

# CONSIDERATIONS FROM FIRST EVENT

## Feedback Summary

Our previous consultation event was held on 18<sup>th</sup> February 2026. Feedback from this event was recorded both through discussion with those in attendance and through the submission of completed feedback forms. The main points raised with attendees are summarised below:

### Overall Site & Masterplan

- Interest in understanding how flood risk will be managed.
- Concerns about the loss of play park.
- Seeking reassurance around parking arrangements as parking is already an issue in this area;
- Keen to understand how local amenities will be supported as plans progress.
- Looking for information on how noise and disruption will be managed during project phases.
- Request for clear, intentional pedestrian routes through the site to discourage informal paths across grassed areas.
- Interest in understanding how the proposals will support and complement the high street.
- Interest in the long-term plans for Dewars.

### OICP Care Facility

- Welcoming the inclusion of a care facility in the city centre.

### PKC Housing

- Looking for justification about the loss of a leisure facility.
- Some do not consider Thimblerow to be a more suitable site for the new pool facility.
- Supportive of introducing new housing into the city centre.
- Interest in seeing a broader mix of housing types beyond 1–2 bedroom units.
- Request that PLP continues operating until PH20 is open.
- Concerns around height of six storey block.

## Key Themes

### 1 PH20

Further information on the development of PH20 can be found on the consultation website.

### 2 Car Parking

Car parking provision for housing increased to 50%. Existing flooding issues in Dewars car park will also be rectified to allow this to function at full capacity.

### 3 Flooding and Drainage

More information on the flooding and drainage strategy for both phases has been provided.

### 4 Play Park

The site will no longer be identified as a destination play park however natural play spaces will be provided in linear park as part of Phase 02 housing.

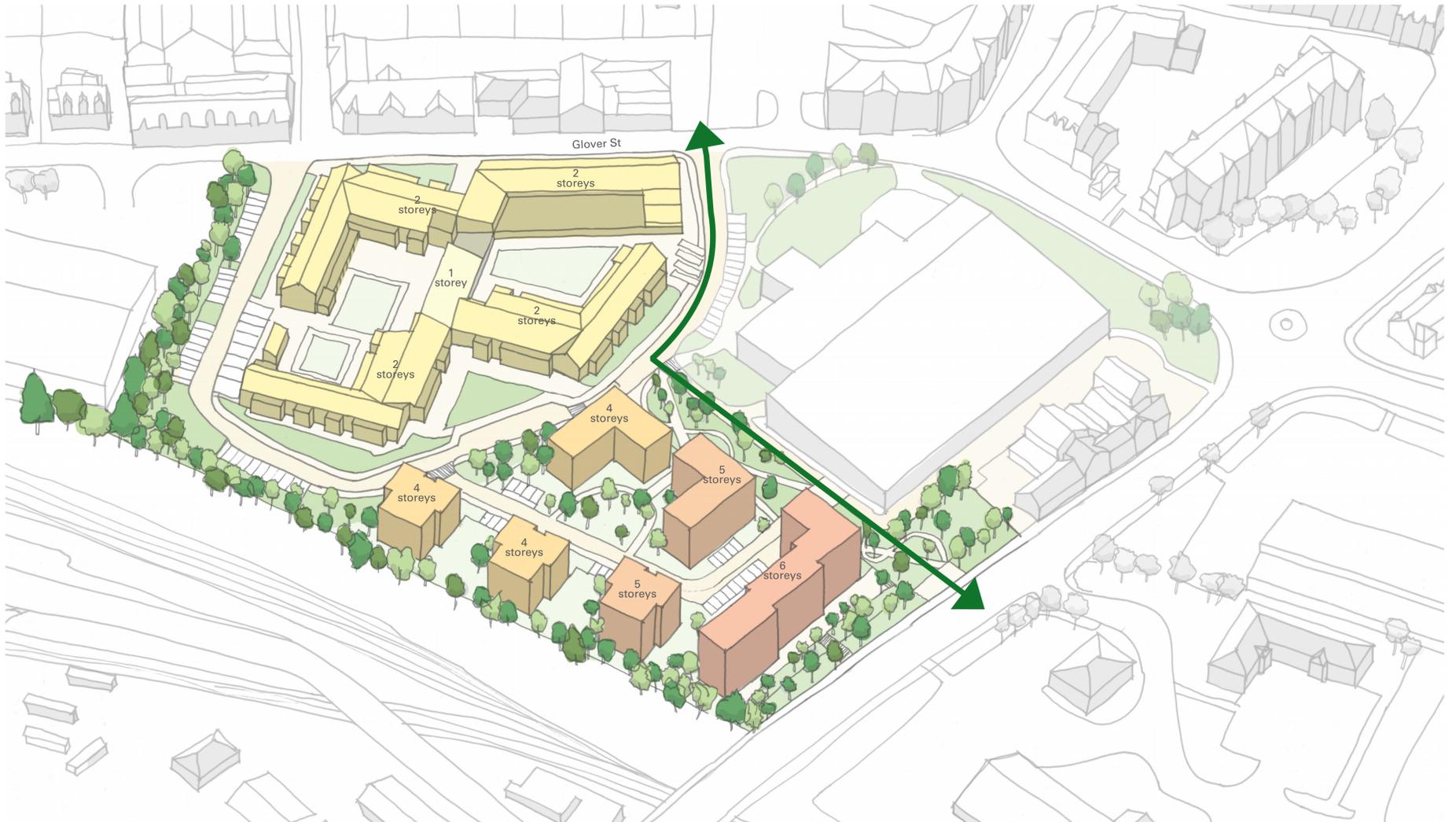
### 5 Housing Mix

Perth & Kinross Council considered housing mix further. Based on demand 60% one beds and 40% two beds will be provided.

### 6 Six Storey Block Massing

We have reviewed the existing townscape scale and massing to ensure the proposed blocks respond sensitively whilst being of suitable density for a city centre site.

Sketch Illustration from Previous Event



## Affordable Housing

National Planning Framework 4 2023 (NPF4) defines affordable housing as: “Good quality homes that are affordable to people on low incomes. This can include social rented, mid-market rented, shared-ownership, shared-equity, housing sold at discount including plots for self-build, self-build plots and low-cost housing without subsidy.” (Annex F, page 144)

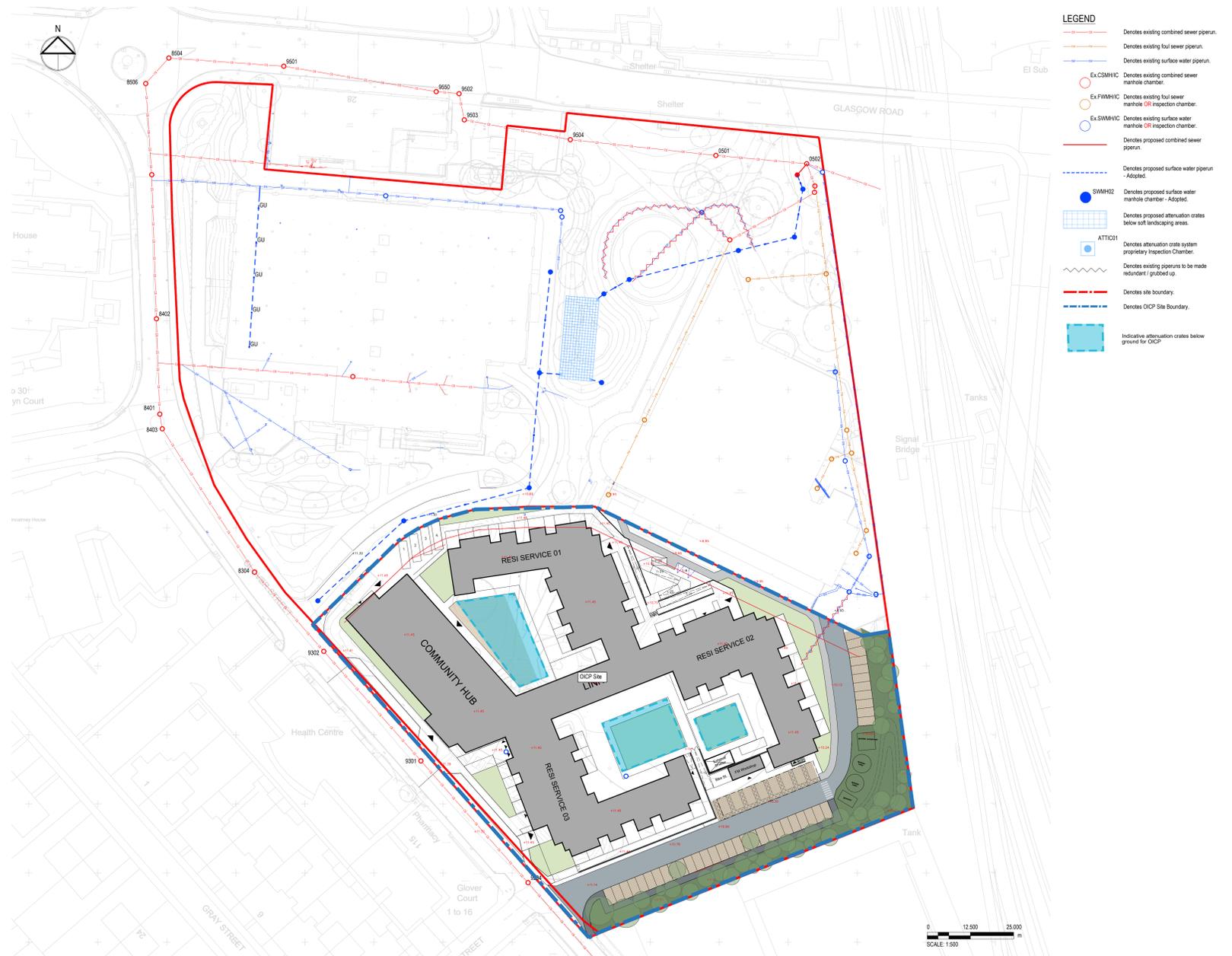
Affordable housing is good-quality homes that are affordable to people on low or modest incomes, including the following housing types:

- Social rent - homes generally provided by Perth & Kinross Council and Housing Associations.
- Mid-market rent - good quality, affordable, private rented homes provided by Housing Associations aimed at people on low or modest incomes that wouldn't be prioritised for a socially rented home. Rents are lower than private market rent levels in the area.
- Shared-ownership - provided by housing associations and offers a route to home ownership if you are unable to afford to purchase a property outright. You can part-buy and part-rent your home. You can choose to buy a 25%, 50% or 75% share in your home. You pay rent on the share you don't buy, and the rent is usually set at an affordable level of 2.75%.
- Shared-equity - helps first-time buyers and priority groups on low-to-medium incomes into home ownership. There are currently two schemes operating in Scotland. In both schemes you hold the majority share of the home and are responsible for the property.
- Housing sold at discount, including plots for self and custom build housing.

Please refer to Perth & Kinross Developer Contributions & Affordable Housing Supplementary Guidance December 2023 (Part 2: Affordable Housing).

# FLOODING & DRAINAGE

## Phase 01



### Early Phase Works – Improving Existing Drainage

Before the main residential development comes forward, an interim phase of enabling works will be carried out.

These early works are not simply preparatory — they are designed to deliver immediate improvements to existing drainage conditions, including known areas of surface water ponding between the Perth Leisure Pool (PLP) site and the Dewars Centre.

As part of this phase, a new below-ground attenuation system will be installed. This system will temporarily store surface water during heavy rainfall, treat it appropriately, and discharge it at a controlled rate agreed with the relevant authorities. This will:

- Provide controlled underground storage of surface water during storms
- Reduce pressure on the existing drainage network
- Improve management of overland flow between PLP and Dewars
- Deliver a measurable improvement compared to the current situation
- Establish core drainage infrastructure for the future residential development

By introducing engineered storage and flow control at this early stage, the site's drainage performance will be improved ahead of the wider residential development.

### Improvements at the Dewars Centre Car Park

We are aware that parts of the Dewars Centre car park have experienced surface water ponding during heavy rainfall.

As part of the enabling works, we propose:

- Installation of new surface water drainage channels
- Additional gullies in the lowest areas of the car park
- Improvements at the car park entrances where water can collect
- Jetting and clearing of existing drainage systems
- Introduction of a regular maintenance programme
- Temporary connection of runoff to the new below-ground attenuation system

By upgrading the drainage infrastructure and introducing new below-ground storage with controlled discharge, the car park will be significantly better equipped to manage heavy rainfall events.

The combination of improved collection, maintenance, treatment and controlled discharge means:

- Reduced likelihood of standing water
- Improved operational use of parking spaces
- Better regulation of surface water leaving the site
- An overall drainage betterment compared to the current situation

These early improvements form part of a coordinated surface water strategy led by Will Rudd Davidson, Civil & Structural Engineers, and will integrate with the long-term Sustainable Drainage System (SuDS) for the residential development.

# FLOODING & DRAINAGE

## Phase 02



### Working With Perth's Flood Strategy

Flooding is an important and well-understood issue in Perth, particularly given historic flood events across the city.

Perth & Kinross Council has developed a Surface Water Management Plan (SWMP) to better understand existing flood risk and identify long-term solutions to help Perth adapt to climate change. This strategy has been prepared in partnership with organisations including SEPA and Scottish Water.

Our proposals are being developed in alignment with this wider strategy.

In addition, National Planning Framework 4 (NPF4) – particularly Policy 22: Flood Risk and Water Management – requires that new development:

- Avoid areas at risk of flooding where possible
- Be designed to remain safe for its lifetime
- Not increase flood risk elsewhere
- Properly account for climate change

The proposed development is being shaped around both the SWMP and national policy requirements.

### Detailed Flood Modelling

A comprehensive Flood Risk Assessment (FRA) is being carried out by specialist hydrologists, Kaya Consultants.

The assessment includes detailed computer modelling to test:

- Existing (pre-development) conditions
- Post-development scenarios
- Extreme rainfall events
- Climate change allowances in line with national guidance

This includes modelling of rare storm events such as:

- 1 in 200-year rainfall events
- 1 in 1000-year rainfall events for sensitive usage
- Future climate change scenarios

The modelling uses advanced surface water simulations to understand how water flows across the site and how design proposals influence those flows.

This assessment indicates that the development can feasibly be designed to:

- ✓ Avoid areas of highest flood risk
- ✓ Maintain or reduce flood levels elsewhere
- ✓ Meet both local and national planning policy requirements

### Designing at Safe Levels

Homes and streets will be carefully set at appropriate finished floor levels.

This means:

- Buildings will sit above predicted extreme flood levels
- An additional safety margin ("freeboard") will be incorporated
- Site levels will be adjusted only where necessary

Current modelling indicates that flood depths are not highly sensitive to further increases in rainfall assumptions, giving confidence that appropriate safety margins can be achieved.

All level design will follow Perth & Kinross Council guidance and NPF4 requirements.

### Surface Water Management

Will Rudd are leading the civil engineering and surface water management strategy for the development.

Surface water (rainfall) will be managed through a Sustainable Drainage System (SuDS), which works with natural processes to slow, store and treat water.

Proposed features may include:

- Rain gardens
- Permeable paving
- Swales (shallow landscaped channels)
- Attenuation basins
- Green roofs on selected buildings

These features will:

- ✓ Slow water down during heavy rainfall
- ✓ Improve water quality
- ✓ Reduce pressure on the drainage network
- ✓ Provide attractive green spaces

Surface water leaving the site will be carefully controlled to ensure the development does not increase flood risk beyond the site boundary.

### Providing Space for Water

Where appropriate, landscaped areas will be designed to temporarily store water during extreme storm events.

This approach:

- Supports Perth's Surface Water Management Plan
- Helps the city adapt to future climate change
- Integrates flood resilience into green open space

Rather than pushing water elsewhere, the design responsibly manages water within the site.

### A Responsible, Climate-Ready Development

We understand local concerns regarding flooding.

That is why:

- Detailed modelling is underway
- The layout is being shaped around flood data
- Homes will be built at safe levels
- Surface water will be better managed than at present
- The proposals will comply fully with Perth & Kinross Council guidance and national policy

Flood risk is a key design driver – and it is being addressed through coordinated engineering, environmental planning and climate-resilient design.

# RESPONSE TO CONTEXT

## Scale & Massing

Our masterplan proposals seek to respond positively and sensitively to the established character of Perth, creating homes that are contemporary in design yet firmly rooted in their context.

The site sits within a townscape shaped by a rich architectural legacy, located on the western edge of the gateway to Perth's historic core with a dense urban grain. To the south and west of the site, neighbouring residential areas are generally lower density and smaller in scale, comprising of elegant 2-3 storey terraces and villas. There are pockets of more contemporary larger scale flatted block developments of up to 4-9 storeys scattered throughout the surrounding context.

The masterplan blocks have been carefully arranged to respect the existing scale and massing of the context. OICP comprises 1-2 storey buildings, located to the south of the site in response to the lower scale of existing buildings on Glover Street. The housing blocks within the centre of the site are four storeys, aligning with more contemporary flatted developments in the area.

Taller blocks at six storeys are positioned closer to Glasgow Road, creating a strong urban edge. Cues have been taken from the nearby Roslyn House to inform the massing and roofscape of these blocks, creating a contemporary sculpted roof line with mansard roofs and dormer windows whilst remaining sensitive to the heritage context of Perth. A generous setback will be provided for the top two storeys to carve the massing and respect the four storey datum established by other buildings within the area.

Materials and colours will draw from the local palette to ensure harmony with the surrounding townscape. The proposals also create new focal points within the site through carefully positioned corner buildings and landscaped spaces, establishing a clear hierarchy of forms and helping to foster a strong sense of place. In this way, the development aims to contribute positively to Perth's evolving architectural heritage, delivering high-quality affordable homes within a coherent and locally distinctive neighbourhood.



Reference	Building Name	Key Features	Height
1	Gray St.	Semi Detached Houses, Sandstone + Slate, 2 Storeys, Built: 1900's, Eaves Height: 4m, Ridge Height: 9m	4-9m
2	Glasgow Rd.	Semi Detached Houses, Sandstone, 2 Storeys, Built: 1900's, Eaves Height: 6m, Ridge Height: 10m	4-9m
3	Dickies Pharmacy + Flats	Brick, 3 Storeys, Built: 1990's, Eaves Height: 6-8m, Ridge Height: 11-13m	10-15m
4	Kincairney House	Sandstone and brick, 3 Storeys, Built: 2020, Eaves Height: 10m, Ridge Height: 12m	10-15m
5	Roslyn Avenue	Flats, 4 Storeys, Built: 1990's, Eaves Height: 11m, Ridge Height: 13m	10-15m
6	Roslyn House	Flats, Stone and Slate, 3 Storeys, Built: 1860s, Eaves Height: 10m, Ridge Height: 14m	10-15m
7	Coach House Court	Flats, Render and stone, 4 Storeys, Built: 1990's, Eaves Height: 12m, Ridge Height: 14m	10-15m
8	Doocot Court	Flats, Brick and Render, 4 Storeys, Built: 2010's, Eaves Height: 12m, Ridge Height: 13m	10-15m
9	Andrew Heiton Court	Flats, Metal Cladding, Brick and Render, 4 Storeys, Built: 2010's, Eaves Height: 11m, Ridge Height: 15m	10-15m
10	Charterhouse Buildings	Flats, Metal Cladding & Stone, 4 Storeys, Built: 2000's, Roof Height: 18m	16+ m
11	Pomarium St.	Flats, Render, 8 Storeys, Built: 1980's, Roof Height: 22m	16+ m
12	Market, Lickley + Milne Court	Flats, Concrete / render, 9 Storeys, Built: 1980's, Roof Height: 24m	16+ m
13	Vasart Court	Flats, Render & Stone, 5 Storeys, Roof Height: 17m	16+ m
14	Caledonian Rd. Primary School	Sandstone, 2 Storeys, Built: 1900's, Eaves Height: 12m, Ridge Height: 17m	16+ m
15	AK Bell Library	Sandstone, 2 Storeys, Built: 1900's, Roof Height: 12	16+ m
16	Booker Cash + Carry	Metal Cladding + Brick, Ridge Height: 11m	16+ m
17	Perth Business Centre	Sandstone, 2 Storeys, Built: 1900's, Eaves Height: 6m, Ridge Height: 10m	16+ m
18	Perth Leisure Pool	Brick, 2 Storeys, Built: 1984, Roof Height: 14m	16+ m
19	Dewar's Rink	Brick, 2 Storeys, Built: 1990, Roof Height: 15m	16+ m

# EMERGING MASTERPLAN

## Phase 01

### Phase 1A - Enabling works to allow OICP site to be cleared.

There will be a phased approach to the redevelopment of the site. Phase 1A will comprise the enabling works to allow the OICP site to be cleared. This will involve the removal of the existing play park and relocation of drainage infrastructure to sit adjacent to the existing PLP building. The current ramp and stair access to the PLP entrance will also be reconfigured to retain barrier-free access to the building. A new improved drainage strategy will also be provided as part of the enabling works to ensure Dewar's car park can function at full capacity.

### Phase 1B - Capability Scotland: Our Inclusive Community Project

Phase 1B will deliver a purpose-built 60-bed care facility, with associated community hub facilities, located to the south of the existing Perth Leisure Pool. The leisure pool will remain operational during this phase of development.

There are 365 car parking spaces currently provided on the site, both externally and within the under-croft of Dewars. Based on a previous car parking survey commissioned by PKC Transportation and Development team in 2024, on the weekday surveyed the peak occupancy was 36% at 17:45, where 131 of 365 spaces were occupied. On the Saturday surveyed in 2024, the peak occupancy was 46% at 10:45, where 167 of 36 in spaces were occupied.

There is capacity for circa 174 car parking spaces in the under-croft of Dewars based on the existing car park layout, however this is currently under-utilised due to existing drainage issues. This will be rectified as part of the enabling works.

18 existing external spaces will be retained, plus 4 accessible spaces will be relocated from the rear of PLP. Including Dewar's car park, overall there will be a total of 196 car parking spaces.

Based on the peak occupancy established by the car parking survey, there will be sufficient car parking spaces provided with Dewars car park functioning at full capacity.



## Phase 02

### Perth and Kinross Council Masterplan for Social Housing on the PLP site

Phase 2 will deliver approximately 100 high-quality affordable homes, along with communal and private green spaces. Public open areas will include 'play on the way' features with play equipment designed for children and families. To facilitate the housing development, the existing leisure pool building will be demolished in line with Council plans, following completion of the new leisure centre at Thimblerow.

Perth and Kinross Council have established the greatest demand for housing tenure and size in the Perth City area and the opportunity the site offers with regards to scale of development. For tenure, there are options to provide Social Rent and Mid-Market-Rent (MMR) homes, though the majority (at least 70%) would be expected to be Social Rent, especially with the number of smaller units.

Further consideration has been given to the housing need within the city centre and the opportunity the site offers to deliver a higher proportion of one bed homes, and at a higher density that is suitable for the city centre. This is reflected in the target mix of 60% 1 bed flats and 40% 2 bed flats.

Proposed car parking provision for the housing has also been reviewed and increased from 25% to 50%. Additional car parking spaces have been provided whilst limiting any impacts on the size and quality of open green spaces for use by both residents and the wider community. 50% provision aligns with feedback provided by Perth & Kinross Council Transportation and Development Team through the pre-application process.

The site is well-served by established public transport networks and meets 20 minute neighbourhood principles, a concept aiming to provide access to the majority of daily needs within a 20 minute walk, wheel or cycle from home. Car parking within Dewars will also be retained as part of this phase. A full Transport Assessment will be submitted as part of the application to provide further details on the transport strategy.

Proposals for Phase 02 at this stage are illustrative and will form part of the 'Planning Permission in Principle (PPiP)' application submission. There will be opportunities to develop and comment on the design, tenure and mix further as part of a Full Planning Application for this phase in the future.



# EMERGING MASTERPLAN

## Aerial View



Artist's Impression - Aerial view facing south-west

## Aspiration



North Sighthill, Edinburgh, Anderson Bell Christie



Laurieston, Glasgow, Anderson Bell Christie



Laurieston, Glasgow, Anderson Bell Christie



Elderly Care Centre, Bruges



Unity Place South Kilburn Estate, London, Alison Brooks Architects



Welbourne, Tottenham Hale, PollardThomas Edwards,



Welbourne, Tottenham Hale, PollardThomas Edwards,



Hulme Living, Manchester, Mecanoo

# EMERGING MASTERPLAN

Integrated and inclusive neighbourhood



Artist's Impression - Street level view from Glover St facing east demonstrating a diverse and inclusive community

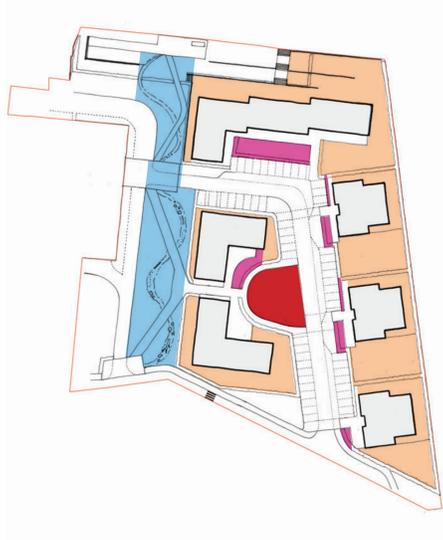
Sustainable and natural play



Artist's Impression - Street level view from new linear park facing south

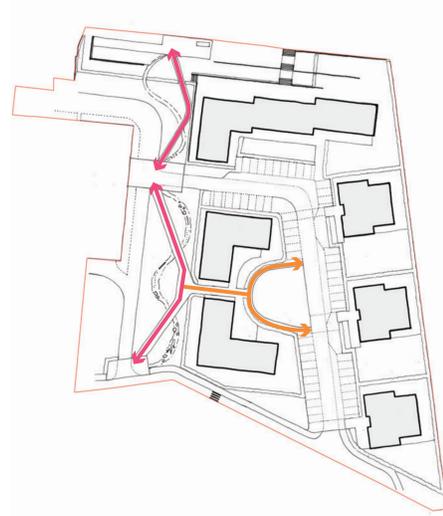
# LANDSCAPE STRATEGY

## Spatial Typology



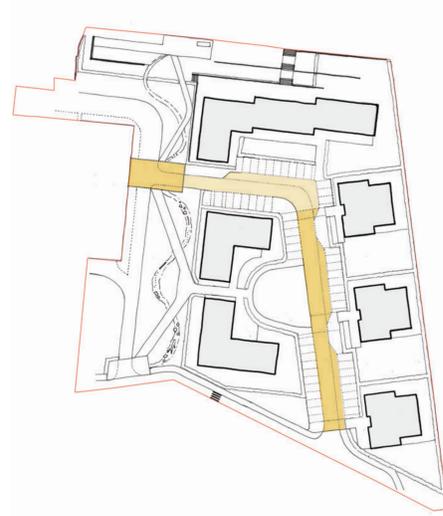
- Public linear park
- Neighbourhood park (semi-public)
- Buffer + semi-private outdoor space for ground floor residents
- Residents' shared/communal garden spaces

## Pedestrian Routes



- Main public/ pedestrian spine/ through route
- Local routes within development area

## Vehicular Routes



- Shared surface/ traffic calmed vehicular zones

## Public linear park



- ⋯ Accessible route with children's play features integrated
- Green corridor/ linear park
- Entry/ gathering + orientation space

## Landscape Plan



- ① Main public pedestrian spine through route
- ② Play features integrated along route - 'Play on the Way'
- ③ Local residential routes
- ④ Shared surface/ traffic calmed vehicular zones
- ⑤ Public linear park/ green corridor

- ⑥ Neighbourhood park (semi public)
- ⑦ Buffer and semi private outdoor space for groundfloor residents
- ⑧ Residents' shared/communal garden spaces
- ⑨ Entry/gathering and orientation space
- ⑩ Proposed residential blocks

## Character Areas - Aspirations

### Public Linear Park - ⑤



### Private / Semi-Private Amenity Spaces - ⑦⑧



### Neighbourhood Park - ⑥



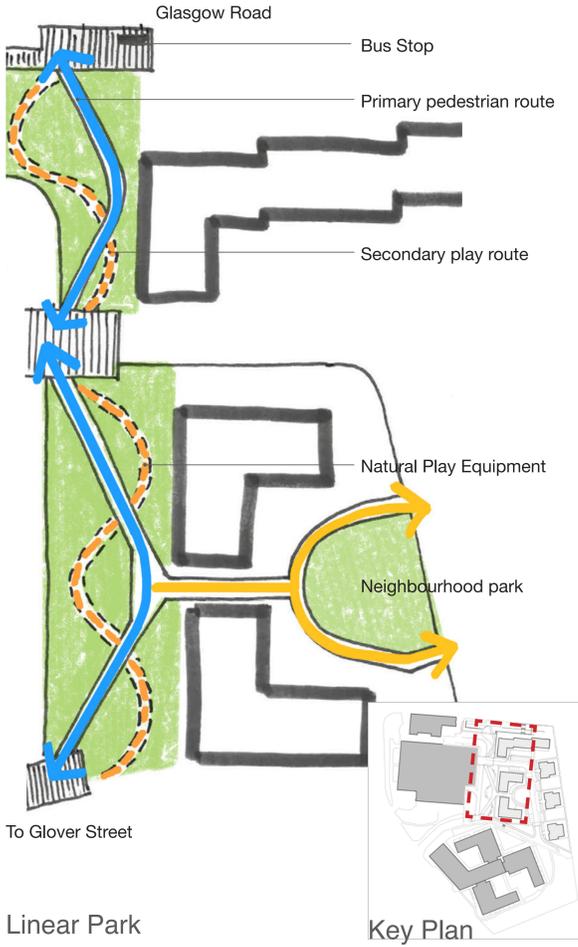
### Residential Street - ④



# PLAY

## Linear Park Play Route

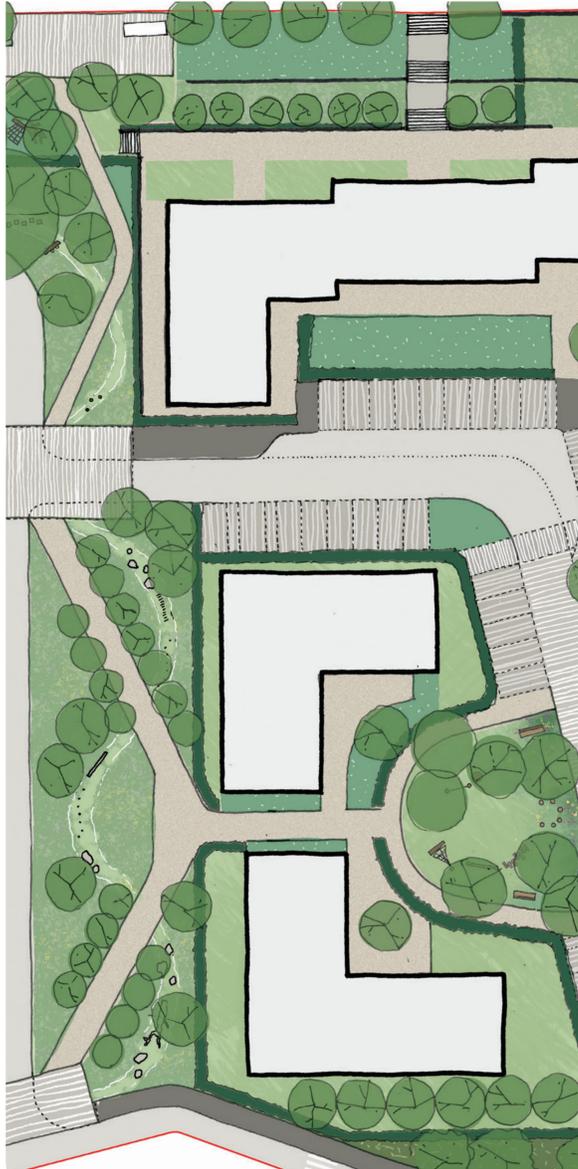
A 'play on the way' strategy is proposed running through the linear park, providing a playful secondary route to supplement the primary accessible path connecting to Glasgow Road. This route is a movement based approach to play rather than a 'destination' play park, which encourages curiosity, creativity and connection to nature. Natural play equipment such as wooden balance beams, stepping logs, jumping disks and climbing stacks would be included along the way for children to explore within a biodiverse green space, engaging all senses.



## Indicative View



## Plan



## Examples of Play Equipment



Creating routes open to the imagination  
Vellinge, Sweden



Engaging for people of all ages and abilities  
Phones in wood, Timberplay



Structures for improving balance and motor skills  
Fielden Street, erz



Adventure routes  
Morden Hall Park



Sensory play engaging sound and touch  
Sound Arch, Timber Play



Balance Blocks  
Timber Play



Accommodating varying types of games  
The Garden Table, Studio Ossidiana



SuDS strategies integrated with play  
Bridget Joyce Square, Robert Bray



Intergenerational play  
Curve Track, Timber Play

## Perth Play Strategy

The current play park is identified in the council's play area mapping as part of a wider context of play provision across Perth, which can be found on the council website at <https://www.pkc.gov.uk/article/15496/Map-of-play-areas>. As part of the evolving vision for this area the existing play park is proposed to be removed and will not be a future 'destination' location. In its place, a 'play on the way' strategy is included within the masterplan scheme. A play area within the residential area is also proposed to be provided that will benefit from natural surveillance. This is informed by the wider Perth City Centre Development and Design Framework, and takes an integrated

approach towards the design of leisure spaces, SuDS features and public realm. In relation to this framework (supporting the Integrated Perth City Development Plan), the longer-term role and provision of other destination play parks across Perth will be considered to ensure continuing accessibility and quality.

For further information about play areas and play area improvements in Perth & Kinross or ways to get in touch visit; <https://www.pkc.gov.uk/playareas>.