i></p>	<p>Appendix A10.6 (Landscape Objectives) which accompanies Chapter 10 (Landscape) details the project specific landscape/townscape design objectives for the proposed scheme. The design of the landscape mitigation proposals has been developed in accordance with Fitting Landscapes: Securing More Sustainable Landscapes (Transport Scotland, 2014) policy.</p> <p>It is considered that, due to the scale and nature of the development, the proposed scheme has the potential to conflict with policy which aims to assess proposals to the extent in which they are compatible with landscape character. However, it should be balanced against the existence of the current road and its relationship to the landscape and overall need for the scheme. The design has sought to reduce effects on landscape character and the mitigation identified would lessen the magnitude and significance of the road widening. It is therefore considered that the proposed scheme does, as far as possible, contribute to managing the future landscape and on balance complies with policy which seeks to reduce effects on the existing landscape.</p>	

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p><i>creation of new hill tracks, should be compatible with the distinctive characteristics and features of Perth and Kinross’s landscapes; which requires reference to the Tayside Landscape Character Assessment. Accordingly, development proposals will be supported where they do not conflict with the aim of maintaining and enhancing the landscape qualities of Perth and Kinross.’</i></p> <p>PKC LDP2 Policy 40 (Forestry, Woodland and Trees) includes the following: <i>‘The Council will support proposals which... protect existing trees/woodland including orchards, especially those with high natural, historic and cultural heritage value...seek to secure establishment of new woodland in advance of major developments where practicable and secure new tree planting in line with the guidance contained in the Perth and Kinross Forest and Woodland Strategy. The planting of native trees and woodland will be sought where it is appropriate.’</i></p> <p>PKC LDP2 Policy 42 (Green Infrastructure) includes the following: <i>‘The Council will require all new development to contribute to green infrastructure by...creating new multifunctional green infrastructure, particularly where it can be used to mitigate any negative environmental impacts of the development, and/or create linkages to wider green and blue networks... incorporating high standards of environmental design...ensuring that development does not lead to the fragmentation of existing green and blue networks...’</i></p>		

Table A3.1-4: Assessment of Policy Compliance for Chapter 11 (Visual)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
NPF4 Policy 4: Natural Places Policy 6: Forestry, woodland and trees Policy 7: Historic assets and places Policy 14: Design, quality and place	PKC LDP2 (2019) Policy 1: Placemaking Policy 29: Gardens and Designed Landscapes Policy 39: Landscape	The summary of policy objectives provided in Table A3.1-3 (Assessment of Policy Compliance for Chapter 10 Landscape) of this appendix is relevant to both landscape and visual aspects of the proposed scheme.	Construction Chapter 11 (Visual) identifies that people at 73 building locations and 35 outdoor locations are predicted to experience significant visual effects during the construction phase of the proposed scheme; however, these effects would be temporary and may not be for the full construction programme. Operation Landscape and visual mitigation proposals have been developed to reduce the effects on landscape and visual receptors. The assessment considered two scenarios: the winter of the year of opening and the summer 15 years after opening. During operation, in the winter of the year of opening, people at 43 building locations and 28 outdoor locations are predicted to experience significant visual effects. These effects would be due to the loss of existing roadside vegetation and the increased prominence of new road infrastructure (including earthworks, bridges and retaining walls). By the summer, 15 years after the opening of the proposed scheme, mitigation planting - mostly in the form of new woodland, and scattered individual trees that would have become established - is predicted to have reduced impacts such that people's views at three building locations and five outdoor locations would experience significant effects. In terms of effects on views from the road, following the implementation of mitigation measures the proposed scheme would result in residual effects of Moderate significance during the winter of the year of opening at Strath Tay: Lower Glen LLCA. By the summer 15 years after opening, following the establishment of mitigation planting, these residual effects would reduce to non-significant.	✓
PAN PAN 60 Planning for Natural Heritage PAN 65 Planning and Open Space PAN 1/2013 (Rev.1) Environmental Impact Assessment	Policy 40: Forestry, Woodland and Trees Policy 42: Green Infrastructure			
Fitting Landscape: Securing more Sustainable Landscapes (Transport Scotland 2014)	SG Forest & Woodland Strategy, 2014-2024 Supplementary Guidance (PKC 2020b) Landscape Supplementary Guidance (PKC 2020d) Placemaking Supplementary Guidance (PKC 2020e)		Summary Chapter 11 (Visual) identifies mitigation measures designed to reduce visual impacts and integrate the proposed scheme with the surrounding landscape. As part of the design, landscape mitigation proposals were also developed to reduce visual impacts. These include embedded mitigation measures developed through an iterative design process (such as the vertical and horizontal route alignment), grading out of embankment and cutting slopes to blend with existing landforms, steepening of slopes and introduction of retaining walls to minimise woodland loss, and new planting to screen the	

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
			<p>proposed scheme and help further integrate it with the surrounding landscape. The landscape design also considered opportunities to maintain or enhance existing open views of the surrounding landscape, where these are currently a key landscape/visual characteristic. The effectiveness of any new woodland/scrub/boundary planting is expected to increase over time as vegetation matures.</p> <p>There are predicted to be reduced impacts 15 years after the implementation of these mitigation measures with three building locations and five outdoor locations still affected. Considering the scale and nature of the proposed scheme, these mitigation measures are considered to enable the design and appearance to integrate and complement the surroundings.</p> <p>Overall, the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives to reduce visual effects.</p>	

Table A3.1-5: Assessment of Policy Compliance for Chapter 12 (Biodiversity)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>NPF4</p> <p>Policy 1: Tackling the climate and nature crises</p> <p>Policy 3: Biodiversity</p> <p>Policy 4: Natural Places</p> <p>Policy 6: Forestry, woodland and trees</p>	<p>PKC LDP2 (2019)</p> <p>Policy 38: Environment and Conservation</p> <p>Policy 40: Forestry, Woodland and Trees</p> <p>Policy 41: Biodiversity</p>	<p>NPF4 Policy 1 (Tackling the climate and nature crises) states: <i>‘When considering all development proposals significant weight will be given to the global climate and nature crises.’</i></p> <p>NPF4 Policy 3 (Biodiversity) aims to protect biodiversity, reverse biodiversity loss, delivery positive effects from development and strengthen nature networks. The following elements of Policy 3 are relevant to the assessment of policy compliance for Chapter 12 (Biodiversity):</p> <p>Policy 3a) states that <i>‘Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.’</i></p> <p>Policy 3b) states that: <i>‘Development proposals for national or major development, or for development that requires Environmental Impact Assessment will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a demonstrably better state than without intervention. This will include future management. To inform this, best practice assessment methods should be used.’</i> Policy 3b seeks that proposals within these categories will demonstrate how they have met a set of defined criteria which relate to an understanding of the site and context; nature based-solutions; use of the mitigation hierarchy and identification of enhancements; provision of biodiversity enhancements in addition to any proposed mitigation; and consideration of local community benefits of the biodiversity and/or nature networks.</p> <p>Policy 3d) seeks that any potential adverse impacts, including cumulative impacts, of development proposals on biodiversity, nature networks and the natural</p>	<p>Construction</p> <p>It is assessed in Chapter 12 (Biodiversity) that there are no residual effects predicted during the construction phase of the proposed scheme. The micro-siting of outfalls away from ecologically sensitive areas, the design of crossing structures for the River Braan and River Tay to prevent structures within the River Tay SAC, and the incorporation of robust silt and pollution controls results in no residual significant effects on the River Tay Special Area of Conservation (SAC) or freshwater pearl mussel (FWPM).</p> <p>Operation</p> <p>As described in Chapter 12 (Biodiversity) it is assessed that a residual effect is anticipated as a result of permanent loss of woodland listed on the Ancient Woodland Inventory (AWI). Compensatory planting is proposed, and whilst this cannot fully mitigate for the permanent loss of the biodiversity and intrinsic importance of the ancient woodland, it will provide larger and more connected networks of woodland along the A9.</p> <p>Woodland planting is proposed to mitigate for permanent loss of woodland habitat and, during the growth phase of landscape planting, an adverse residual significant effect is predicted due to loss and fragmentation of habitat. However, this impact would be temporary, albeit long-term in nature and, once cover is established no residual significant effects are predicted.</p> <p>By providing a crossing, the Murthly Estate Bridge structure will result in a beneficial effect of reducing habitat fragmentation between Dalpowie Plantation and Birnam Wood for a variety of protected species including bats, badger, pine marten and red squirrel.</p> <p>Opportunities for delivering enhancement, which will provide positive effects for biodiversity have been considered in the assessment. Enhancements include: woodland creation and management to provide more connected ecological networks and heterogeneity in the species and structure; pond/wetland creation; Invasive non-native species (INNS) management; creating species rich roadside verges and central reserves; and providing additional artificial habitats for protected species beyond that required for mitigation to provide resilience for species as a result of future climactic changes. Full details are provided in Appendix A12.8 (Positive Effects for Biodiversity and Biodiversity Net Gain).</p> <p>Summary</p>	<p>✓(X)</p>
<p>PAN</p> <p>PAN 51 Planning, Environmental Protection and Regulation</p> <p>PAN1/2013 (Rev.1) Environmental Impact Assessment</p> <p>Scottish Biodiversity Strategy to 2045: Tackling the Nature Emergency in Scotland (Scottish Government, 2024c)</p> <p>The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government 2020a)</p> <p>Tayside Local Biodiversity Action Plan (Tayside Biodiversity Partnership, 2016)</p> <p>Scotland’s Forestry Strategy 2019-2029 (Scottish Government, 2019a)</p> <p>Scottish Government’s policy on control of woodland removal: implementation guidance (Scottish Government, 2019b)</p>				

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p>environment will be minimised through careful planning and design.</p> <p>NPF4 Policy 4 (Natural Places) seeks to protect, restore and enhance natural assets making best use of nature-based solutions. Policy 4 outlines requirements for development proposals to identify, protect, and lessen impacts on protected species and designated sites.</p> <p>NPF4 Policy 6 (Forestry, woodland and trees) seeks to protect and expand forests, woodland and trees.</p> <p>Policy 6a) states: <i>‘Development proposals that enhance, expand and improve woodland tree cover will be supported.’</i></p> <p>Policy 6b) states <i>‘Development proposals will not be supported where they will result in:</i></p> <ul style="list-style-type: none"> ▪ <i>Any loss of ancient woodlands, ancient and veteran trees, or adverse impact on their ecological condition;</i> ▪ <i>Adverse impacts on native woodlands, hedgerows and individual trees of high biodiversity value, or identified for protection in the Forestry and Woodland Strategy;</i> ▪ <i>Fragmentation or severing woodland habitats, unless appropriate mitigation measures are identified and implemented in line with the mitigation hierarchy.</i> ▪ <i>Conflict with Restocking Direction, Remedial Notice or Registered Notice to Comply issued by Scottish Forestry.’</i> <p>Policy 6c) states <i>‘Development proposals involving woodland removal will only be supported where they will achieve significant and clearly defined additional public benefits in accordance with relevant Scottish Government policy on woodland removal. Where woodland is removed, compensatory planting will most likely be expected to be delivered.’</i></p>	<p>Overall, the design and assessment of the proposed scheme has had regard to policy requirements relating to biodiversity. Opportunities for delivering enhancement which will provide positive effects for biodiversity have been considered in the assessment.</p> <p>It is identified that there will be a residual effect relating to the loss of woodland listed on the AWI. Compensation planting is proposed which, whilst not fully mitigating for the permanent loss of the woodland listed on the AWI, will provide larger and more connected networks of woodland along the A9. However, the loss of ancient woodland is not supported by national and local policy.</p> <p>NPF4 provides support for development proposals involving woodland removal if clearly defined additional public benefits are achieved in accordance with relevant Scottish Government policy on woodland removal. The demonstrable public benefits of the proposed scheme are considered to meet these requirements.</p>	

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p>Policy 6d) states: <i>‘Development proposals on sites which include an area of existing woodland or land identified in the Forestry and Woodland Strategy as being suitable for woodland creation will only be supported where the enhancement and improvement of woodlands and the planting of new trees on the site (in accordance with the Forestry and Woodland Strategy) are integrated into the design.’</i></p> <p>PKC LDP2 Policy 38 (Environment and Conservation) seeks to protect international, national and local designated sites.</p> <p>PKC LDP2 Policy 40 (Forestry, Woodland and Trees) provides support for the protection and enhancement existing woodland and new woodland and tree planting in accordance with the Perth and Kinross Forest and Woodland Strategy. The Council will follow the principles of the Scottish Government Policy on Control of Woodland Removal.</p> <p>PKC LDP2 Policy 41 (Biodiversity) seeks to protect and enhance all wildlife and wildlife habitats, whether formally designated or not, taking into account the ecosystems and natural processes in the area.</p>		

Table A3.1-6: Assessment of Policy Compliance for Chapter 13 (Geology, Soils, Groundwater and Land Contamination)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>NPF4</p> <p>Policy 5: Soils</p> <p>Policy 9: Brownfield, vacant and derelict land and empty buildings</p> <p>Policy 20: Blue and green infrastructure</p> <p>Policy 22: Flood risk and water management</p>	<p>PKC LDP2 (2019)</p> <p>Policy 51: Soils</p> <p>Policy 52: New Development and Flooding</p> <p>Policy 53: Water Environment and Drainage</p>	<p>NPF4 Policy 5 (Soils) seeks to protect carbon-rich soils, restore peatlands and minimise disturbance to soils from development.</p> <p>NPF4 Policy 9 (Brownfield, vacant and derelict land and empty buildings) seeks to encourage, promote and facilitate the reuse of brownfield, vacant, and derelict land and empty buildings, and to help reduce the need for greenfield development. Policy 9c) requires that where land is known or suspected to be unstable or contaminated, development proposals will demonstrate that the land is, or can be made, safe and suitable for the proposed new use.</p> <p>NPF4 Policy 20 (Blue and green infrastructure) seeks to enhance blue and green infrastructure and their networks.</p> <p>NPF4 Policy 22 (Flood risk and water management) seeks to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding.</p>	<p>As described in Chapter 13 (Geology, Soils, Groundwater and Land Contamination), following the implementation of proposed mitigation measures, effects on geology, soils, groundwater and land contamination are not predicted to be significant.</p> <p>Overall, the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives to reduce effects on geology, soils, groundwater and land contamination.</p>	✓
<p>PAN</p> <p>PAN 51 Planning, Environmental Protection and Regulation</p> <p>PAN 33 Development of Contaminated Land</p> <p>PAN 79 Water & Drainage</p> <p>PAN1/2013 (Rev.1) Environmental Impact Assessment (2017)</p> <p>The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government 2020a)</p>	<p>Policy 58: Contaminated Land and Unstable Land</p>	<p>PKC LDP2 Policy 51 (Soils) seeks to protect soils from damage such as erosion or compaction. The Council is also committed to ensuring that development avoids disturbance to, and the loss of, carbon rich soils, including peatland, which are of value as carbon stores.</p> <p>PKC LDP2 Policy 52 (New Development and Flooding) seeks to avoid an overall increase, reduce overall, and manage flood risk.</p> <p>PKC LDP2 Policy 53 (Water Environment and Drainage) contains policies relating to protection of the water environment; foul drainage; surface water drainage; reinstatement of natural watercourses; and water supply.</p>		

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		PKC LDP2 Policy 58A (Contaminated Land) seeks to prevent the creation of new contamination.		

Table A3.1-7: Assessment of Policy Compliance for Chapter 14 (Material Assets and Waste)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>NPF4</p> <p>Policy 5: Soils</p> <p>Policy 12: Zero waste</p> <p>Policy 33: Minerals</p>	<p>PKC LDP2 (2019)</p> <p>Policy 1: Placemaking (Policy 1B)</p> <p>SG</p> <p>Delivering Zero Waste Supplementary Guidance (PKC 2020a)</p>	<p>NPF4 Policy 5 (Soils) seeks to protect carbon-rich soils, restore peatlands and minimise disturbance to soils from development.</p> <p>NPF4 Policy 12 (Zero waste) seeks to encourage, promote and facilitate development that is consistent with the waste hierarchy.</p> <p>NPF4 Policy 33 (Minerals) seeks to support the sustainable management of resources and minimise the impacts of the extraction of minerals on communities and the environment.</p> <p>PKC LDP2 Policy 1 (Placemaking): Policy 1B requires that all proposals should meet all of the placemaking criteria stated in this policy. This includes inter alia:</p> <ul style="list-style-type: none"> Buildings and spaces should be designed with future adaptability, climate change and resource efficiency in mind wherever possible. Sustainable design and construction. 	<p>Construction</p> <p>The assessment in Chapter 14 (Material Assets and Waste) focuses solely on construction effects due to the nature of the topic. A policy compliance assessment is also provided in Appendix 14.1 (Assessment of Regulatory and Policy Compliance). The assessment has concluded that with good practice application of responsible sourcing methods, the waste hierarchy, implementation of Site Waste Management Plans and inclusion of targets that support the delivery of Zero Waste Plan targets, the potential for environmental effects relating to the consumption and use of material assets and production and disposal of waste have been assessed as Slight Adverse (not significant) and Moderate Adverse (Significant) respectively after the application of essential mitigation measures. However, the process which has been undertaken accords with the application of the waste hierarchy policy and guidance as identified in NPF4.</p> <p>Summary</p> <p>Overall, the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives to reduce effects on material assets and waste. Subject to appropriate mitigation measures that promote resource efficiency during the design and construction of the proposed scheme, it is assessed that the proposed scheme adheres to the requirements of policies relevant to material assets and waste as reported in Chapter 14 (Materials Assets and Waste).</p>	✓
<p>PAN</p> <p>PAN 51 Planning, Environmental Protection and Regulation</p> <p>PAN 63 Planning and Waste Management Advice</p> <p>PAN 33 Development of Contaminated Land</p> <p>PAN 1/2013 (Rev. 1) Environmental Impact Assessment (2017)</p> <p>Scotland's Zero Waste Plan (Scottish Government 2010)</p> <p>The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government 2020a)</p> <p>Climate Change Plan: third report on proposals and policies 2018-2032 (Scottish Government 2018a)</p> <p>Scotland's Circular Economy and Waste Route Map to 2030 (Scottish Government 2024b)</p> <p>The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government 2020a)</p>				

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
Making Things Last: A Circular Economy Strategy for Scotland (Scottish Government 2016) Safeguarding Scotland's Resources – Blueprint for a More Resource Efficient and Circular Economy (Scottish Government 2013b)				

Table A3.1-8: Assessment of Policy Compliance for Chapter 15 (Noise and Vibration)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>NPF4</p> <p>Policy 14: Design, quality and place</p> <p>Policy 23: Health and safety</p>	<p>PKC LDP2 (2019)</p> <p>Policy 56: Noise Pollution</p>	<p>NPF4 Policy 14 (Design, quality and place) seeks to encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle.</p>	<p>Construction</p> <p>The construction noise assessment provided in Chapter 15 (Noise and Vibration) identified six individual or groups of noise sensitive receptors which had the potential to experience significant construction noise effects. Standard mitigation measures across A9 dualling projects have been proposed for minimising construction noise levels. With the implementation of these measures, it is anticipated that the potential for significant residual adverse construction noise effects will remain at three individual or groups of noise sensitive receptor, but these would be minimised as far as practicable.</p> <p>The construction vibration assessment identified three individual or groups of vibration sensitive receptors which had the potential to experience significant effects. Specific mitigation measures have been proposed to reduce vibratory compaction and sheet piling vibration levels. With the implementation of these measures, it is anticipated that no vibration sensitive receptors would experience significant residual construction vibration effects.</p> <p>Operation</p> <p>The operational noise assessment identified five noise-sensitive receptors which had the potential to experience significant adverse operational noise effects. An acoustic barrier has been proposed as a specific mitigation measure to reduce the operational noise levels so that significant adverse effects are not experienced at four of these receptors. It is not considered practicable to reduce operational noise levels at the remaining noise-sensitive receptor, and therefore a significant residual adverse operational noise effect is anticipated at one noise sensitive receptor. The operational noise assessment also identified 65 noise-sensitive receptors that could experience significant beneficial operational noise effects.</p> <p>Summary</p> <p>Chapter 15 (Noise and Vibration) presents the assessment of the potential noise and vibration impacts and effects of the proposed scheme on noise and vibration sensitive receptors. It is considered that the noise and vibration effects identified are consistent with a development of this scale and nature. Overall the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives to reduce noise and vibration effects.</p>	✓
<p>PAN</p> <p>PAN 1/2011 Planning and Noise</p>		<p>NPF4 Policy 23e (Health and safety) states: <i>‘Development proposals that are likely to raise unacceptable noise issues will not be supported. The agent of change principle applies to noise sensitive development. A Noise Impact Assessment may be required where the nature of the proposal or its location suggests that significant effects are likely.’</i></p>		
<p>Transportation Noise Action Plan (TNAP) 2019-2023 (Transport Scotland 2018)</p>		<p>PKC LDP2 Policy 56 (Noise Pollution) states: <i>‘There will be a presumption against the siting of development proposals which will generate high levels of noise in the locality of existing or proposed noise sensitive land uses and similarly against the locating of noise sensitive uses near to sources of noise generation. In exceptional circumstances, where it is not feasible or is undesirable to separate noisy land uses from noise sensitive uses, or to mitigate the adverse effects of the noise through the negotiation of design solutions, the Council may use conditions attached to the granting of planning consent, or if necessary planning agreements, in order to control noise levels. A Noise Impact Assessment will be required for those development proposals where it is anticipated that a noise problem is likely to occur’</i></p>		

Table A3.1-9: Assessment of Policy Compliance for Chapter 16 (Population - Land Use)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
NPF4 Policy 3: Biodiversity Policy 4: Natural places Policy 5: Soils Policy 6: Forestry woodland and trees Policy 9: Brownfield, vacant and derelict land and empty buildings Policy 14: Design, quality and place Policy 15: Local living and 20 minute neighbourhoods Policy 20: Blue and green infrastructure Policy 26: Business and industry Policy 27: City, town, local and commercial centres Policy 29: Rural development Policy 30: Tourism Scotland's Third Land Use Strategy 2021-2026 – Getting the best from our land (Scottish Government, 2021b)	PKC LDP2 (2019) Policy 7: Employment and Mixed-Use Areas Policy 8: Rural Business and Diversification Policy 9: Caravan Sites, Chalets and Timeshare Developments Policy 10: City, Town and Neighbourhood Centres Policy 14: Open Space Retention and Provision Policy 15: Public Access Policy 16: Social, Cultural and Community Facilities Policy 17: Residential Areas Policy 40: Forestry, Woodland and Trees Policy 42: Green Infrastructure Policy 50: Prime Agricultural Land Policy 51: Soils	NPF4 Policy 3 (Biodiversity) seeks to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks. NPF4 Policy 4 (Natural Places) seeks to protect, restore and enhance natural assets making best use of nature-based solutions. NPF4 Policy 5 (Soils) seeks to protect carbon-rich soils, restore peatlands and minimise disturbance to soils from development. NPF4 Policy 6 (Forestry, woodland and trees) seeks to protect and expand forests, woodland and trees. NPF4 Policy 9 (Brownfield, vacant and derelict land and empty buildings) seeks to encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to help reduce the need for greenfield development. NPF4 Policy 14 (Design, quality and place) seeks to encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle. NPF4 Policy 15 (Local living and 20 minute neighbourhoods) seeks to encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options. NPF4 Policy 20 (Blue and green infrastructure) seeks to protect blue and green infrastructure and their networks.	<p>Construction and operation impacts have been assessed together in Chapter 16 (Population – Land Use), as impacts on land use are expected to be similar during both construction and operation phases.</p> <p>As expected from a proposed road scheme of this scale there would be impacts upon adjacent land and property as a result of the land-take required to facilitate the proposed scheme. As described in Chapter 16 (Population-Land Use), mitigation measures have been developed through an iterative design process. The proposed scheme design includes measures to provide access to housing and businesses, community assets, community land and agricultural holdings, with revised access arrangements and tie-ins to the road network. These have been discussed with affected residents/landowners as part of the consultation process, and their inclusion in the design is considered embedded mitigation. The development of the design has also reduced land-take, where possible, through the consideration and assessment of different design refinements. The significant effects reported in the chapter are summarised below.</p> <p>Private Property and Housing With proposed mitigation, significant residual effects on three private property and housing receptors are assessed to be Moderate. Access during construction only to private property and housing at Birnam Glen is assessed to be Moderate. Access during operation to private property and housing at Birnam, Little Dunkeld and Dunkeld is assessed to be Moderate (beneficial).</p> <p>Community Land and Community Assets With proposed mitigation, significant residual effects on two community land and community asset receptors are assessed, ranging from Moderate to Large and Very Large (Beneficial). Access during operation to community assets located in or near to Ringwood, Birnam, Little Dunkeld, Dunkeld and Inver is assessed to be Moderate (beneficial).</p> <p>Development Land With proposed mitigation, significant residual effects on one site with planning permission are assessed as Large.</p> <p>Businesses With proposed mitigation, significant residual effects on eight business receptors are assessed, ranging from Moderate to Very Large and Very Large (beneficial). Demolition of seven buildings/structures, (one of which is a residential property associated to the business), is required affecting four</p>	✓(X)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
	<p>Policy 54: Health and Safety Consultation Zones</p> <p>Policy 60: Transport Standards and Accessibility Requirements</p> <p>SG Open Space Provision for New Developments (PKC 2021a)</p> <p>Green and Blue Infrastructure (PKC 2020c)</p>	<p>NPF4 Policy 26 (Business and industry) seeks to encourage, encourage promote and facilitate business and industry uses and to enable alternative ways of working such as home working, live work units and micro-businesses.</p> <p>NPF4 Policy 27 (City, town, local and commercial centres) seeks to encourage, promote and facilitate development in city and town centres.</p> <p>NPF4 Policy 29 (Rural development) seeks to encourage rural economic activity, innovation and diversification whilst ensuring that the distinctive character of the rural area and the service function of small towns, natural assets and cultural heritage are safeguarded and enhanced.</p> <p>NPF 4 Policy 30 (Tourism) seeks to encourage, promote and facilitate sustainable tourism development which benefits local people, is consistent with net zero and nature commitments and inspires people to visit Scotland.</p> <p>PKC LDP2 Policy 7 (Employment and Mixed Use Areas) details the policy requirements for development of business and industrial, and mixed-use areas.</p> <p>PKC LDP2 Policy 8 (Rural Business and Diversification) supports the expansion of existing businesses and the creation of new ones in rural areas.</p> <p>PKC LDP2 Policy 9 (Caravan Sites, Chalets and Timeshare Developments) – Policy 9A (Existing Caravan Sites) encourages the retention and improvement of existing caravan and camping sites for holiday-related uses.</p> <p>PKC LDP2 Policy 10 (City, Town and Neighbourhood Centres) outlines the land use types that are encouraged within areas identified as City, Town and Neighbourhood Centres in the LDP.</p>	<p>businesses. Access during operation to businesses located in or near to Byres of Murthly, Ringwood, Birnam, Little Dunkeld, Dunkeld and Inver is assessed to be Moderate (beneficial).</p> <p>Agricultural Land Holdings With proposed mitigation, significant residual effects on seven agricultural land holding receptors are assessed, ranging from Moderate to Very Large.</p> <p>Summary Significant residual effects have been identified on private property and housing receptors, community land and assets, development land, businesses, and agricultural holdings. Significant residual effects (beneficial) have also been identified. Indirect socio-economic impacts during operation for Birnam, Dunkeld, Inver and the surrounding area are expected to be beneficial overall, due to the benefits associated with the A9 Dualling programme.</p> <p>Whilst there are considered to be some discrete areas of non-compliance with policy, overall, the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives to reduce effects on land use resources.</p>	

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p>PKC LDP2 Policy 14 (Open Space Retention and Provision) provides the LDP policy framework for development in respect of open space.</p> <p>PKC LDP Policy 15 (Public Access) provides protection for public access routes.</p> <p>PKC LDP2 Policy 16 (Social, Cultural and Community Facilities) requires that development involving the loss or change of use of land or building presently used or last used for community purposes will only be permitted if certain criteria are met.</p> <p>PKC LDP2 Policy 17 (Residential Areas) seeks to protect and, where possible, improve existing residential amenity within areas of residential and compatible uses identified in the LDP.</p> <p>PKC LDP2 Policy 40 (Forestry, Woodland and Trees) provides support for the protection and enhancement of existing woodland and new woodland and tree planting in accordance with the Perth and Kinross Forest and Woodland Strategy. The Council will follow the principles of the Scottish Government Policy on Control of Woodland Removal.</p> <p>PKC LDP2 Policy 42 (Green Infrastructure) requires that all new development contributes to green infrastructure.</p> <p>PKC LDP2 Policy 50 (Prime Agricultural Land) requires that outside the identified settlements, development on prime agricultural land will not be permitted, unless it is necessary to meet a specific established need, such as a major infrastructure proposal and only when there is no other suitable site available on non-prime land.</p> <p>PKC LDP2 Policy 51 (Soils) seeks to protect soils from damage such as erosion or compaction. The Council is also committed to ensuring that development avoids</p>		

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p>disturbance to, and the loss of, carbon rich soils, including peatland, which are of value as carbon stores.</p> <p>PKC LDP2 Policy 54 (Health and Safety Consultation Zones) provides the Council’s procedures in relation to the Pipeline Consultation Zones identified in the LDP.</p> <p>PKC LDP2 Policy 60 (Transport Standards and Accessibility Requirements): Policy 60A (Existing Infrastructure) encourages the retention and improvement of existing transport infrastructure provided the improvements are compatible with adjoining land uses.</p>		

Table A3.1-10: Assessment of Policy Compliance for Chapter 17 (Population - Accessibility)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>NPF4</p> <p>Policy 13: Sustainable transport</p> <p>Policy 14: Design, quality and place</p> <p>Policy 15: Local living and 20 minute neighbourhoods</p> <p>Policy 20: Blue and green infrastructure</p> <p>Policy 21: Play, recreation and sport</p> <p>Policy 23: Health and safety</p> <p>Policy 30: Tourism</p> <p>Roads for All: Good Practice Guide for Roads (Transport Scotland 2013)</p>	<p>PKC LDP2 (2019)</p> <p>Policy 1: Placemaking</p> <p>Policy 15: Public Access</p> <p>SG</p> <p>Landscape Supplementary Guidance (PKC 2020d)</p> <p>Placemaking Supplementary Guidance (PKC 2020e)</p>	<p>NPF4 Policy 13 (Sustainable transport) seeks to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for every day travel and reduce the need to travel unsustainably.</p> <p>NPF4 Policy 14 (Design, quality and place) seeks to encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle.</p> <p>NPF4 Policy 15 (Local living and 20 minute neighbourhoods) seeks to encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.</p> <p>NPF4 Policy 20 (Blue and green infrastructure) seeks to enhance blue and green infrastructure and their networks.</p> <p>NPF4 Policy 21 (Play, recreation and sport) seeks to encourage, promote and facilitate spaces and opportunities for play, recreation and sport.</p> <p>NPF4 Policy 23 (Health and Safety) seeks to protect people and places from environmental harm, mitigate risks arising from safety hazards and encourage, promote and facilitate development that improves health and wellbeing.</p> <p>NPF4 Policy 30 (Tourism) seeks to encourage, promote and facilitate sustainable tourism development which benefits local people, is consistent with net zero and nature commitments, and inspires people to visit Scotland.</p>	<p>Chapter 17 (Population – Accessibility) assesses the impact of the proposed scheme on walkers, wheelers, cyclists, and horse-riders (referred to as WCH).</p> <p>Construction</p> <p>During construction, there will be significant adverse impacts (Moderate to Substantial) for WCH using paths 19, 24, 25, 26a and 36 as a result of a decrease in amenity value for those paths. In addition, for WCH using paths 7, 7a, 22/NCR77, 23, 33, 35, 39, 48/NCR77 and NCR77 (south) (including crossing points CP01 and CP02) significant adverse effects (Moderate to Substantial) are also expected due to the resulting diversion lengths, as well as anticipated reductions of amenity value during construction. Consequently, for WCH accessing three outdoor areas (Birnam Hill, River Tay and River Braan), there are temporary but significant (Moderate to Substantial) residual effects during construction. This is due to significant effects for the paths (23, 33, 35 and 39) being used to access these outdoor areas. No significant residual adverse effects on public transport are anticipated during construction.</p> <p>Operation</p> <p>During operation, there will be Moderate significance adverse impacts for WCH using paths 7a, 19, 22/NCR77 and 47 due to decreased amenity value associated with the proposed scheme and the limited opportunity for mitigation. Moderate significant residual effects are also predicted for WCH using Path 48/NCR77 due to an increase in path length associated with the wider extents of the proposed scheme and for WCH using Path 33 due to a combination of a decrease in amenity value and changes to journey lengths. There will be Large significant adverse effects for WCH using paths 23 and 35 due to an increase in journey length arising from realigned crossing points associated with the proposed scheme. Moderate significance adverse impacts will remain for WCH accessing paths near Ring Wood and the River Braan. This is due to significant residual effects to paths 19, 33 and 35 that are used to access these outdoor areas. No significant residual effects on public transport are anticipated during operation. Slight (beneficial) residual effects on bus services are anticipated due to a decrease in traffic congestion and thereby leading to fewer delays and improved journey times on the A9.</p> <p>Summary</p>	<p>✓(X)</p>

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p>PKC LDP2 Policy 1 (Placemaking) requires development to contribute positively to the quality of the surrounding built and natural environment meet defined placemaking criteria.</p> <p>PKC LD2 Policy 15 (Public Access) states: <i>‘Development proposals that would have an adverse impact upon the integrity of any (proposed) core path, disused railway line, asserted right of way or other well-used route and connectivity proposals identified in the Regional Transport Strategy and Delivery Plan will not be permitted. Development proposals that would affect unreasonably public access rights to these features will not be permitted unless these adverse impacts are adequately addressed in the plans and suitable alternative provision is made.’</i></p>	<p>The proposed scheme design provides safer access across the A9 for WCH. With the proposed scheme in place, significant adverse impacts have been largely avoided in key areas as a result of the provision of underpasses and maintaining existing WCH routes.</p> <p>There are some residual significant effects during construction on WCH routes and WCH accessing outdoor areas due to diversion lengths and anticipated reductions in amenity value.</p> <p>During operation there will be some significant residual adverse effects on WCH routes and WCH accessing outdoor areas. Slight (beneficial) residual effects on bus services are anticipated due to a decrease in traffic congestion and thereby leading to fewer delays and improved journey times on the A9.</p> <p>Overall, the design and assessment of the proposed scheme has had regard to, and is, on balance, compliant with policy objectives to reduce effects on accessibility.</p>	

Table A3.1-11: Assessment of Policy Compliance for Chapter 18 (Human Health)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>NPF4</p> <p>Policy 14: Design, quality and place</p> <p>Policy 15: Local living and 20 minute neighbourhoods</p> <p>Policy 23: Health and safety</p> <p>Policy 27: City, town, local and commercial centres</p> <p>Policy 30: Tourism</p> <p>Public Health Priorities for Scotland (Scottish Government, 2018b)</p> <p>Mental Health Strategy 2017-2027 (Scottish Government 2017)</p> <p>Mental Health and Wellbeing Strategy (Scottish Government 2023b)</p>	<p>PKC LDP2 (2019)</p> <p>Policy 52: New Development and Flooding</p> <p>Policy 54: Health and Safety Consultation Zones</p> <p>Policy 56: Noise Pollution</p> <p>Policy 57: Air Quality</p> <p>Policy 58: Contaminated and Unstable Land</p> <p>Action Plan Mental Health and Wellbeing Action Plan (PKC 2018)</p>	<p>NPF4 Policy 14 (Design, quality and place) seeks to encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle.</p> <p>NPF4 Policy 15 (Local living and 20 minute neighbourhoods) seeks to encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.</p> <p>NPF4 Policy 23 (Health and Safety) seeks to protect people and places from environmental harm, mitigate risks arising from safety hazards and encourage, promote and facilitate development that improves health and wellbeing.</p> <p>NPF4 Policy 27 (City, town, local and commercial centres) seeks to encourage, promote and facilitate development in city and town centres.</p> <p>NPF4 Policy 30 (Tourism) seeks to encourage, promote and facilitate sustainable tourism development which benefits local people, is consistent with net zero and nature commitments, and inspires people to visit Scotland.</p> <p>PKC LDP2 Policy 52 (New Development and Flooding) seeks to support the delivery of the actions and objectives to avoid an overall increase, reduce overall, and manage flood risk as set out within the relevant SEPA Flood Risk Management Strategies and the Local Flood Risk Management Plans.</p> <p>PKC LDP2 Policy 54 (Health and Safety Consultation Zones) provides the Council's procedures in relation to the Pipeline Consultation Zones identified in the LDP.</p>	<p>Chapter 18 (Human Health) considers the potential impacts of the proposed scheme on health determinants, which are the range of personal, social, economic and environmental factors that determine the health status of individuals or populations. The assessment focuses on effects on population health which is defined as the health outcomes of a population, including the distribution of such outcomes within the population rather than the health of individuals.</p> <p>Construction</p> <p>Chapter 18 (Human Health) assesses that during construction there is a likelihood of negative effects of Moderate significance on health and wellbeing of vulnerable groups related to construction noise (Health Determinant 7 (HD7) – noise and the ambient noise environment). Additionally, during construction there is a likelihood of negative effects of Moderate significance on health and wellbeing of vulnerable groups related to safety risks (HD9 – safety associated with the affected road network). However, these effects would be short-term and reversible on completion of the works.</p> <p>Operation</p> <p>Chapter 18 (Human Health) assesses that during operation, there is a likelihood of positive effects of Moderate significance on health and wellbeing of vulnerable groups in relation to healthcare facilities (HD3 – healthcare facilities) and in transport-related health determinants (HD5 – spatial characteristics of the transport network and usage; and HD9 – safety associated with the affected road network). There is a likelihood of positive effects of Moderate significance on health and wellbeing for the general population related to transport (HD9 – safety associated with the road network).</p> <p>It is expected that the health and wellbeing of vulnerable groups would particularly benefit from the improvements to the road design, such as through improved access to healthcare services, improved road safety and improvements in local connectivity for walkers and wheelers.</p> <p>Summary</p> <p>While there would be significant negative effects on health during the construction stage in the short term for those most affected by noise and disruption, during operation, the significant effects are expected to be positive, relating to improved safety and accessibility.</p>	✓

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
		<p>PKC LDP2 Policy 56 (Noise Pollution) states: <i>‘There will be a presumption against the siting of development proposals which will generate high levels of noise in the locality of existing or proposed noise sensitive land uses and similarly against the locating of noise sensitive uses near to sources of noise generation. In exceptional circumstances, where it is not feasible or is undesirable to separate noisy land uses from noise sensitive uses, or to mitigate the adverse effects of the noise through the negotiation of design solutions, the Council may use conditions attached to the granting of planning consent, or if necessary planning agreements, in order to control noise levels. A Noise Impact Assessment will be required for those development proposals where it is anticipated that a noise problem is likely to occur.’</i></p> <p>PKC LDP2 Policy 57 (Air Quality) seeks to prevent the creation of new pollution hotspots, and to prevent introduction of new human exposure where there could be existing poor air quality.</p> <p>PKC LDP2 Policy 58A (Contaminated Land) seeks to prevent the creation of new contamination.</p>	<p>Overall, the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives to minimise effects on human health.</p>	

Table A3.1-12: Assessment of Policy Compliance for Chapter 19 (Road Drainage and the Water Environment)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>NPF4</p> <p>Policy 20: Blue and green infrastructure</p> <p>Policy 22: Flood risk and water management</p> <p>Flood Risk: planning advice (Scottish Government 2015b)</p>	<p>PKC LDP2 (2019)</p> <p>Policy 52: New Development and Flooding</p> <p>Policy 53: Water Environment and Drainage</p> <p>SG</p> <p>Flood Risk and Flood Risk Assessments Supplementary Guidance (PKC 2021)</p>	<p>NPF4 Policy 20 (Blue and green infrastructure) seeks to protect blue and green infrastructure and their networks.</p> <p>NPF4 Policy 22 (Flood risk and water management) seeks to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding.</p> <p>PKC LDP2 Policy 52 (New Development and Flooding) seeks to avoid an overall increase, reduce overall, and manage flood risk.</p> <p>PKC LDP2 Policy 53 (Water Environment and Drainage) contains policies relating to protection of the water environment; foul drainage; surface water drainage; reinstatement of natural watercourses; and water supply.</p>	<p>Chapter 19 (Road Drainage and the Water Environment) assesses the impacts of the proposed scheme on the water environment, specifically considering the aspects of flood risk, hydromorphology, surface water quality and surface water supply.</p> <p>The proposed scheme is located within the River Tay catchment which is the largest watercourse within the study area. The River Braan is also within the study area and forms part of the River Tay Special Area of Conservation (SAC).</p> <p>Construction</p> <p>With the implementation of mitigation measures during construction, residual impacts on all receptors will be reduced to either Neutral or Slight adverse significance.</p> <p>Operation</p> <p>During the operational phase, mitigation measures include Sustainable Drainage Systems (SuDS), compensatory flood storage, scour protection, and erosion monitoring to protect affected watercourses.</p> <p>With the implementation of proposed mitigation, residual impacts during operation would be Neutral or Slight significance. The exception to this relates to significant effects on hydromorphology on two watercourses. Compensation measures of de-culverting and offsite restoration is proposed to offset these impacts.</p> <p>Summary</p> <p>Overall, the design and assessment of the proposed scheme has had regard to, and is compliant with, policy objectives relating to flood risk and water management.</p>	✓

Table A3.1-13: Assessment of Policy Compliance for Chapter 20 (Climate)

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
<p>NPF4</p> <p>Policy 1: Tackling the climate and nature crises</p> <p>Policy 2: Climate mitigation and adaptation</p> <p>Climate Change Plan: third report on proposals and policies 2018-2032 (Scottish Government 2018)</p> <p>Update to the Climate Change Plan 2018 – 2023: Securing a Green Recovery on a Path to Net Zero (Scottish Government 2020b)</p> <p>The Environment Strategy for Scotland: Vision and Outcomes (Scottish Government 2020a)</p> <p>Climate Ready Scotland: Second Scottish Climate Change Adaptation Programme 2019-2024 (Scottish Government 2019)</p> <p>Scottish National Adaptation Plan 2024-2029 (Scottish Government 2024a)</p> <p>Transport Scotland's Approach to Climate Change Adaptation & Resilience (Transport Scotland 2023)</p>	<p>PKC LDP2 (2019)</p> <p>Policy 1: Placemaking</p>	<p>NPF4 Policy 1 (Tackling the climate and nature crises) states: <i>'When considering all development proposals significant weight will be given to the global climate and nature crises.'</i></p> <p>NPF4 Policy 2 (Climate mitigation and adaption) states:</p> <ul style="list-style-type: none"> ▪ <i>'Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible.'</i> ▪ <i>'Development proposals will be sited and designed to adapt to current and future risks from climate change.'</i> ▪ <i>'Development proposals to retrofit measures to existing developments that reduce emissions or support adaptation to climate change will be supported.'</i> <p>PKC LDP2 Policy 1 (Placemaking); Policy 1A includes the following: <i>'...All development should be planned and designed with reference to climate change, mitigation and adaption...'</i></p>	<p>Chapter 20 (Climate) considers the effects of the proposed scheme on climate, resulting from estimated changes in emissions from greenhouse gases (GHGs), as well as the potential impacts of future climate change on the proposed scheme.</p> <p>The proposed scheme is expected to result in an increase to GHG emissions both during its construction and operation phases because of the required consumption of materials, fuel and energy, as well as the disturbance or removal of carbon stores such as soil and vegetation.</p> <p>The significance of the proposed scheme's potential effects on climate was assessed using professional judgement and based on the perceived likelihood of the scheme affecting either the UK or the Scottish Government's ability to meet their respective carbon emissions reduction targets. Based on a comparison of the estimated change in GHG emission as a result of the proposed scheme with the relevant UK carbon budgets and Scottish carbon reduction targets, the scheme's effect on climate is assessed to be not significant. Despite this conclusion, however, a number of measures are proposed in order to further mitigate the increase in GHG emissions as a result of the proposed scheme going forward.</p> <p>The scheme will potentially be affected by climate change related impacts during both its construction and operation (e.g. as a result of increased rainfall during winter and more intense rainfall events). Mitigation measures embedded within the scheme design, as well as the application of standard good practice mitigation measures during construction and maintenance operations, are considered likely to reduce the risk of disruption during the construction phase, as well as climate related impacts on the scheme during its operation. With these mitigation measures in place, the effects of these impacts on climate are assessed as not significant.</p> <p>Summary</p> <p>Overall, the design and assessment of the proposed scheme has had regard to policy objectives to reduce climate change effects. Although increases in GHG emissions have been identified during both construction and operation, these emissions are unlikely to have a material impact on the ability of the UK or Scottish Government to meet respective climate change targets. The proposed scheme will therefore not result in non-compliance with national policy.</p>	✓

National Policy/Guidance	LDP Policy/ Supplementary Guidance (SG)	Summary of Policy Objectives	Policy Assessment Summary	Compliance
			Furthermore, by including mitigation measures to reduce GHG emissions associated with the construction and operation of the proposed scheme and to reduce the proposed scheme’s vulnerability to potential future changes in climate, the proposed scheme is considered to comply with policy aimed at minimising GHG emissions associated with new development and improving the resilience of infrastructure to climate change.	

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