

Appendix A: Public Consultation Report



Perth West Masterplan Framework Masterplanning Design Charrette Consultation Report

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Executive Summary

A planning and design charrette was undertaken for the Perth West Site located to the West of the City of Perth addressing a potential area for urban expansion included within the settlement boundary through the Local Development Plan process.

The Charrette/Design Workshops were funded by Scottish Government and Perth and Kinross Council (P&K) with support from the key landowners.

The charrette was advanced as a two stage process and was held on Monday 30th and Tuesday 31st March at the Huntingtower Hotel in Perth. A second stage reporting charrette was held at the same venue on Tuesday April 28th. This Consultation Report summarises the areas of exploration and key findings from the charrette.

Key activities, issues and areas of discussion included:

- Site visit to review site assets and landscape and urban character
- Exploration of place-making and local / national /international urban design exemplars
- Identification of key site and design challenges
 - Protection of woodland framework and development of a Green Network
 - Understanding of the Battle of Tibbermore and contextual setting
 - Integration of neighbourhoods and developing strong links and connectivity
 - Development of a strong and viable new neighbourhood structure
- Development of a masterplan framework supporting sustainable place-making

The events were attended by the major landowners in the area, local residents, statutory bodies Scottish Environment Protection Agency (SEPA), Scottish National Heritage (SNH), Historic Scotland (HS), Scottish Water (SW), and Transport Scotland (TS). Other interested stakeholders attended including the Montrose Society, Perth and Kinross Heritage Trust, and local community council representatives.

The Perth and Kinross Charrette was opened by the Leader of the Council with elected members and officers of Perth and Kinross Council attending all major sessions and contributing to the facilitation of the event. There were approximately 120 attendees (including project team members and officers) throughout the two days of the first event including the evening drop in sessions, with approximately 35 attending the second event.



Site offers fantastic views and points of reference reflecting the location, heritage and landscape.



Woodland planting represents an enormous asset to integrate development with landscape character.



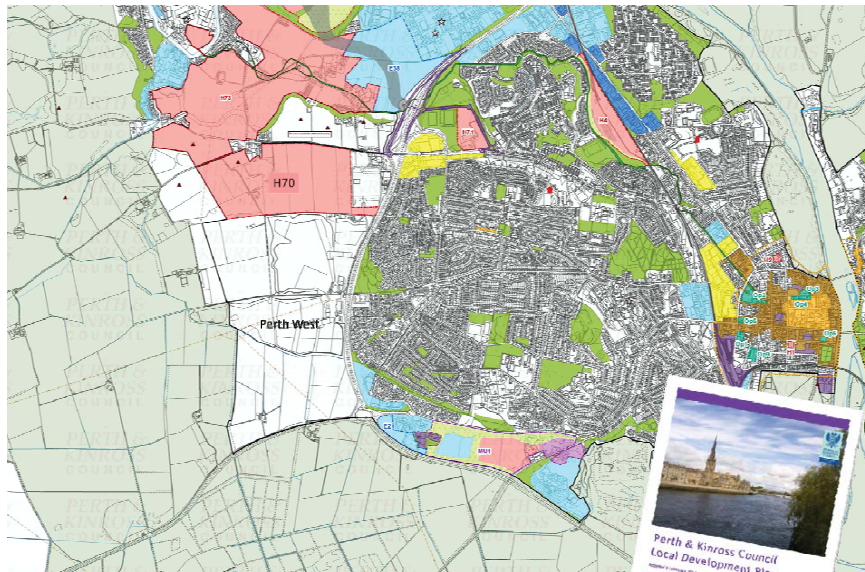
Core paths and recreational access offers opportunities and needs to be maintained.

1. Introduction and Background

The Perth West Masterplan Framework includes an area of land of approximately 285 ha located to the west of Perth City. This mainly agricultural area has been identified within the Perth and Kinross Local Development Plan (LDP) as a combination of area H70, greenbelt land, and 'white area', which is included within the settlement boundary to preserve its development potential. The Council commissioned Ironside Farrar Ltd (IF) to facilitate the interactive design workshops, or charrette, as a means of informing the preparation of the Perth West Masterplan Framework.

Two different charrette/design workshop events were held at the Huntingtower Hotel in Perth. The first event was held on March 30th and 31st 2015, with the second held on April 28th 2015.

This consultation report outlines the charrette process and outputs, including all the consultation responses. It provides an overview of the preparation process (publicity etc.), the pre-charrette consultations and a day-by-day record of the charrette proceedings and discussions. The concluding section outlines the key points arising from the charrette and around which a general consensus was formed.



Perth & Kinross Council
29 March at 18:10

Perth and Kinross residents are invited to take part in design workshops tomorrow (Monday) and Tuesday to help shape a masterplan framework to take forward the western expansion of Perth.

The Perth West Charrette will be held on Monday 30th March at the Huntingtower Hotel, Perth. Design workshops will be held between 10.30 am and 5.00 pm on each of the days, with drop-in exhibitions open from 6.30 pm - 7.30 pm each evening.

Design workshops for Perth West expansion - Perth & Kinross Council

Perth and Kinross residents are invited to take part in design workshops tomorrow (Monday) and Tuesday to help shape a masterplan framework to take forward the western expansion of Perth.

Perth & Kinross Council @PerthandKinross · Mar 29

30 & 31 March Perth West charrette
10.30am-5pm workshops & 6.30-7.30pm drop-in exhibit both days @ Huntingtower Hotel
ow.ly/KTjHk

2. Event Publicity

Charrette Stakeholder Invitations

Invitation letters and an accompanying site boundary plan were sent to elected members, stakeholders providing advance notice of the event and inviting all known interested parties with an opportunity to participate and engage on the future design of Perth West.

Local Resident Household Flyer

A notice and invitation to attend was circulated to all households / local residents within a 130 m radius of the site and directly affected by the proposed A9 interchange. This letter advised people on the time, date and venue of the charrette, and the appropriate contact information for people organising the events at P&K Council, and Ironside Farrar. A newsletter prepared by the project team which outlined the role of a charrette, was included within the mail out notification letters. Appendix A outlines the newsletter and mail out letter.

Bus Shelter Advertising

Perth and Kinross Council mounted a number of posters at bus shelters, and sent out letters and emails advertising the charrette in and around the area aiming to raise interest for the events within local communities.

Local Press / Website Advertising

Press articles for the event were placed in the Perthshire Advertiser on March 27th, and in the Perthshire Courier on March 31st.

A news feed for the first charrette was posted on the P&K website entitled “Design workshops for Perth West Expansion”, and for the second event entitled “Stage 2 Design workshops for Perth West expansion”.



3. Pre Charrette Consultation

1 Meeting with Perth and Kinross Elected Members and Council Officers

The Design Team arranged a pre-charrette briefing with a number of elected members in order to build a more accurate picture of both the known technical issues within the study area and the range of past, current and planned Council interventions and wider strategies. This was held in the Atrium on 27th February 2015 and was attended by six elected members, two P&K officers and members of the project team.

The main points raised by members included;

- A desire for the development not to become a satellite community, disconnected from the rest of Perth City.
- Provide local high quality jobs to support the residential component.
- Create a locally based economy.
- Concerns about how transportation issues will be resolved.
- Importance of the charrette for achieving community support for the proposal.
- Integration of various land uses is important, including voluntary and health sectors.
- Importance of a flexible framework that can change with market conditions during the roll out of development in the long term.
- Discussion on the provision of primary and secondary schools.
- Importance of integrating the Core Paths, and enhancing pedestrian and bicycle connectivity.

Perth and Kinross officers identified that:

- The reason for the change in the plan boundary was as a result of the non participating land owner.
- The 'Sainsbury's site' may be included as part of the charrette in terms of access linkages through and wider context and relationship with.

2 Meeting with Perth and Kinross Council Officers

Ongoing discussions were held between P&K and the project team throughout the duration of the project. There were a number of steering group meetings held which included land owners, project team members, and P&K officers. An officer's engagement session was held on February 27 2015 which included project team members and council officers. This focused on four different working groups which included;

- Infrastructure
- Greenspace and Community
- Education
- Flooding, SUDs, Environmental Health
- Other Infrastructure, Housing, and Development

A meeting with officers and a separate meeting with elected members took place on April 28th prior to the public exhibition at the second charrette event. More information on these meetings can be found within section 4 of this report.

3 Pre Charrette Awareness Meeting

A meeting was held on March 19th 2015 between project team members and Council officers. The discussion focused on the charrette programme and the roles and responsibilities of officers and project team members during the various charrette events. Information with respect to attendees was shared between the group.

4 Meeting with Historic Scotland

The project team and steering group members met with the Montrose Society, P&K Heritage Trust, and Historic Scotland on April 17th to discuss opportunities for incorporating battlefield and cultural elements into the future Perth West site. It was agreed that a conservation management plan would be completed going forward to identify historic sensitive areas, with the terms of reference for this report to be provided by P&K Heritage Trust. The strengthening of the Old Gallows Road within the plan area was seen as a positive contribution to the cultural preservation and enhancement of the site, which would be incorporated with a strong linked trails and open space network.

5. Secondary Schools Workshop

IF prepared a school charrette informative letter for Perth Academy and High Schools, which was provided to P&K Community Learning and Development (CLD). P&K forwarded this invite to the schools, and as a result of this the school charrette was held from 12.00-15.30 on 23rd April 2015 at Perth Academy. 18 pupils (S1 to S3) from both Schools took part in the half-day workshop exploring the issues relating to the future development of the plan area.

The purpose of the event was to engage with local young people by discussing the history of the site; explaining the background of the proposed masterplan framework; and gathering feedback, ideas, and concerns raised by attendees.

The workshop commenced with a general introduction and analysis of the Perth West site. Each pupil then completed a questionnaire and provided information about their local community, and highlighted the location of their home on an aerial photograph. After lunch the design workshop enabled pupils to draw up what they felt was the best design solution for Perth West, incorporating the information from the previous presentations and discussions. Each pupil then presented their findings to the wider group and a broad analysis was provided by the project team on each design option. The findings from the workshop were considered and incorporated into the design concept for the main charrette on April 28th.

Information and output from the secondary schools workshop is recorded in Appendix B.

6. Telephone and Face to Face Interviews

Strutt & Parker LLP

Conversation with John Wright, Planning & Development Surveyor, Strutt & Parker LLP, 5 St John Street, Perth PH1 5SP

Topic: Perth West Masterplan Framework and Charrette Programme

Date: 17 March 2015 @ 11.15am

- J Wright advised that he will be on leave from the end of this week, so time somewhat constrained for a telephone consultation. He will be in Edinburgh on Thursday 02 April, so may be able to call into Ironside Farrar's offices at 111 McDonald Road for a face-to-face consultation. If this does not occur, he will be available for a consultation on 07 Tuesday or 08 Wednesday April in his office in Perth.
- S&P represent A Ritchie & Son and M & MS Bullough, the land owners of the land located to the south of the A85 east (Bullough) and west (Ritchie) of small collection of properties known as Huntingtower.

- J Wright forwarded to IFL by email a copy of the Harrison Stevens Concept Masterplan for site H70. This provides a development framework including:
 - Site Subdivision
 - Existing and proposed woodland, structure planting
 - Road layout and access points to A85 and Tibbermore Road
 - Proposed residential areas
 - Location for business/primary school
 - Hierarchy of roads and pedestrian / cycle routes
 - Neighbourhood gardens and courtyards
 - Potential road linkages to allocated housing site to the south
- S&P propose to commence the development programme for the H70 site.
 - An EIA screening report is in preparation
 - This will lead to a Planning Permission in Principle application timetable not available
 - TIA will be undertaken by Liz Hunter at WYG.
- J Wright to remain the main point of contact.
- The main issue of concern is the requirement for the inclusion of H70 Concept Masterplan in the Charrette process

Mark Richardson - Lamberkine Trust / Stewart McPhail – Muir Developments

A meeting was held at IF offices on January 30th. IF provided a summary of the two day charrette event and documented information received. This included the following;

- Detailed review of previous studies advanced by landowner interests including submissions to the LDP process; review of deliverability issues and considerations around phasing; review junction strategies and access consultation with Transport Scotland; emerging ideas and thinking.

John Wright - Strutt & Parker LLP

A meeting was held at IF offices on April 2nd at 12.00 with John Wright. IF provided a summary of the two day charrette event, and documented information received from John Wright. This included the following;

- Issues with the A85 junction due to objections from McDiarmid Park on the compulsory purchase of land for the junction improvements.
- Challenges with extending services to the A9 interchange for a potential phase 1 in Perth West.
- Previously investigated a potential pedestrian link from the back of Dobbie's eastwards across the A9. There are constraints associated with the landing of a potential bridge structure.
- Many infrastructure constraints, perhaps an outer ring road could be a better long term option.
- There may be an issue with a 5 year land supply in Perth going forward.
- Considering a Planning in Permission Application later this year.
- There were some background discussions on potential interests in the old "Sainsbury's site".
- Not a lot of technical studies have been completed for the H70 site.
- There may be potential for park and ride facilities to be located along the A85.
- The quarry may form park of the green space network.

Ludovic Pittie - Mouchel Limited

IF contacted Ludovic Pittie of Mouchel Limited (who are the consultants working on the Perth City Investment Plan) and left a voicemail on April 2nd at 10.00am, which was subsequently followed up with an email detailing the following information from the charrette;

- The Old Gallows Road and Bridge, and potentially a connection across the N-S A9 to join up with Lamberkine Drive. These would form linkages to Perth City through strong cycle and pedestrian connections.
- There were discussions in relation to the allocation of the 25 ha of employment land which included a potential area of land adjacent to the north/south A9 and Broxden Roundabout, which would be joined up to the Broxden Business Park by a connection across the A9.
- Employment land could also potentially be located adjacent to the A9 interchange in the south, and the Dobbie's Garden site to the north.
- There would also be a number of smaller employment/home based activities located within the plan area.
- A focus on creating a strong streetscape along the A85 with building frontages to create more of a street feel, rather than just a road connection.
- The two schools allocated for the site would be located around local centres, with one to the north and one to the south of the site.
- IF advised that P&K would be scheduling a meeting with him prior to the second charrette on April 28th.

IF spoke with Ludovic Pittie by phone on April 14th at 15.00 and discussed the following;

- The connection from Perth West to the Broxden Business Park area would most likely be an underpass as opposed to a pedestrian bridge connection as this is the location of the proposed phase 1 of development.
- The strategic vehicular access points are the A9 interchange, the proposed Broxden underpass, and appropriate locations identified along the A85.
- The main cycle and pedestrian routes will be via the Burghmuir Bridge and the future underpass.
- The overall public transport strategy has not been identified in detail but will be addressed going forward.

The development will seek to become an integrated settlement with the rest of Perth City, and avoid becoming a dormitory type development.

	Day 1 Monday	Day 2 Tuesday
10:00	Briefing All facilitators/ group leaders meet to coordinate information/briefing	Briefing All facilitators/ group leaders meet to coordinate information/briefing
10:30	Charrette- What's it all about? Welcome / Introductions What we want to achieve through design engagement Place-making that supports sustainable planning Local Development Plan and Context Q&A	What did we Learn / Share on Day 1? Developing a Place-Making Framework Structure shaped by place, people and connections What wider considerations should apply?
11:00	Designing Places Successful places Shaping a vision	Design Workshop (4 Groups) Developing the Initial Framework <ul style="list-style-type: none"> Place / Local nodes / Schools/ Community Facilities Residential streets/affordable homes/neighbourhoods/co-homes exploration/describes Movement & Connectivity / Transportation/ Infrastructure Landscape/cultural heritage/streetscape/green network/settlement edge
11:30	Site Visit Understanding the site and site context Scale Landscape Adjacent Areas Character Key points and locations within the site	Idea Exchange - 5 Min Summary from each Group Group Switch - Alternative View Options <ul style="list-style-type: none"> Place / Local nodes / Schools/ Community Facilities Residential streets/affordable homes/neighbourhoods/co-homes exploration/describes Movement & Connectivity / Transportation/ Infrastructure Landscape/cultural heritage/streetscape/green network/settlement edge
12:00		
12:30		
13:00	Lunch Networking & Discussion	Lunch Networking & Discussion
13:30		
14:00	Exploring Place Responding to the brief Site Assets Perth's Character Design Sustainable Place Site constraints LDP requirements	Qualities of Place Landscape & Views Landform & Visual Containment Heritage Makings Features / Journeys Character Areas Craft/Form of Landscape Green Connections
14:30		Design Layouts Supporting Characterisation & Local Distinctiveness Building a Place that is Perth Local Centres as key Nodes / Street / Spaces Character Setting through Architecture Character Setting through Public Realm Character Setting through Landscape
15:00		
15:30	Tea / Coffee Networking & Discussion	Tea / Coffee Networking & Discussion
16:00	2 Groups Focus Workshops (High Level Land Use) Designing Places - Creating a Framework Hierarchy of spaces / places - fit within landscape Local Centres / Nodes / Greenways	Dragon's Den Exploring & Testing our thoughts / ideas Options for the area Dragon's Den panel session Discuss and refine workshop outcomes
16:30	Sharing Learning What are the important issues? Where are the 'Pain' challenges	
17:00	Summing Up	Summing Up Next Steps / Thank You
17:30		
18:00		
18:30	Meet the Design Team Visit the exhibition / Drop-in Advice of your thoughts / issues / concerns Meet the Team	Explore Emerging Ideas Visit the exhibition / Drop-in Complete Interactive Boards / Make Comment Meet Team
19:00		

Programme for First Charrette. 30th-31st March.

4. Event Programme and Schedule

The charrette programme and format was designed to be as inclusive as possible, considering time commitments and accessibility. The first event was held at the Huntingtower Hotel on March 30th and 31st 2015, with the second event held at the same venue on April 28th 2015.

A flexible workshop layout was set up consisting of;

- A central bank of tables for presentation and debate at the top end of the room.
- One or two rows of chairs around the central table depending on participant numbers.
- The “market” layout for the design workshops on day two comprised of tables located along both sides of the room, with a central area of chairs for the presentation component.
- A large exhibition was arranged at the bottom end of the room which enabled people to drop in and view the exhibition boards, leave written comments, and/or listen in or contribute to the debate.

The exhibition boards were designed to inform, question, and stimulate feedback in relation to the proposed development of the Perth West site. The programmes (overleaf) were posted on the council website news section, and were provided to local residents and stakeholders to allow potential participants to select the time and discussion topic(s) most relevant or interesting to them. The programmes were flexible to accommodate changes in participant numbers and topics discussed. It also enabled people to attend evening drop in sessions.

The first charrette event gathered concerns, comments, and ideas from attendees. These were then considered and incorporated into the concept masterplan framework. The second charrette provided attendees another opportunity to view, discuss, and refine the proposed concept plan created as a result of the first charrette and school workshop event.

Part 1 (10:30-15:00)

10:00	11:00	12:00	12:30	13:00	13:30	14:30
Planning and Design Review (Perth and Kinross Officers & Key Stakeholders) 1000 to 1300				Planning and Design Review (P&K Elected Members) 1300 – 1430		
<p>30 minutes presentation followed by engagement session. Summary of findings from Charrette #1 (March 30th and 31st)</p> <ul style="list-style-type: none"> • Discussion on the land use framework developed during day 1 • Discussion on the two concepts created during day 2, and feedback received from the Dragon's Den panel. <p>How comments raised from charrette events are incorporated into the draft concept plan, and how this will evolve into the Masterplan Framework report.</p> <p>Slides include: Analysis, Concept, Draft Masterplan, Key Issues, Phasing, Densities and Urban Hierarchy, Local Centres/ Place/ Streets, Key Questions</p>				<p>30 minute presentation followed by engagement session</p> <ul style="list-style-type: none"> • Identify how issues raised at the previous meeting, and at the first charrette are incorporated into the concept plan. • Discussion on how the plan evolved from the land use framework, and concept plans developed at the end of day 2 of the first charrette. <p>Amend Slides to reflect Officer and Member comment</p>		
15:00	16:00	17:00	18:00	19:00	2000 finish	

Part 2 (15:00-19:30)

Planning and Design Review Break Meet the Designers 1500-2000						
<p>Exhibition of draft findings from charrette</p> <p>Boards on display include:</p> <ul style="list-style-type: none"> • Concept • Draft Masterplan • Key Issues - Board • Densities and Urban Hierarchy • Phasing • Local Centres/ Place/ Streets • Powerpoint of Charrette Findings on Loop 			<p>Review Opportunity & Responses to Emerging Thinking</p> <p>Review emerging ideas and plans</p> <p>Add further comment / raise additional points</p> <p>Outline additional points / additional representation</p> <p>Seek clarification</p> <p>Discuss issues and areas of concern</p> <p>Secure update on Process</p>			

Programme for Second Charrette. 28th April.



5. Charrette Consultation Summary

The following provides a summary record of the charrette events. Appendix C outlines the comments received from the questionnaires.

Charrette 1

**Day 1: Setting the Brief
Morning Session**

10.30am to 7.30pm 30th & 31st March

Introductory Presentations

The Perth West Charrette/Design Workshop was introduced by **Councillor Ian Miller** (Leader of Perth & Kinross Council) who spoke about a range of topics including;

- The importance of engagement and the efforts from Scottish Government to improve community involvement within the planning process.
- The demand for housing provision within the west and north of Perth will accommodate part of the city's future strategic growth.
- The importance of high quality design within Perth West incorporating landscaping, transportation considerations, heritage elements, and urban design and architectural qualities.
- Building on local knowledge of the area is also an important part of the charrette.
- In response to a question raised by a local resident Councillor Miller explained that the provision of land for housing within Perth is based on population growth projections identified by the General Register of Scotland.

Julian Farrar, of Ironside Farrar Ltd. and lead facilitator for the charrette, provided a short presentation setting the context for the charrette, including;

- The history of the area within the wider Perth context.
- Background to the existing site conditions and challenges.
- The purpose of the charrette - to bring all parties to the table and focus minds to develop a positive and realistic way forward.
- How the charrette would inform the creation of the Masterplan Framework report.

Katie Briggs as project lead for Perth and Kinross Council discussed the following;

- The relationship between the LDP and the proposed site boundary, and reasons for the proposed boundary changes.
- A charrette provides an opportunity to gather community feedback to inform the design process.
- The event is jointly funded by Scottish Government.
- The second charrette will provide another opportunity to gather community feedback.



Site Visit

Two groups proceeded on a walking tour of the site from the car park at Noah's Ark, with local residents, stakeholders, Council officers, and project team members. This provided an opportunity to visually survey the settlement, and gain an understanding of the constraints, opportunities and issues from a local perspective. The two different walking routes of the site visit can be seen in Appendix D.

The area around the Noah's Ark site provided significant views across the landscape as far south as the A9. The Gallows Road Core Path connection enabled access into the more central parts of the Perth West site. Views extended from the various parts of the site to the mountains and countryside around Perth.

Day 1: Site Character / Special Qualities of Place & Site Assets

Afternoon Session

Exploring Place

Following lunch three workshop groups focused on the main assets of the site and their relationship to the surrounding Perth area, identified during the site visit and from general local knowledge of the area. The discussion focused on areas including landscape, vistas, heritage, biodiversity, the main strengths associated with the site, and how it connects to the wider Perth area.

Two Groups Focus Workshops

After a short coffee break the three groups started to develop a high level framework incorporating the site assets identified in the previous session. This included a discussion and understanding of the hierarchy of places and spaces and how these would fit into the landscape. The importance of site integration was discussed including the creation of local employment centres, neighbourhood nodes, and how the overall site would connect to the wider Perth area and surrounding countryside. A general discussion followed which enabled participants to discuss their views and feelings on the various land use aspects discussed during the two previous workshops. The three group designs were then incorporated into one land use framework drawing which would inform the design workshops on the second day.

Day 1: Evening Design Surgery

'Meet the Designers'

There was an extended opportunity for members of the public to drop into the evening event and meet the design team. This enabled them to view the exhibition boards (Appendix E) and document any concerns or comments they had in relation to any of the design proposals.



Day 2: Exploring the Opportunities

10.30am to 7.30pm 31st March

Morning Session

The second day commenced with a summary of the events from the previous day and an outline of the broad land use framework which incorporated the ideas from the three workshop groups. There was an opportunity for participants to share lessons learned from day one, such as the relationship between the site visit and the high level land uses discussed during the focus workshops. From this discussion and building on the work completed on the first day it was possible to identify key priorities for action during the morning workshops which followed.

Design Workshop (4 Groups)

This workshop was a “market type” table arrangement which comprised of six separate groups led by a project team member focused on different themes. These themes included;

- Movement and Street Hierarchy (Sam Shortt)
- Housing and Residential (Alistair Scott)
- Recreation/Openspace/Leisure (Donal Farrelly)
- Local/Neighbourhood Centres (Eugene Mullan)
- Employment/Education/Energy/Low Carbon Futures (Julian Farrar)
- Urban Hierarchy/Connectivity (Catrin Lawlor)

This was the main component of the charrette/design workshop and included a number of officers from Perth and Kinross Council, design team members, stakeholders, landowners, and members of the public. It built upon the discussions around the high level land uses from the first day and engaged participants in a detailed examination of the themes associated with each workshop. It was possible for participants to move between the different theme groups to share ideas and provide input into as many groups as possible.

Day 2: Exploring the Opportunities

Afternoon Session

Place Making Supporting

A brief presentation and summary was provided by each group leader outlining the ideas captured from various participants of the “market place” workshop, and the potential issues and constraints of the various design options. Key points discussed included;

- Location of various leisure and recreational areas.
- Access and transportation hierarchy within the site.
- How the local centres will be arranged and integrated with residential areas.
- Possible location of employment areas and how these will be integrated into the site and with Perth City.
- Integration of cycle and pedestrian routes with Perth City and through the site.
- Potential location of schools and the integration of sports facilities.
- Incorporating site constraints into the design, such as the power lines.
- Topography and drainage constraints.

A discussion with the wider group followed the presentation. During these discussions team members incorporated the various elements from the different theme groups and developed two different concept plans to be presented to the Dragon’s Den panel.



Day 2: Exploring the Opportunities

Dragon's Den

The two broad planning options were drawn up and put to the test following the critique format used in the television programme "Dragon's Den". The 'Dragon's Den' Panel consisted of a commercial planner, a design professional, and a community representative. Playing these roles were:

John Brown (Surveyor)	commercial critic / initial thoughts on delivery
Eugene Mullan (Architect)	design critic / initial thoughts on neighbourhood structure
Diane Cassidy (Community Planner)	social critic / initial thoughts on community infrastructure

The Dragons critiqued the two options based on the strengths of the community

- A range of employment space focused around the A9 interchange entrance.
- Existing employment space located at the A85 interchange with the potential for additional land to be located adjacent to the Broxden roundabout.
- Connect the north and south parts of the plan area through various neighbourhood oriented streets, with one connection over the Old Gallows Road.
- Integrate landscape and open space elements where possible.
- One school site located to the north and one to the south, adjacent to open space areas, local centres, and along public transport routes.

The alternative design option incorporated many similar design elements as the other drawing. There were some small differences which included;

- The school site to the south was located in a different area.
- Two street connections linked the north and south of the plan through the Old Gallows Road.

The questions raised by the dragons and the *answers provided by the project team* were related to the two design options. These included;

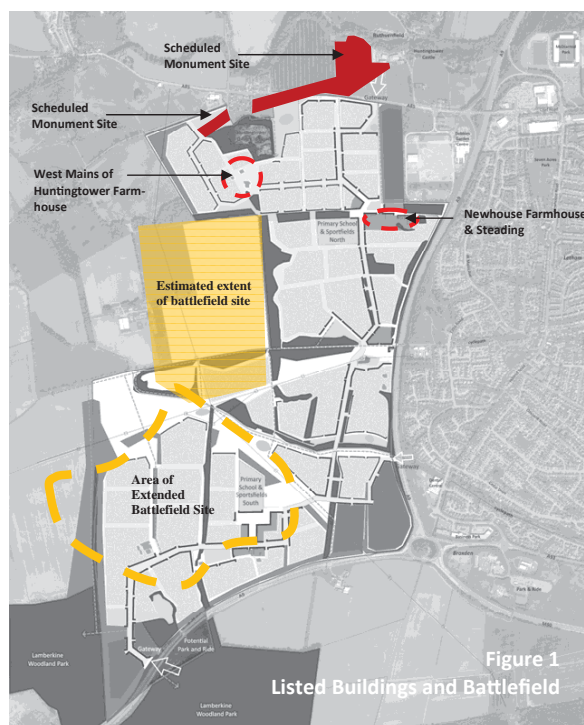
- The design is much more creative than development located to the east of the A9 which incorporates cul de sacs and limited greenspace opportunities.
- Who will deliver and fund the maintenance of the greenspaces and the construction of the interchange? *This would be achieved through a third party management company. The interchange would be funded mainly from developer levies.*
- Do the designers imagine two distinct new neighbourhoods on either side of the ridge and what integrates the communities? *Integration through the green network and local centres with both communities defined by scale / place quality/ local centres.*
- How will phasing work and where will development start? *Development could start from the north and the south. Phasing of the site will be examined in more detail going forward. It is likely that the A9 junction would be phased incrementally as development is rolled out.*
- Will young professionals be attracted to the area, or will it be more directed towards young families? *The provision of medium density housing opportunities will encourage both young professionals and elderly people to live in the area around the local centres.*
- The provision of commercial premises on the A9 entrance would need to be of high quality to attract targeted business opportunities to the area.



Day 2: Exploring Emerging Ideas and Opportunities Evening Drop-In Session

The evening event provided an opportunity for people to attend who did not participate in the previous sessions. A number of people, mainly local residents, dropped in to view the exhibition boards, provide comments, and speak with members of the project team who were available to relay the events and outcomes of the previous two days. A list of the comments provided through questionnaires can be found in Appendix C.

The charrette addressed a number of complex issues and conflicts involved in preparing a masterplan framework. Broadly speaking there was general agreement reached on the best way to deal with issues identified during the two days. There was general agreement that further investigation would be required into the extent of the battlefield area and how this information would be incorporated into the ultimate detailed design, achieved through the preparation of a conservation report. However, general discussions around the battlefield extents resulted in the conceptual drawing depicted within Figure 1.



Charrette 2

10.30am to 7.30pm 28th April

Morning

Planning and Design Review with Perth and Kinross Officers

There was an introductory presentation and engagement session (10.00-13.00) with P&K officers and key stakeholders which outlined the outcomes of the first charrette event and allowed opportunities for attendees to interrogate various elements of the masterplanning and charrette process. This included a summary of the process involved in developing the land use framework at the end of day one, creating the two concept drawings at the end of day two and subsequent analysis of these two options by the Dragon's Den panel, and how these thoughts and ideas were considered by the design team and a draft concept plan developed.

Some of the issues raised during the course of the two days of the first charrette which required further analysis as part of developing the concept plan for the stage 2 review charrette included;

- How the historic battlefields would be integrated into the plan area.
- The justification of the plan boundary (greenbelt land, 'white area', and the H70 site).
- Appropriate phasing strategy.
- Opportunities for linkages east through an underpass or pedestrian bridge.
- How community facilities, schools and local centres would be incorporated into the future development.
- How Perth West would integrate with Almond Valley and Bertha Park to the north.

The introductory presentation and subsequent engagement session enabled P&K officers and stakeholders to pose concerns and/or questions related to the process of developing the final masterplan framework report, and the role of public consultation and the charrettes as part of this process. The main issues and comments raised by the officers included;

- How public recreational space will be incorporated into the plan.
- How public transport will be addressed within the framework report.
- The importance of drainage, surface water management, and riparian habitats.
- How the overhead powerlines will be addressed and shape development.
- Important that development connects north to Bertha Park and Almond Valley.
- The importance of woodland management and protection.
- Including relevant information within the report related to air quality management and energy efficiency with respect to housing.



Planning and Design Review Working Lunch with Perth and Kinross Elected Members

A separate working lunch presentation and engagement session was held for elected members between 13.00 and 14.30, as agreed at the previous meeting on February 27th. The presentation contained information similar to the officer's engagement session and emphasised the role of consultation and engagement in shaping the concept plan for the stage 2 charrette. A summary of the format of the second charrette was provided, and how all comments and issues identified during the three days and school charrette would feed into and help finalise the concept plan, ultimately leading to the creation of the final Perth West Masterplan Framework. Some of the main issues raised by the elected members included;

- Potential future traffic issues at Broxden Roundabout resulting from the underpass connection.
- Potential capacity constraints on the A85 as a result of future development.
- The importance of attracting high quality jobs to the area.
- A lack of existing retail opportunities within the west side of Perth.
- Importance of ensuring mixed tenure opportunities to reduce possibilities of anti social behaviour in certain areas of the development.
- Important to have shared sports facilities for community and school use and the use of public buildings for community events and activities.
- Explore potential opportunities for vehicle free areas within the future development.

Afternoon

Open Public Drop-In Session

After a brief break the drop in exhibition event (15.00-20.00) which included a number of display boards (identified in Appendix E) was open to the public. This provided an opportunity for residents and stakeholders to examine and interrogate the concept plan, developed as a result of the findings of the first charrette and school workshop. There was an opportunity to discuss outstanding concerns and ideas raised by attendees. The exhibition boards and questionnaires enabled the public to provide additional feedback for the design team to consider in developing the final plan after the second charrette event. Approximately 35 people attended the second charrette event (including the project team, officers, and elected members) with feedback comments summarised in Appendix C.



6. Design Engagement: Emerging Key Themes

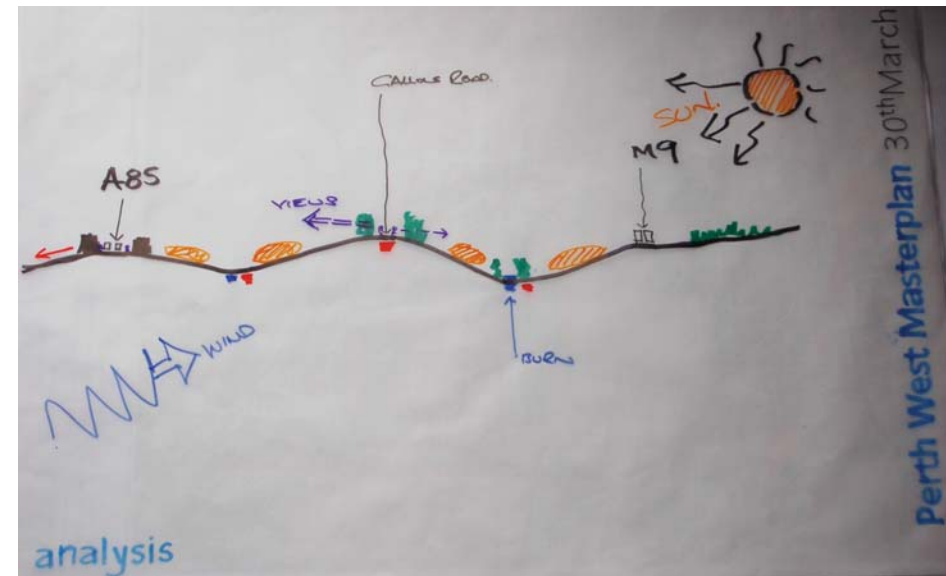
The charrette programme and format was designed to be as inclusive as possible, considering time commitments and accessibility. It was devised through workshops and design facilitation that sought to highlight and draw out key themes, ideas and challenges that participants saw as important in developing the masterplan framework. Many of these themes/ideas were shared between participants, officers and the design team and are more fully reported in the Masterplan Framework.

Summarised below are some of the issues and challenges in creating Perth West as a successful place that addresses key requirements, which:

- Distinctive
- Safe & Pleasant - Appealing
- Well connected – Easy to move around
- Welcoming
- Adaptable
- Resource Efficient

Important Themes included:

- Development of the Green Network that builds on the place-quality and the landscape context of the site. The site has important attributes in terms of its cultural heritage; slopes and topography; shelterbelt planting; landscape features and artefacts.
- Connectivity and the capacity to support integration with existing communities/ neighbourhoods and land-uses that facilitate active travel and healthier communities which support walking /cycling, and public transport with strong local points for interchanges.
- Land-use integration that look to promote 'intelligent zoning' such that employment and enterprise were well integrated with local centres / education and not solely zoned as peripheral industrial areas. Local employment initiatives at gateways and thresholds to build distinctive economic /commercial opportunities, and connections with Broxden Business Park were supported.
- The 'special qualities' of the site were clearly recognised through the cellular structure offering opportunities to integrate blue-green networks and build on wider off-site assets such as national and regional cycleways.
- Local centres were considered to offer strong opportunities to develop an urban hierarchy and structure around gateways, thresholds, and local centres reflecting changing densities and intensity of activities and supporting infrastructure. Schools, enterprise facilities, and commercial and community use of former farm units (Mid / West Lamberkine) were considered important as were sites at Noah's Ark and Newhouse.
- South facing slopes offered good solar gains and wider regional context (forestry /woodland production). Also discussed were potential opportunities for CHP /District Heating and forest biomass /small woods scheme.
- City and Town Centre First Principles need adoption in recognition of the need to maximise the opportunities for the integration of Perth West and minimise the risk for a dormitory settlement to occur. Connections to public transport and footway/cycleway routes with easy access to the city centre was important. The primary cultural, retail and commercial base needs to be retained within the core city centre.



7. Feedback and Lessons Learned

The lessons learned from the charrette/design workshop process takes account of information received by attendees through the questionnaire forms (summarised in Appendix C), together with the experiences of the project team members themselves.

Collectively this should help inform future charrette and consultation exercises carried out by Perth and Kinross Council, especially in other local developments such as Bertha Park and Almond Valley.

Key Lessons:

- Event promotion and advertisement can always be more extensive and promoted through advance notices. Local advertisements (bus shelters/ local community) appear to have been as successful as web-site promotion
- Direct invitations by email are always appreciated and allow wider networks of stakeholders to forward on and extend the invitation list through direct community action
- Evening sessions were very welcome and well attended (Design Surgery /Update Reporting) allowing stakeholders unable to attend during the day to catch up and identify what was happening
- Pre-charrette Member Workshop was very positively received and allowed both the event to be better informed, and shared knowledge across Members / Officers and the Project Team.
- Break-out Sessions (Design Marketplace) allowed wider networking and cross-stakeholder consultation/ engagement, and this discussion was noted as being valued by most/many of the attendees

Appendix B: Transportation Analysis

BROXDEN
UNDERPASS

Introduction:

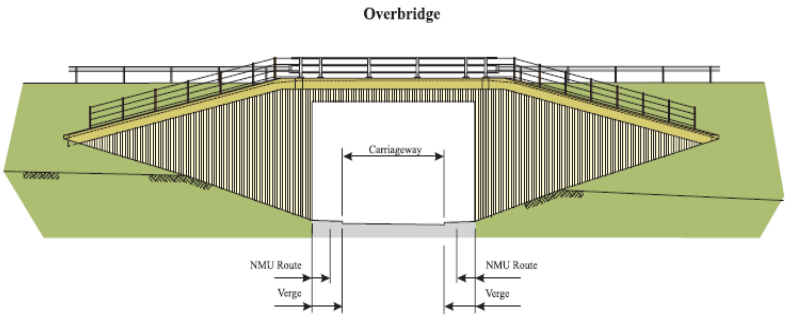
The Broxden Underpass has been subject to a preliminary engineering Outline Feasibility Study to assess the suitability of the location for transportation access to support development within phase 1 of Perth West. The assessment has been completed based on visual observations and publicly available records (OS level information / SEPA Flood Risk data / BGS Records / DMRB Design guidance) and previous experience with comparable trunk road underpass schemes.

Objective:

The objective is to assess the deliverability of an all-purpose access to the Perth West site. This can be achieved by forming an underpass through the existing A9 embankment, reusing the existing industrial access at Tweed Place and extending it to link with Lamberkine Drive through the new underpass into the Perth West development site. The aim is to deliver an economic, accessible, integrated, safe, reliable, efficient and environmentally acceptable connection for all users. The design specification would be as follows:

- 6.0m road carriageway with associated 3.0m footway/cycleways and 2.0m verge provision conforming to P&K Council Road Standards.
- Provision for adequate forward visibility including signs.
- Underpass offering 5.3m-5.7m new construction headroom

Indicative section:



Key Site Information:

Key site Information	Notes
A9 Trunk Road	Transport Scotland/BEAR north-east requiring full engagement in consenting/design/maintenance of A9 asset.
Ownership	The JDLT own the land required for the connections on both the east and west side of the A9 embankment and for the connection to Tweed Place.

Designations	No national designations (SSSI/NNR etc) or significant high value ecological habitat present.
Site Geology / Mineral Stability	Minerally stable area. BGS suggests the area is primarily alluvium and glaciofluvial sheet deposits.
Embankment	A9 is on an embankment at this location of circa 6-8 metres with includes a small culverted watercourse which enables the Scouring Burn to flow from east-to-west.
Services	No major issues or notable large services impacting on construction. BT ducts noted. Intermediate Pressure Gas Main located to north.
Flood risk	Head of watercourse and near to break of catchments. No issues SEPA Flood Risk Plan.
Information Limitations	Initial appraisals based on visual observation/desk research. Detailed study required with detailed topographic survey/SI.

Design Check:

- Access is available and the land is in control of the developer, and is available for construction.
- Embankment heights suggest that a standard underpass is achievable.
- Services and flood risk constraints present no major issues.
- Construction approach offers proven techniques with other Scottish precedents.
- TA required to determine network and local junction capacity.
- Detailed engineering study required. Topo Survey/ SI / Utility Updates required for study validation

Design Requirements:

Early consultation and design engagement with Transport Scotland and Perth & Kinross Transportation Officers is strongly recommended. Design requirements will require compliance with the Design Manual for Roads and Bridges (DMRB) and current Transport Scotland / P&K Council Road Adoption Guidance.

Implementation:

Design studies will follow agreement on specifications. The studies will evaluate options for design/build including addressing alternative construction approaches that may include Cut & Cover Construction or Non-Cut & Cover (Jacking and Tunnelling). Traffic management and issues associated with protection of the A9 will be paramount in selecting an appropriate construction method.

Conclusion:

An initial assessment of the Broxden area highlights the potential opportunity to develop a new access into Perth West serving all transportation users (pedestrian /cyclist/car/public transport/service vehicles) and extending the existing Scouring Burn green corridor under the A9 with wider network benefits.

An initial assessment suggests that development costs are moderate and typically fundable for the scale of access needed (phase 1 housing and employment uses)

and that the connection would form a longer term positive element to the Perth local area road network.

Appendix C: Market Viability

Market Viability

Introduction

Perth and Kinross has a population of circa 146,000 with the 2011 Census indicating a 8.7% increase compared to Scotland as a whole of 4.6%. Perth and Kinross had the sixth fastest growing population in Scotland. The population is projected to rise by 26% in the period 2008-2033 (GROS estimate); representing a nearly fourfold increase over Scotland's growth 7.2% over the same period. In Scotland only Edinburgh and Aberdeen are predicted to grow faster(ONS).

Local housing Market Areas

By 2037 the population of Perth & Kinross is projected to be 183,468, an increase of 24.2 per cent compared to the population in 2012. The population of Scotland is projected to increase by 8.8 per cent between 2012 and 2037. The largest population increases to 2013 and 2018 are expected in the Kinross, Greater Perth and Strathearn Local Housing Market Areas (LHMAs). Inward migration can be seen as a contributing factor to house price inflation in the area.

Employment & Enterprise

The employment base is strong and growing and is well represented by Managers /Directors and Senior Officials (10.7% compared to Scotland 8.3%). The Perth and Kinross economy witnessed pre recession growth of around 2.6% per annum (Scotland 2.1%) based around a service sector economy with strong local retailing. Main employers include: Perth & Kinross Council / Perth Royal Infirmary / Scottish & Southern Energy / Aviva / Vion / Perth College. The economy is in the top 10 enterprising areas with 42.6 registered enterprises per 10,000 residents. The Gross Domestic Product in Perth & Kinross has slowly been rising since 2010.

Employment by Occupation March 2012

	Perth & Kinross (number)	Perth & Kinross (%)	Scotland (%)	Great Britain (%)
Social-economic group 1-3	28,800	40.6	40.3	43.5
1. Managers, directors and senior officials	7,600	10.7	8.3	10.1
2. Professional occupations	12,000	16.9	19.0	19.1
3. Associate professional and technical	9,100	12.8	12.9	14
Social-economic group 4-5	15,100	21.3	22.4	21.9
4. Administrative and secretarial occupations	7,400	10.4	10.9	11
5. Skilled trades occupations	7,700	10.8	11.4	10.8
Social-economic group 6-7	13,700	19.3	19.1	17.3
6. Caring, leisure and other service occupations	6,700	9.4	9.8	9.1
7. Sales and customer service occupations	7,000	9.8	9.2	8.1
Social-economic group 8-9	13,300	18.8	18.2	17.4
8. Process plant & machine operatives	4,500	6.3	6.6	6.4
9. Elementary occupations	8,800	12.4	11.5	10.9

Source: NOMIS

Housing Market Interest

Developer and house builder activity nationally has significantly improved in 2014 and with activity almost entirely focused on larger national house builders. National house-builders have reorganised, restructured their funding arrangements and re-defined their key market areas. The primary interest

is in market ready, retail sites that facilitate simple, low risk opportunities that allow sites to be advanced quickly into the retail market. Competition in strong market areas for quality sites has increased providing these sites fit with the defined profile of each house-builder, their market profile and project timescale. The local and smaller operators retain interest in local market areas and are restricted by a risk adverse finance sector.

Help to Buy has assisted the new homes market in areas such as Perth and LBTT has favoured sales under £350k. Land prices have recovered back to nearly 2007 levels but only for sites where the builder can achieve cost effective development and sales rates.

The Perth land market has not had the benefit of large strategic and market ready allocations with sites such as Perth West, driving choice and bringing additional house starts to the area that can assist with meeting housing targets. A range and mix of housing tenures will be further developed within detailed masterplanning. The scale of the site suggests a mix of housing with special areas where lower density and higher value homes might be market viable. A retirement village could also be considered.

Packaging of sites has become critical to optimising sales and securing value. Development funding remains a key factor for house builders with a strong preference for 'retail packaged sites' offering 1-2 year housing supply and 100-200 units with a rolling programme of draw-down. An important factor in the context of Perth is the volume of sites coming to market (Bertha Park / Almond Valley) over the period and potential sites within the A9 Corridor. Competition for sites is a positive element with low risk, market ready and consented sites creating competitive opportunity and promoting early build-out and house-starts. Main operators with sites / track record in Perth & Kinross:

Barratt	CALA
Bellway	Miller
Persimmon	Muir
Taylor Wimpey	GS Brown
Robertson	Stewart Milne
Dawn	Stephen

- The Perthshire Solicitors Report (PSPC 2014) advises that the housing market conditions are strengthening across Scotland and Perthshire. The number of homes in Scotland 2013-2014 rose by 36.1% annually / Q4 sales at highest level since 2007.
- The average Perthshire house sold for £166,369 (2013) / £158,616 (2012). The Registers of Scotland recently reported that prices in Scotland were 13.3% higher in the first three months of this year than the same time last year.

Housing Viability

Masterplanning is currently at an early stage and would envisage delivering some 14/14,500 sq ft of development coverage per net developable acre with affordable 900-1100sqft / 3bed semi 1000-1200sq ft / 3 bed detached 1250-1350 / and 4 bed detached 1400-1450sqft. Efficiency of land planning to maximise unit numbers is key to value achievement. The site offers capacity for circa 3000+ units and masterplanning should seek to promote clustered and higher densities to facilitate retention of a well structured green network. Infrastructure cost allowances including access, education, employment and greenspace could be envisaged to be high that will need the support of unit numbers.

Office and business space will be based on enterprise stimulus attracting new entrants looking for flexible serviced sites. All employment sites will need to offer flexibility in letting opportunities. Demand is moderate and based on inward investment/relocations attracted by connectivity/ technology and staff availability. The City of Perth has commercial appeal but demand is currently strongest in the smaller enterprise footplates (> 50,000 sq ft) and communications (ICT/broadband) and affordability are key. Attracting owner occupiers seeking serviced plots around an established location (Broxdon) would strengthen the existing location and provide a catalyst for further investment.

Strategic Site Delivery

Perth West is a strategic site in terms of scale and needs to be advanced within a 'Consortia Development Agreement' that defines the roles of the key partner/developers and frames an equalisation agreement to address the appropriate distribution of costs.

The agreement will assist in defining a forward programme of investment and delivery and support a collective 'best solution masterplanning' approach and avoid any parochial interest associated with land ownership, investment support and funding across the varied ownerships.

This assessment seeks to take a high level and broad overview of the order of costs associated with site development and infrastructure and to assess how these costs are likely to impact on the sites deliverability, effectiveness and viability.