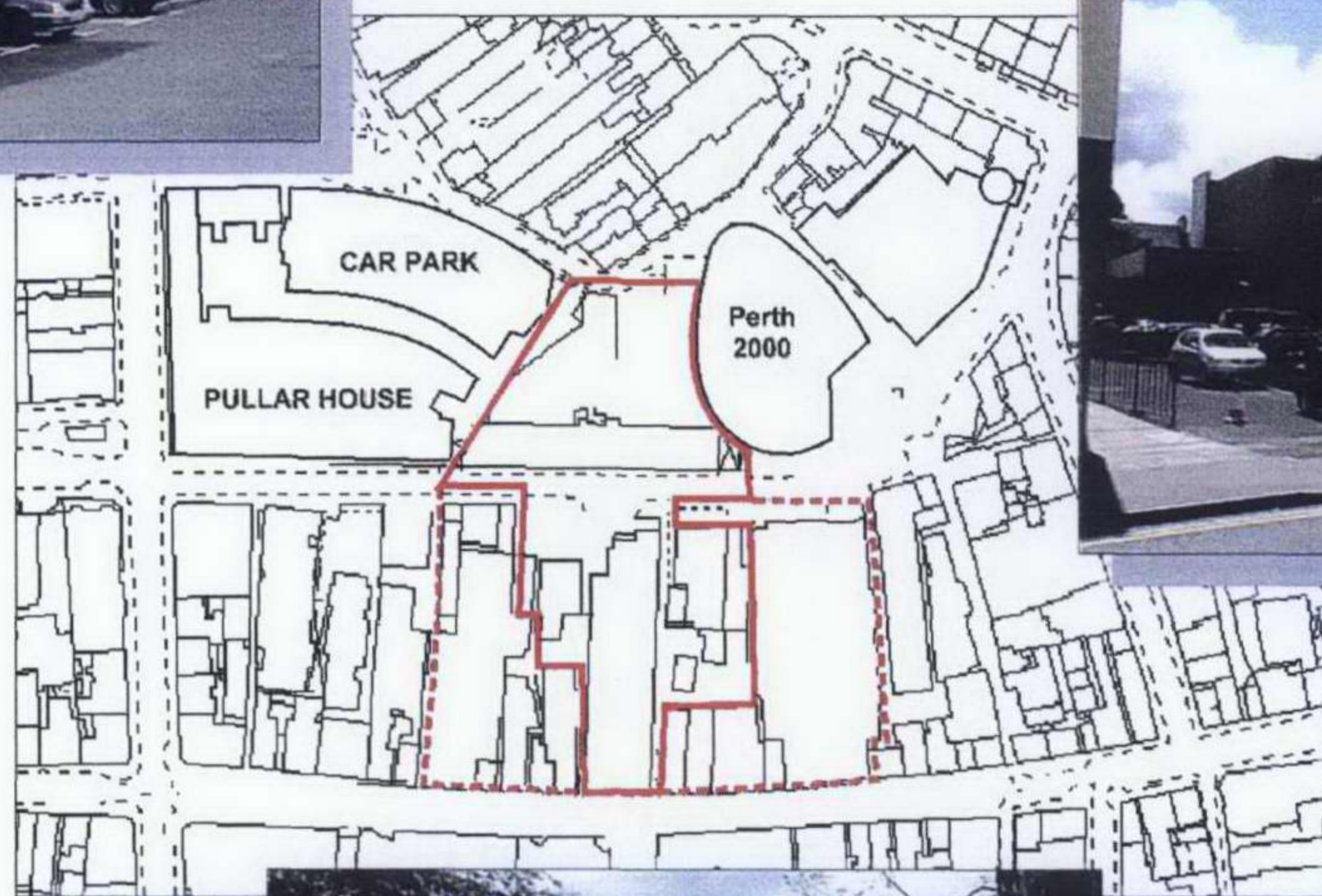


Planning Brief

Major Mixed Use Development

Mill Street / High Street, Perth



**PERTH &
KINROSS
COUNCIL**

**Planning &
Development Services**

PLANNING BRIEF MAJOR MIXED USE DEVELOPMENT, MILL STREET/HIGH STREET, PERTH

INTRODUCTION

1. The city of Perth is the main centre for retailing and employment for the Perth and Kinross area and beyond. The area covers approximately 2,000 square miles and has a population of around 134,000 with inward migration fuelling one of the highest growth rates in Scotland. Perth is in the heart of Scotland with 90% of the population living within 90 minutes travel time. Tourism, agriculture and service industries are the bedrock of the area's economic prosperity and Perth itself was recently identified as the most profitable place to do business within Scotland. The Perth Economic Development Strategy and Action Plan which provides an agreed framework to deliver the public and private sector's aspirations for development of the city through co-ordinated action and activity by an established coalition of these interests, the Perth Partnership, seeks to build on the city's established strengths and make Perth one of Europe's most dynamic and successful small cities. An important element of this is to continue to enhance and develop the city centre.
2. Perth and Kinross Council is committed to maintaining and enhancing the quality of Perth city centre in terms of both its commercial offer and its physical environment as both planning authority and signatory member of the Perth Partnership.

PURPOSE OF THE BRIEF

3. The purpose of this brief is to outline opportunities which exist in the city centre for a major mixed use development to contribute to the expansion of the centre in an area to the north of the prime retail core of Perth. This has been prompted by the development of new Council offices and a multi-storey car park, and the proposed development of a major new cultural and conference centre - Perth 2000 - and a desire to complete the redevelopment of this area and stitch these new elements into the heart of the existing city centre. The general location of the development area is indicated on Plan 1 which shows the area in relation to the city centre as a whole.
4. The area comprises a variety of sites in both public and private sector ownership, but there appears to be significant scope for site assembly to deliver a comprehensive mixed use redevelopment of the area given most parties known willingness to dispose or lease property to this end. If necessary the Council would consider use of its compulsory purchase powers to facilitate the proper planning of the area and the implementation of Local Plan proposals.
5. The primary purpose of this brief is to identify planning opportunities, but the Council has ownership interests in some of the sites and wishes to make its interests available for development and would consider entering into joint venture arrangements with interested parties. Details of

ownership interests and potential delivery mechanisms will be issued as complementary guidance to this brief.

CONTEXT

Development Plan Framework

6. The Development Plan framework consists of the Tayside Structure Plan 1993, approved by the Secretary of State in 1997 and the Perth Central Area Local Plan 1997, adopted by the Council in December 1997.

Tayside Structure Plan 1997

7. The Structure Plan Strategy seeks to “consolidate improvements to the city centre as a major shopping, commercial and entertainment centre”. Retail Policy 6 seeks to “promote the further development of Perth’s central shopping area as major durable goods shopping centre by (inter alia):
 - Supporting an extension of the prime shopping area
 - Examining scope for an extension of pedestrian priority areas
 - Seeking a reduction in the level of non essential traffic in the central area
 - Securing additional short term parking provision well related to the prime shopping area.

Perth Central Area Local Plan 1997

8. The Local Plan vision for the central area is to retain and enhance its functions by promoting:
 - **vitality** by encouraging housing in the central area, spaces for people to meet and opportunities for community and leisure facilities
 - **viability** by supporting opportunities for retail and mixed development
 - **visual excellence** through environmental improvements and the highest standards of design
 - **a vehicle free environment** by increased pedestrianisation and pedestrian facilities and better public transport.
9. **General land use policies** which apply to the proposed development area relate to:
 - the retention and development of housing (Pol 1 and Pol 3)
 - the development of office use (Pol 4 and 5)
 - the development of retail uses [Pol 6 and 7)
 - conservation and the environment (Pol 10 - 14, Pol 17, 19, 20, and 23)
 - policies on traffic and parking (Pol 26, 28 – 33)
10. The area is specifically zoned in the **Local Plan for Primary Business and Retail Uses and Secondary Business and Commercial Uses**. Pol 37 and Pol 38 are the Primary Business and Retail Uses policies which apply in relation to the proposed development area. Pol 41 and 42 are the Secondary Business and Commercial Uses policies which apply. In addition, the area is covered by specific policies relating to the car parks present in the area (Pol 46 – 48) and its location within the designated Area of Archaeological Interest (Pol 57).

11. Individual sites within the area have also been identified within the Local Plan as either Proposals or Opportunity Sites for the development of a mixture of uses:

Local Plan Reference	Policy	Current Status
Proposal P12 Pullars	Rehabilitation and redevelopment of former Pullars building for offices for the unitary authority and multi storey car park	Currently under construction. See para 22
Proposal P23 Horse Cross	Installation of flood defences	Currently under construction
Opportunity O10 Printing works/store/offices	These buildings may become surplus to requirements and could be redeveloped in conjunction with O15, O17, and P12 for office, retail, residential or major cultural uses	Acquired as part of the site of Perth 2000, though part of the site will not be needed for this purpose - see para 27. Currently occupied by government offices.
Opportunity O15 South side of Mill Street	Vacant sites and car parks could be used to extend retail premises in High Street to improve links between Mill Street and High Street perhaps linked to O10, O17 and P12; create new frontages to Mill Street; to landscape existing car parks; or otherwise for the creation of new car parks or extension of existing.	Some clearance to create a temporary car park has occurred.
O17 Horse Cross car park	Could be pedestrianised to create a major public space in conjunction with O10 or O15 or in conjunction with an extension to create a new rear to the museum, or traffic flow and parking could be reorganised and environmental improvements undertaken with P23.	Identified as the site for Perth 2000. See para 27

12. To the north and east of the development area are Outstanding Conservation Areas reflecting the late 18th Century Georgian 'New Town' expansion of medieval Perth towards Smeaton's Bridge and the North Inch.

Location

13. Plans 1 and 2 indicate the broad location and detailed site boundaries of the potential area for redevelopment to the north of Perth High Street respectively. (All Plans are at the back of the brief). The identified key

development area is bounded by: Blackfriars Wynd to the north; the western boundaries of the proposed Perth 2000 development and Marks and Spencer to the east; the southern boundaries of a sub-station, Woolworths, Mill Street public off street car parking, and Banks of Perth's warehouse to the south; and the western boundaries of Woolworths, Banks of Perth and Mill Street public off street car parking to the west. Plan 2 also indicates there may be an opportunity to relate redevelopment here with an extension through to High street through redevelopment of Woolworths and possible incorporation of one or more adjacent High Street retail units, most notably Marks and Spencer or Boots.

Description of the Area

14. The potential area for redevelopment comprises a mixture of developed and undeveloped brownfield sites to the north of Perth High Street on both the north and south sides of Mill Street.
15. The area reflects both the original urban form and street layout of Perth - containing the medieval suburb formerly adjacent to the castle and Blackfriars Monastery and parts of the medieval core – and its more recent industrial and commercial heritage in the form of the remnants of the former Pullars dyeworks and the rear of High Street retailing premises.
16. Mill Street was originally a back lane inside, and adjacent to, the town's medieval wall, and beyond this lay a defensive ditch filled with water which also served as the town's lade. This still runs underground in a stone culvert along Mill Street and under the southern side of the Pullars buildings.

Mill Street – North

17. Curfew Row was one of the main roads north out of the medieval town leading from the North Port, one of the gates through the city wall, at the junction with Mill Street. The route still bisects the Pullars site and has been reopened as a pedestrian route as part of the current redevelopment having been closed to the public for approximately 80 years.
18. The Pullars buildings were formerly occupied by the famous cleaning firm and are fine example of industrial architecture on a grand scale. Directly behind Curfew Row lies Blackfriars Wynd which contains the Listed Fair Maid's House of literary fame and the adjacent Listed Building on the site of Lord John Murray's town house.
19. To the east of Curfew Row, the 1901 building on the Mill Street frontage is not Listed but is in a similar impressive style to the building to the west and contributes to an imposing, harmonious and continuous frontage along Mill Street. This building is currently occupied by Government offices. At the eastern end of the site is an early 20th century brick building. To the rear of these buildings are parking and delivery areas and various utility buildings of little interest. These buildings and rear service areas are included within the indicative proposals for the Perth 2000 development which also extend into the adjacent Horse Cross area currently used for car parking.

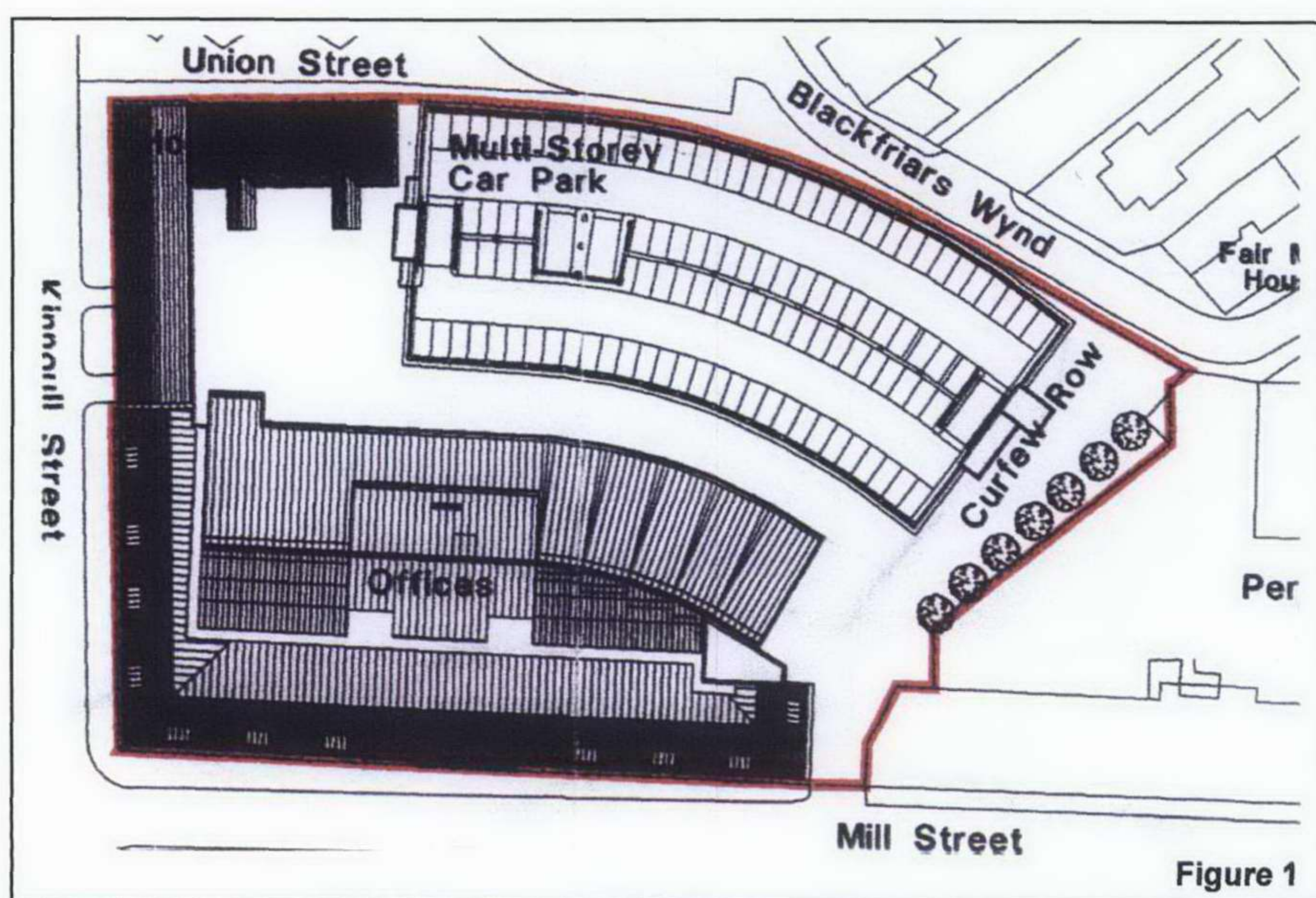
Mill Street – South

20. The area to the south of Mill Street and north of High Street was originally part of the medieval burgh and reflects the spinal pattern of the medieval High Street with its long narrow properties and vennels.
21. Woolworths stands on the north side of the High Street at the junction with King Edward Street. It is bounded on the east by Guard Vennel, one of the original medieval thoroughfares. The building is post-war and of an unfortunate scale and design. The other main building in this area is Banks of Perth warehouse to the west which, again, has little in the way of design features to commend it. The southern frontage of Mill Street was stripped of its tenement buildings in the 1960s and 1970s to permit road widening and this has opened up the rear of previously hidden elevations and now presents a chaotic mixture of parking spaces, pedestrian routes and loading bays reflecting its current general role as a parking/servicing area for the main retail core. The space remaining after road widening has never been sufficient to allow their redevelopment in isolation.

Current Developments

Council Offices (Pullar House) and New Car Park

22. The eastern half of the Pullars building, Local Plan Proposal P12, is currently being refurbished and redeveloped for new Council offices - Pullar House, with a multi-storey car park which will be completed in September 2000. Plan 2 and Figure 1 indicate the form of the building. This will provide a 'one stop shop' access for the public to the majority of front line Council services and will concentrate 750 council staff into this one building in the heart of the city, who currently occupy some 8 separate buildings in both the central area and further afield. This will have significant economic benefits to the central area in terms of lunchtime and other spend.



23. The Listed façade of the mid 19th century buildings of stone and cast iron have been retained as part of the current redevelopment of this part of the site. To the rear of the retained façade, a more contemporary approach

has been adopted in the form and materials of the new development including - an atrium, curved exterior building lines and brick, glazing and metal exterior cladding.

24. The public entrance to the building will be from Kinnoull Street, across the road from a shortly to be improved bus and taxi interchange at Mill Street/Murray Street. A staff entrance will be provided from half way along the Mill Street façade. Service access will be from the eastern end of the building.
25. The new car park will provide 470 public spaces from Monday to Friday augmented at the weekend by an additional 80 spaces. The car parking charges will be structured to encourage short-term stay for shoppers and visitors; long stay parking will be discouraged. Vehicular access will be from Kinnoull Street, with the major pedestrian access from Curfew Row. ***Improving pedestrian access from this point to the High Street is a major objective of this brief.***
26. The purpose of the car park is to relocate existing off and on parking in the Central Area to allow pedestrianisation, environmental improvement and redevelopment to take place and to concentrate visitor parking on an accessible site within the Central Area but outwith the pedestrian priority core.

Perth 2000

27. Perth 2000 is a proposal to create a new 800 seat multi-purpose concert and conference venue and Arts Centre to be located at Horse Cross to the rear of the Museum and Art gallery as shown in Plan 2. An extension to the Museum would form a later phase of the project. Following an architectural competition, an outline design has been developed by Building Design Partnership and Figures 2, 3, 4 and 5 indicate the general design and form of the building. The winning design illustrates a contemporary approach in relation to the proposed form, design and

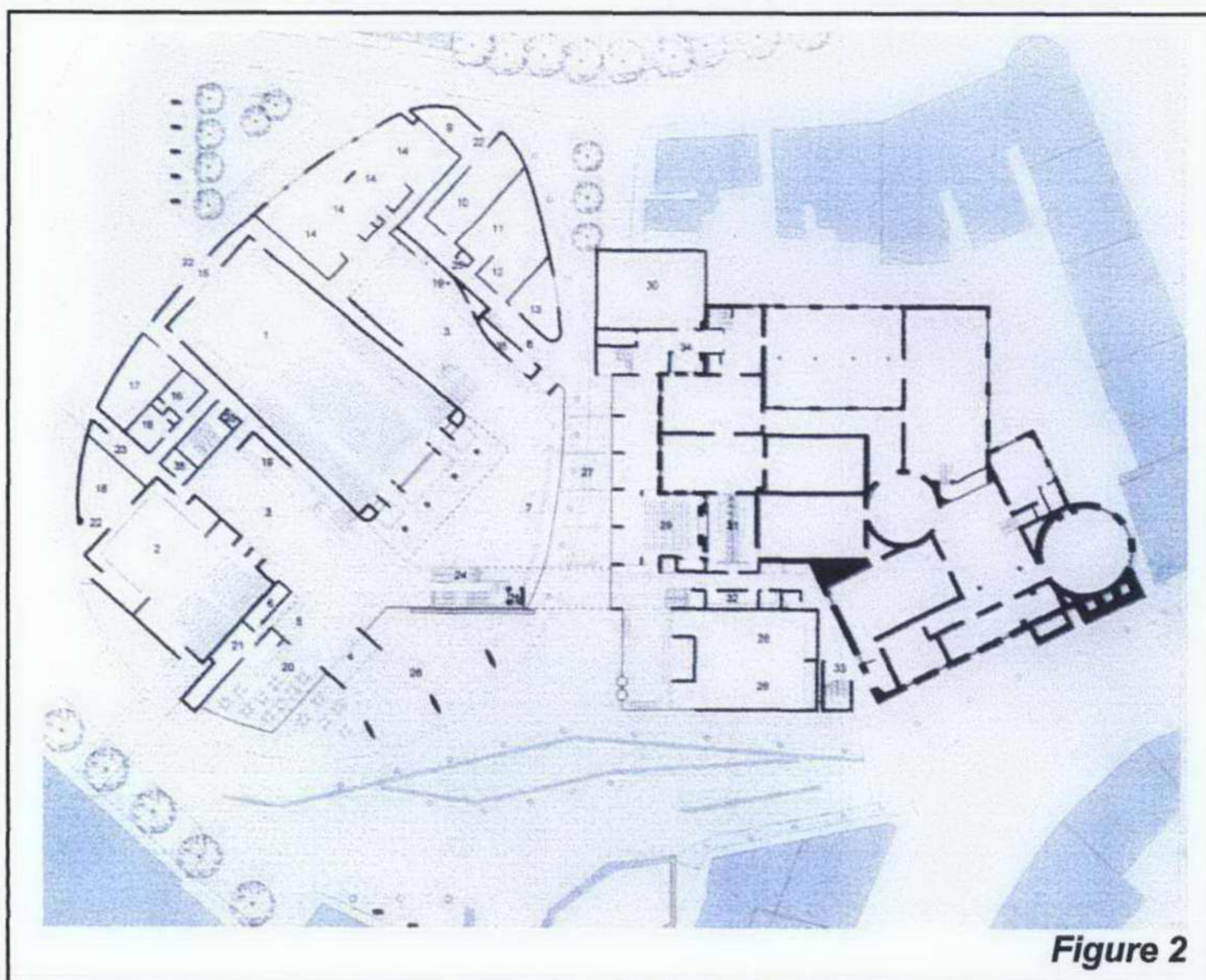


Figure 2

materials - a distinctive iconic building constructed of glass, steel and titanium with a "soft" freeform shape and a frontage which reinterprets the classical portico of Perth Museum extending into a new civic area. The

proposed cultural and conference uses are complemented by ancillary café/restaurant uses which break out into the new civic area and this along with the proposed realignment of pedestrian routes and removal of through traffic is intended to encourage high levels of pedestrian usage and cultural activity in the exterior space.

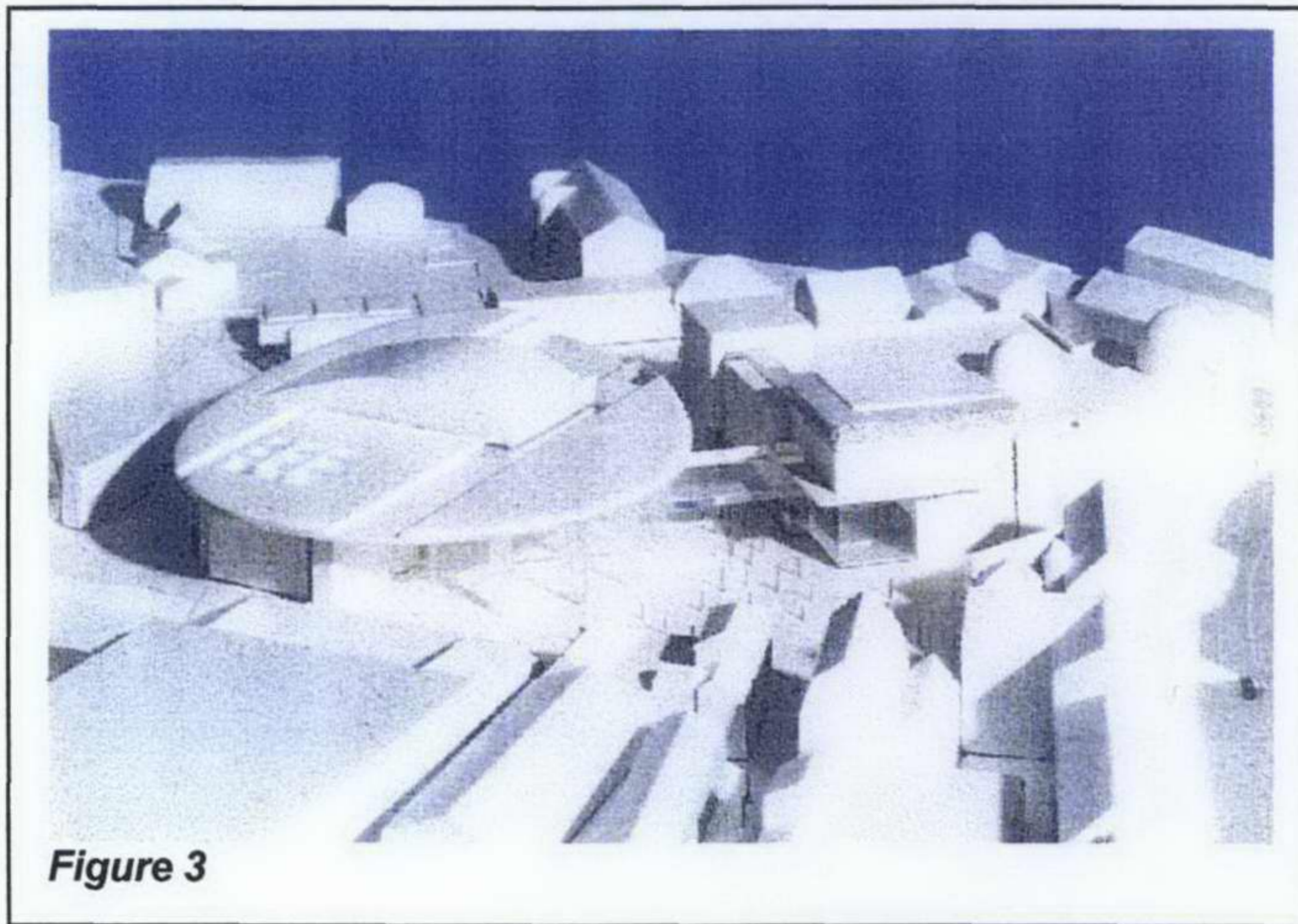


Figure 3

28. Subject to confirmation of funding from the Scottish Arts Lottery Fund, and detailed planning consent, it is intended to start on site in 2002. Further details of the Perth 2000 proposals are available on request.
29. The Local Plan envisaged that the development would be located largely within site O10, which has been acquired for this purpose, but as can be seen from Plan 2 and Fig 2, 3, 4 and 5 the bulk of the building will be located in the Horse Cross car park and only part of O10 will be required to realise Perth 2000.

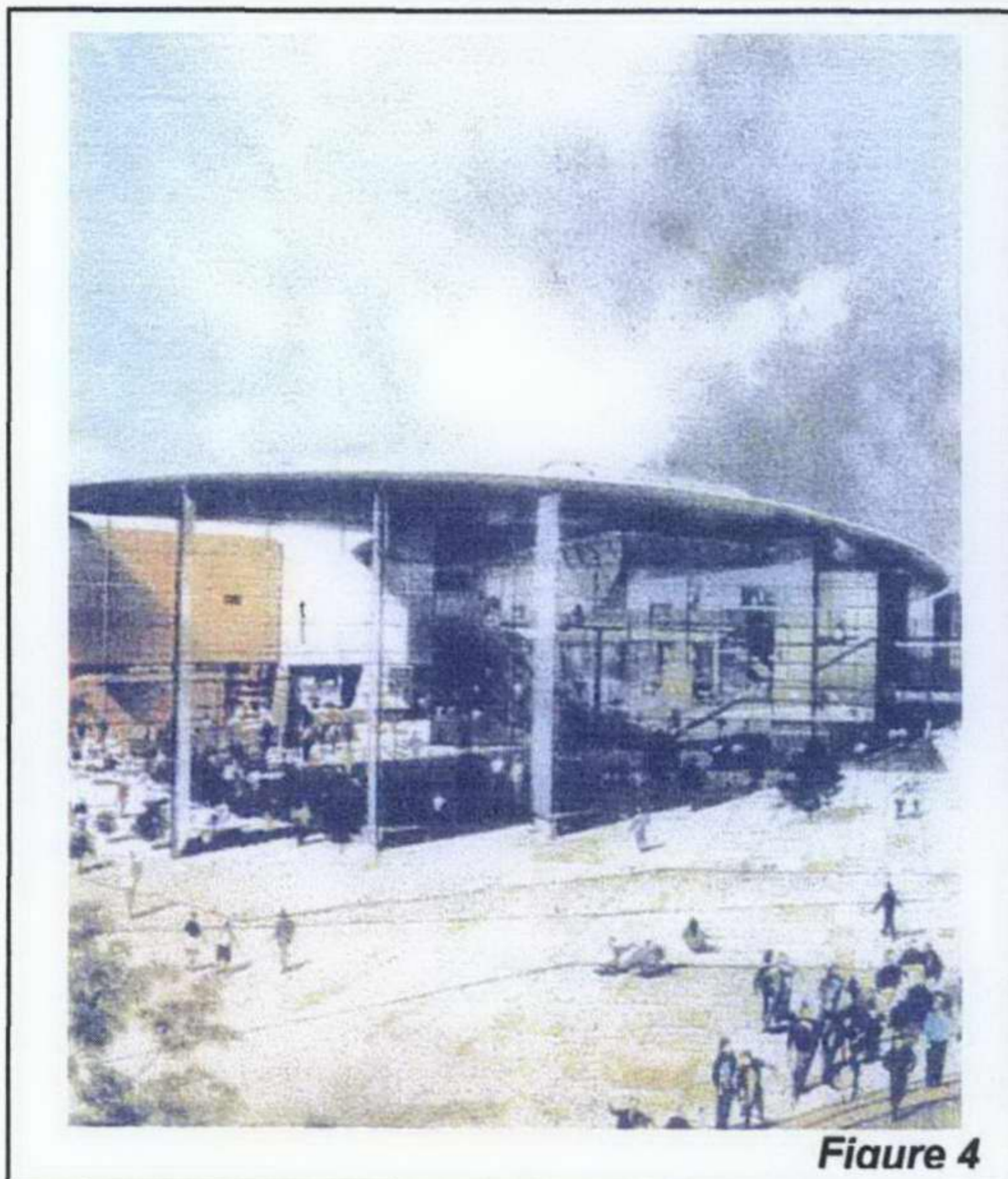


Figure 4

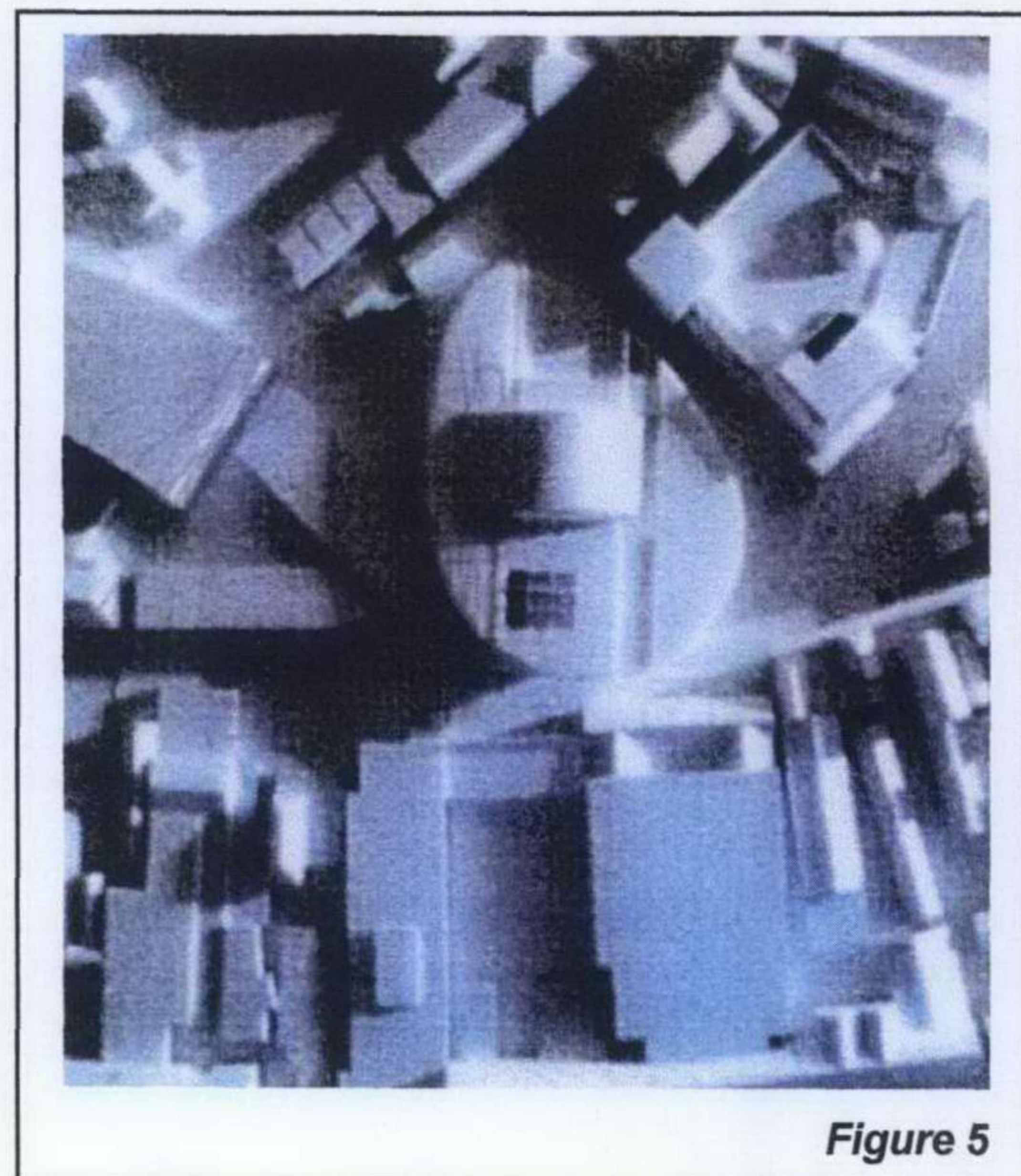


Figure 5

30. ***A primary function of this development brief is to seek out the best use for, and development of this site which lies between Perth 2000 and Pullar House and the new car park and to relate both these sites to the core of the Central Area, most notably the High Street.***

DEVELOPMENT GUIDELINES

General

31. The overarching objectives of encouraging development are:
- To support the vitality and viability of the city centre and to provide appropriate development in the vicinity of Perth 2000 (In particular, to consider the potential for commercial leisure use or a new hotel development adjacent to the Perth 2000 development which will act as a major draw for business visitors and tourists to the city)
 - To consider scope for retail expansion close to the main retail core (in the light of projected demand for additional retail floorspace within Perth on the basis of predicted growth in resident expenditure within the established catchment area allied with continuing high levels of visitor expenditure).
 - To provide pedestrian linkages between the High Street, Perth 2000, Pullar House and the new multi-storey car park
 - To improve the amenity of the Mill Street area and the setting of Perth 2000 and Pullar House
 - To encourage the development and reuse of vacant, derelict and underused land
 - To provide opportunities for the creation of further areas of public space
 - To improve the setting of the Fair Maid's House

Land Uses

32. As indicated above, the land use zoning in the Perth Central Area Local Plan for Primary Business and Retail Uses and Secondary Business and Commercial Uses supports development of a range of uses providing there is no adverse impact on the retail core.

Retailing

33. The proximity of the area to the prime retail core suggests potential for development of retail use. In 1998 Hillier Parker undertook a study of retailing in Perth and Kinross on behalf of the Council to establish shopping patterns and to identify opportunities for any future provision. From the survey and expenditure analysis, it appears that the Perth & Kinross Council administrative area is a reasonable geographic approximation to the actual shopping catchment area for Perth.
34. The study showed that spending in the catchment area is very loyal to Perth City centre, although there is some evidence of this loyalty breaking away at the fringes of the catchment, where the relative attractions and proximity of Dundee, Stirling and other towns are evident. Nonetheless, convenience goods spending is currently in excess of £195m and comparison goods spending is in excess of £260m. It should be noted that this does not include expenditure from Perth's 'super-catchment'. These levels will grow over the next 5-10 years. Consequently, there is expenditure growth over the next 5 and 10 years in the catchment which could fuel floorspace increases. Analysis of expenditure levels shows that Perth has a market share of approximately 66%, with the residual being

shared amongst the landward towns and other competitor centres such as Dundee and Stirling.

35. The study concluded that based on retail expenditure analysis, there is expenditure from the catchment that could support an additional 20,000 square metres of durable goods floorspace in Perth by 2008 and this could be accommodated in a single mall development. However, this might be an excessive scale of investment, and might be more appropriately met by smaller redevelopment schemes around the retail core. Opportunities exist to tie in the development with the existing Boots and Marks and Spencers stores immediately adjacent to the area covered by the brief.
36. The study noted the good range of retailing in Perth City centre but a lesser offer in the fashion merchandise lines. Although the study does not make any mention of the specific type of retailing to be encouraged, and it is a matter which is outwith the control of the planning authority, Perth's current retail offer is characterised by quality independents selling speciality and top of the range goods and it would appear appropriate to build on this foundation if possible.

Commercial Leisure Development

37. In the absence of any market demand for a major retail store to anchor a retail development, the study suggested that a commercial leisure development would provide a suitable alternative anchor. This would again be acceptable in terms of the Local Plan and may have some market potential given proximity to the proposed Perth 2000 development, which would appear to offer synergy in terms of use.

Hotel

38. An alternative to a commercial leisure use anchor would be a hotel as an anchor development - again because of the potential synergy with the proposed adjoining Perth 2000 development which will potentially be a major draw for business visitors and tourists with attendant accommodation requirements. This could be combined with ground floor retail or other commercial uses.

Housing

39. Housing would be a further use which could be integrated within a mixed use development which would be consistent with Local Plan policy and the housing market within the city centre which has seen significant growth in the last 20 years.

Form and Design of Development

40. The Perth Central Area Local Plan provides broad design guidance on the standards of design applicable to both built and streetscape development within the city centre. In general proposals, for new development adjacent to Listed Buildings or within or adjacent to Conservation Areas are subject to a greater degree of control and scrutiny than elsewhere and as a consequence any development will have to be designed to a high standard and relate well to both the traditional design features of adjoining

built form as well as the more contemporary approach adopted in recent and proposed development.

Built Form

41. The built form of any development within the identified area is as important to townscape as detailed design aspects given the importance to Perth's distinctive character of the overall pattern and texture of streets, vennels and land uses which reflect the city centre's evolution from its medieval origins. In this respect the retention of historic routes – Curfew Row, Mill Street and Guard Vennel – is important to preserve the integrity of townscape in the area as well as to facilitate access between the development and adjoining areas.
42. Demolition and replacement of buildings within the area rather than conversion need not have a significant impact on overall townscape providing any replacements respect the massing of adjoining development and established building lines. The scale and mass of development on the Pullars site is significantly larger than that within the medieval core of the city and the size of the street block is also larger. This, coupled with the poor environmental quality and mixed scale of the back land development at Mill Street means that scope does exist for a significant scale of building form on this site, provided that the existing and proposed architectural forms in the Conservation area and at Perth 2000 are respected. ***Particular attention needs to be paid to ensuring that the rear and service areas of buildings are designed and detailed appropriately, particularly in relation to their existing setting (eg Fair Maid's House).***
43. Depending on the proposed land use and scale of development, the sites north and south of Mill Street could either be developed separately, or could be linked across to provide a single building block across the area although clearly this needs to be considered within the context of access and servicing arrangements.
44. Any redevelopment through to the High Street should respect the existing building line in High Street and produce a frontage of appropriate quality and scale to this street. Opportunities exist to tie in the adjoining Boots and Marks and Spencer stores by opening the adjoining elevations or simply providing new accesses.

Design and Materials

45. Dressed natural stone and more random natural stone with traditional window detailing dominate existing built elevations to the north of Mill Street. The streetscape to the north also contains traditional whin kerbing and setted surfaces. The extensive use of steel and glazing in the new and proposed developments in the area provide a challenge to integrating new designs with existing traditional elements which show an awareness of local architectural features and materials. The existing façade on Mill Street could be retained to match the Pullars redevelopment although it is not Listed and there is no Planning requirement to retain it.

46. It is intended to create a high quality civic space using natural traditional materials as part of the Perth 2000 development and extended use of these materials in the exterior space of the proposed development area would provide a degree of unity.

Access, Servicing and Parking

47. Appropriate access, servicing and parking arrangements are essential to ensure that any new development integrates with the existing and proposed transport regimes in the town and is accessible to all sections of the community. Transport policy for the area is being developed in line with *national guidance for integrating transport policy with land use planning* in the form of a Local Transport Strategy. This Strategy develops the existing policies contained in the Perth Central Area Local Plan and the Perth Transport Plan and emerging national guidance on parking standards, green transport plans and developer contributions to transport infrastructure. Existing and proposed transport arrangements are indicated on Plan 3 and Plan 4.

Local Transport Strategy

48. The Perth and Kinross Local Transport Strategy provides a strategic framework for the Council's aspirations for the development of an *integrated approach to transport and land use planning within the Council area*. One of the key components of the strategy is the reduction of non essential traffic within Perth through restrictions on long stay parking and the promotion of more sustainable alternative forms of traffic with a particular emphasis on enhanced provision of road space and facilities for buses, cyclists and pedestrians. The Council has been successful in securing central government funding for the development of bus priority and traffic management measures as part of a bid for Public Transport Fund assistance from the Scottish Executive and is now seeking additional funding for the development of Park and Ride facilities and enhanced provision of cycle and pedestrian routes into the city. The *Strategy and subsequent bids for capital funding indicate the Council's intention to seek contributions for the development of public transport facilities through the development process as an alternative to the provision of car parking associated with new non residential development in Perth.*

Pedestrian Movement

49. The multi-storey car park will increase pedestrian flows from the area to the High Street, although the current routes are indirect and rather unattractive. Conversely, the proposed development of Perth 2000 is likely to increase pedestrian flows to the area and promote pedestrian activity within it through the proposed pedestrianisation and creation of a high quality civic space. Pedestrian access to and from the area, and between the car park and Perth 2000, requires to be maintained and improved. The retention of existing pedestrian routes is advocated as the most appropriate way of both maintaining and facilitating access to and from the area and respecting the integrity of the urban form of the city although new linkages would be welcomed. High level pedestrian links between elements could be considered, but careful consideration would

need to be given to visual impact. The Council will support the extension of pedestrianisation associated with the provision of exterior civic space.

Traffic Circulation

50. The development sites are currently traversed by Mill Street which performs primarily local access functions to service premises and car parks as well as providing a return loop for city centre bus services. The street is also used by through traffic seeking access to Perth Bridge. There is no requirement to keep Mill Street open to through traffic, providing that service access to existing premises can be maintained; it is considered more important to achieve the right land use and urban design solution to this area. If Mill Street is to be closed, attention should be given to continuing bus penetration in the area, particularly in the vicinity of Perth 2000 and the developers may be required to assist in this objective of maintaining public transport penetration. If Mill street is to be closed to through traffic, and perhaps built over in part, consideration would need to be given to issues of function and appearance in the remaining sections (i.e. at its western end) and to the provision of a new alternative service/bus route.

Service Access

51. Existing servicing arrangements should be maintained in the area and new servicing accommodated in a satisfactory manner. Mill Street serves as an important service area for major stores in the pedestrianised High street, and servicing solutions, which provide for more rear servicing for High Street shops would be strongly encouraged. Service access within new pedestrianised areas would be acceptable in principle.

Parking

52. The proposed development area lies within an area that is currently used in part as a car parking for the main retail core. The area currently contains 16 public and 33 private off-street car parking spaces and rear servicing for Woolworths. A further 16 public off-street car parking spaces and rear servicing for Boots and Marks and Spencers are provided immediately adjacent to the area. The Perth Central Area Local Plan indicates the Council's support for the provision of non residential parking outwith the city centre linked with the use of public transport as an alternative means of providing parking for new developments within the city centre. Whilst more detailed policy guidance is now being developed on the details of such provision, the Council is keen to maintain and develop access to the city centre through means other than the private car, particularly for commuters, and may seek to achieve this through ring-fenced developer contributions towards enhanced public transport provision and improved transport infrastructure based on the value of the number of car parking spaces lost and parking spaces to be provided in association with the development if normal parking standards were applied.
53. In other words, the number of car parking spaces lost by redevelopment, together with the calculation of car parking spaces theoretically required for any retail or other commercial developments on the site will be considered for any development proposal, but developers may be asked

for commuted sums towards the provision of complementary public transport improvements (or parking provision elsewhere) rather than replacement of on site parking.

54. It is recognised that the provision of hotel accommodation or housing may require the provision of some on site parking and standards would be assessed on the basis of individual proposals.

Site Constraints

55. There are a number of potential constraints to development. It is believed that the potential constraints associated with ground conditions and previous flood risk have been largely addressed through work associated with current developments and the Perth Flood Prevention Scheme but these should still be given some consideration in formulating development proposals. Service infrastructure will require to be addressed in relation to electricity plant. The historical and architectural interest of the area poses certain constraints on design but these are largely discussed in the preceding section on the form and design of the development. Potential constraints are identified on Plan 5.

Ground Conditions

56. A site investigation to the west of the site encountered made ground deposits above natural superficial deposits. The made-up ground varied in thickness between 2 metres and 3.5 metres. This was commonly found to contain sandstone, brick and rubble debris overlying reworked alluvial silt, sand and clay with cinders and ash. Areas of peat and mussel shells were also encountered. The natural superficial deposits mainly comprise sands and gravels. Standard penetration tests indicate these strata to be loose, becoming medium dense to dense with depth. All the boreholes were terminated at a depth of 6 metres in a layer of sands and gravels. Other site investigations in the general vicinity indicate that laminated silty clay underlies the sands and gravels at a depth of some 9 metres below ground level. The field and laboratory data available indicate that the made ground and cohesive deposits have a high potential for settlement. For low-rise lightly loaded structures, it may be possible to adopt raft foundations if predicted settlements are within acceptable limits. Piling to the layer of sands and gravels or beyond may be appropriate where higher loadings are required. It is known that problems have been encountered on sites in Perth during piling operations due to thinning of the sand and gravel band. The potential presence of 18th and 19th century cellars with voids to the rear of the High Street is another factor that could influence the design and location of foundations.

Flood Risk/Town Lade

57. Perth town centre lies beside the River Tay and there has been a history of flooding of the area. Perth Castle, which is believed to have occupied a site in Castle Gable, was destroyed by flood in 1290 and the Horse Cross car park was inundated to a depth of more than 1.5 metres in the flood of 1993. In response to that event, the Perth Flood Prevention Scheme is being implemented to protect the city and its environs from potential flooding in the future.

58. A wall has been erected around the exposed section of the town lade at Skinnergate/Albert Close and this along with other flood prevention measures around the city will provide considerable protection for the area and indeed the city as a whole. Any proposals to open up the Lade or utilise it for the development of water features would need to take account of flooding requirements. There may also be a need to provide suitable structural engineering solutions if development is proposed above the route of the lade which, as noted, runs through the potential development area. In addition although the flood scheme will provide considerable protection it may not completely deal with flood risk issues such as ground water and surface water drainage and this should be taken into account in considering levels and uses in the lower parts of buildings.

Contamination

59. Dry cleaning and dyeing operations were previously undertaken on the Pullars site to the west. Site investigations have demonstrated the presence of localised ground contamination primarily by hydrocarbons. Dissolved hydrocarbons are present in the groundwater across much of the area. Solvents used in dry cleaning are also present in the groundwater. Contamination may present a constraint to beneficial re-use of this part of the area and liability risks if left unaddressed.

Utilities

60. A major electricity sub station is located in Guard Vennel adjacent to Woolworths. Relocation of the substation and associated infrastructure will require to be considered as part of any development proposals. Other services in the area are not considered a constraint to development.

Archaeology

61. The development area lies within an area that has been identified as an area of archaeological interest in the Perth Central Area Local. Archaeological investigation and recording will be required to be considered as part of the development process. The Scottish Urban Archaeological Trust have previously prepared preliminary report on the area as part of an assessment of the archaeological implications of the earlier wider redevelopment proposals. The Trust identified the area's likely archaeological importance in terms of:

- Suburban development to the north of the city
- Defences in the 14th and 15th centuries
- Development of the defensive ditch into the lade
- 18th and 19th century development to the rear of the High Street

A copy of this report is available. The Trust recommended that extensive excavation would be required both north and south of Mill Street prior to the commencement of development.

Conservation Area / Listed Buildings

62. The historical and architectural interest of the area requires consideration in relation to the form and design of development as discussed in the preceding section.

OTHER INFORMATION

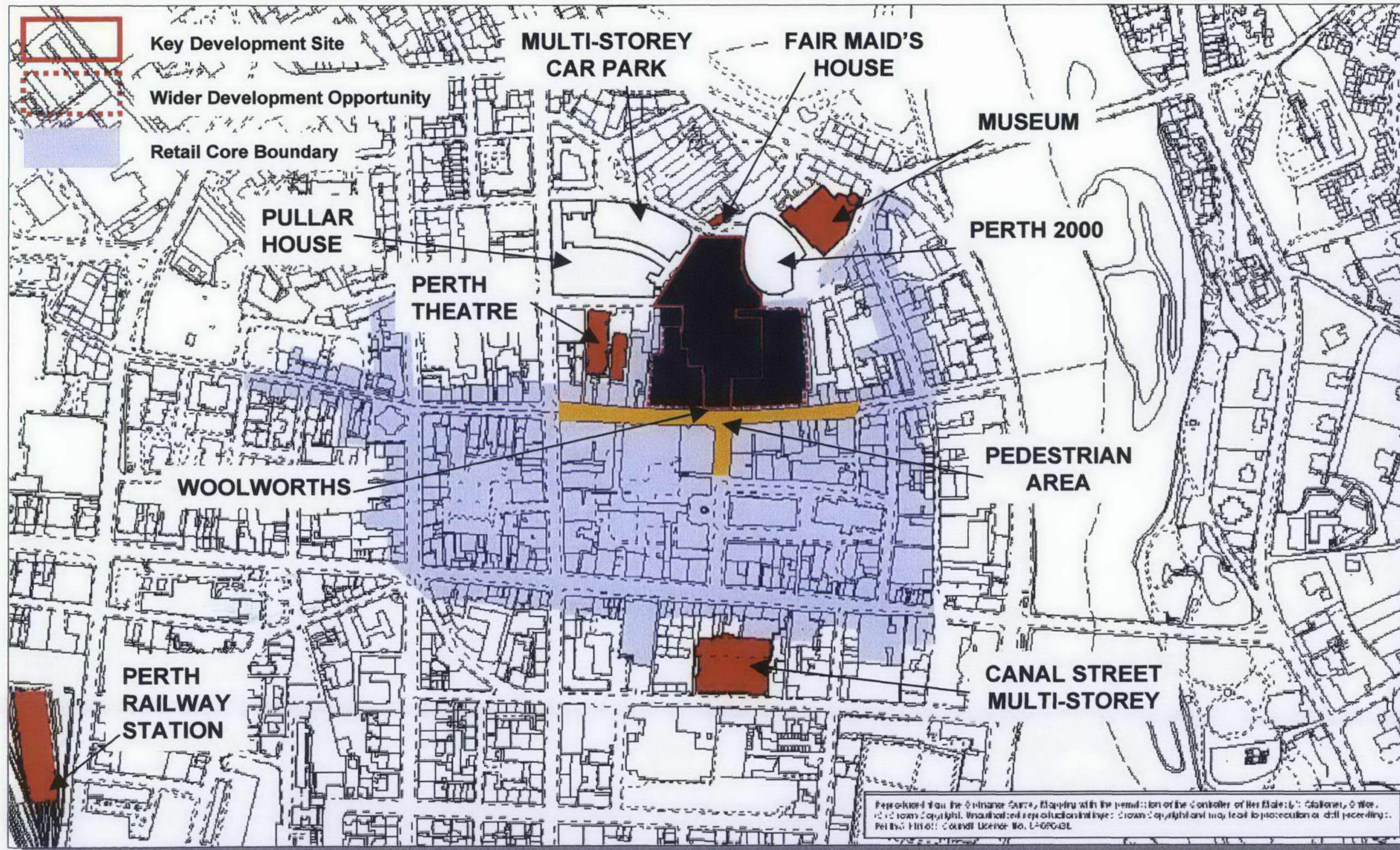
63. If you wish to discuss any aspect of this brief please contact John McCrone [Tel 01738 475385] or Roland Bean [Tel 01738 475305].

Denis Munro
Director of Planning and Development Services

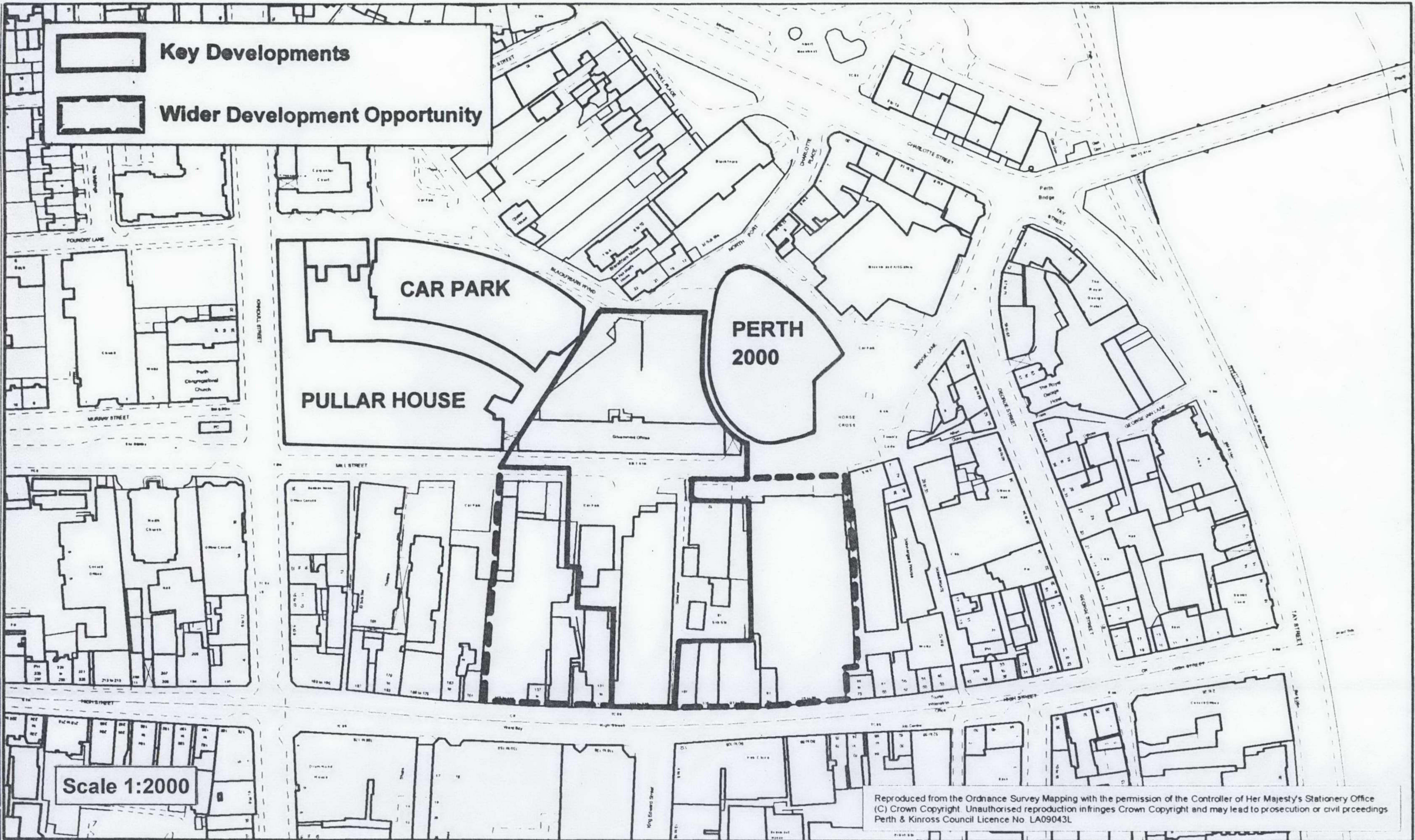
6 June 2000

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PLAN 1: PERTH CENTRAL AREA - CONTEXT



PLAN 2: SITE PLAN



Key Developments

Wider Development Opportunity

CAR PARK

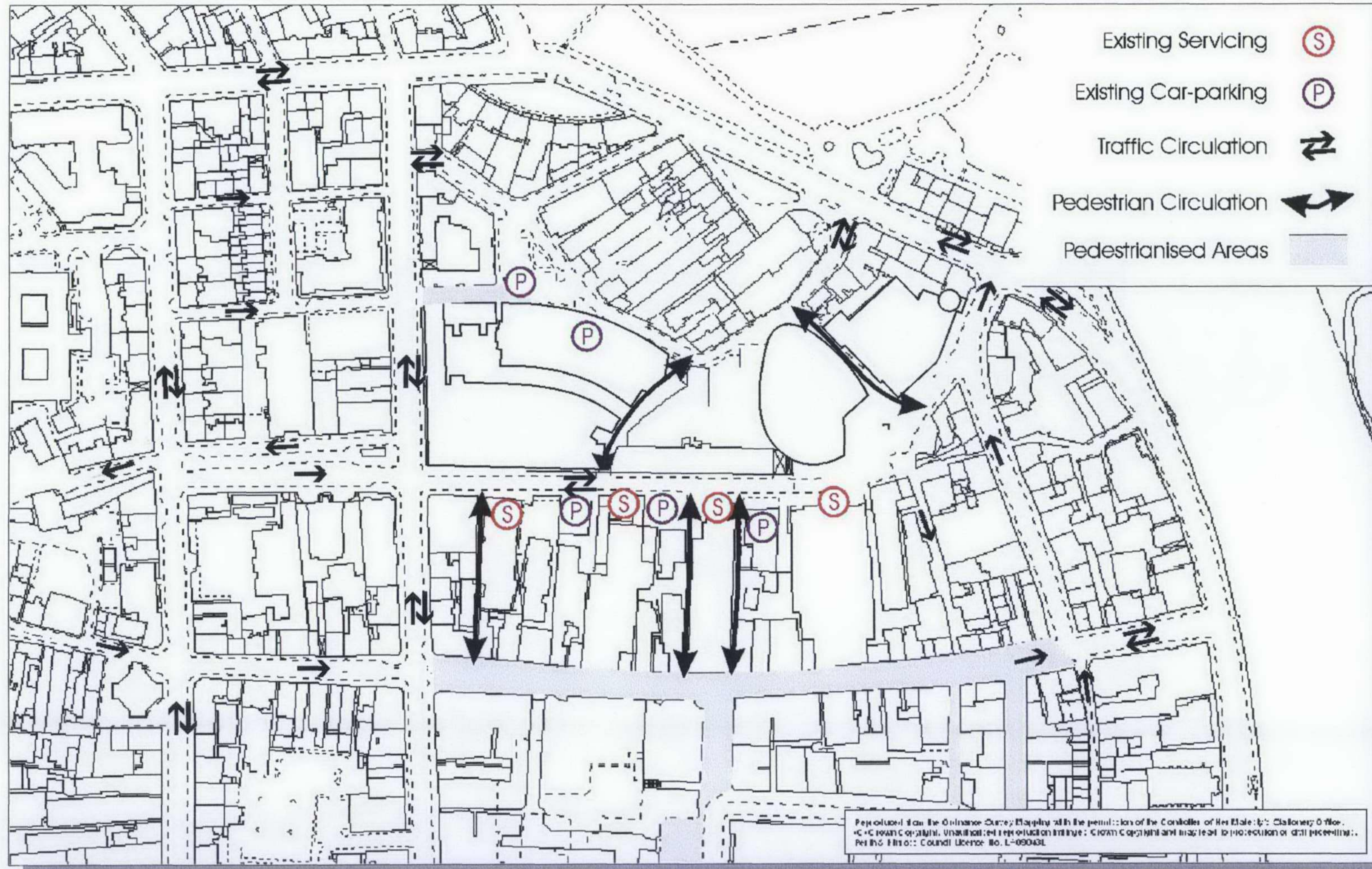
PULLAR HOUSE

**PERTH
2000**

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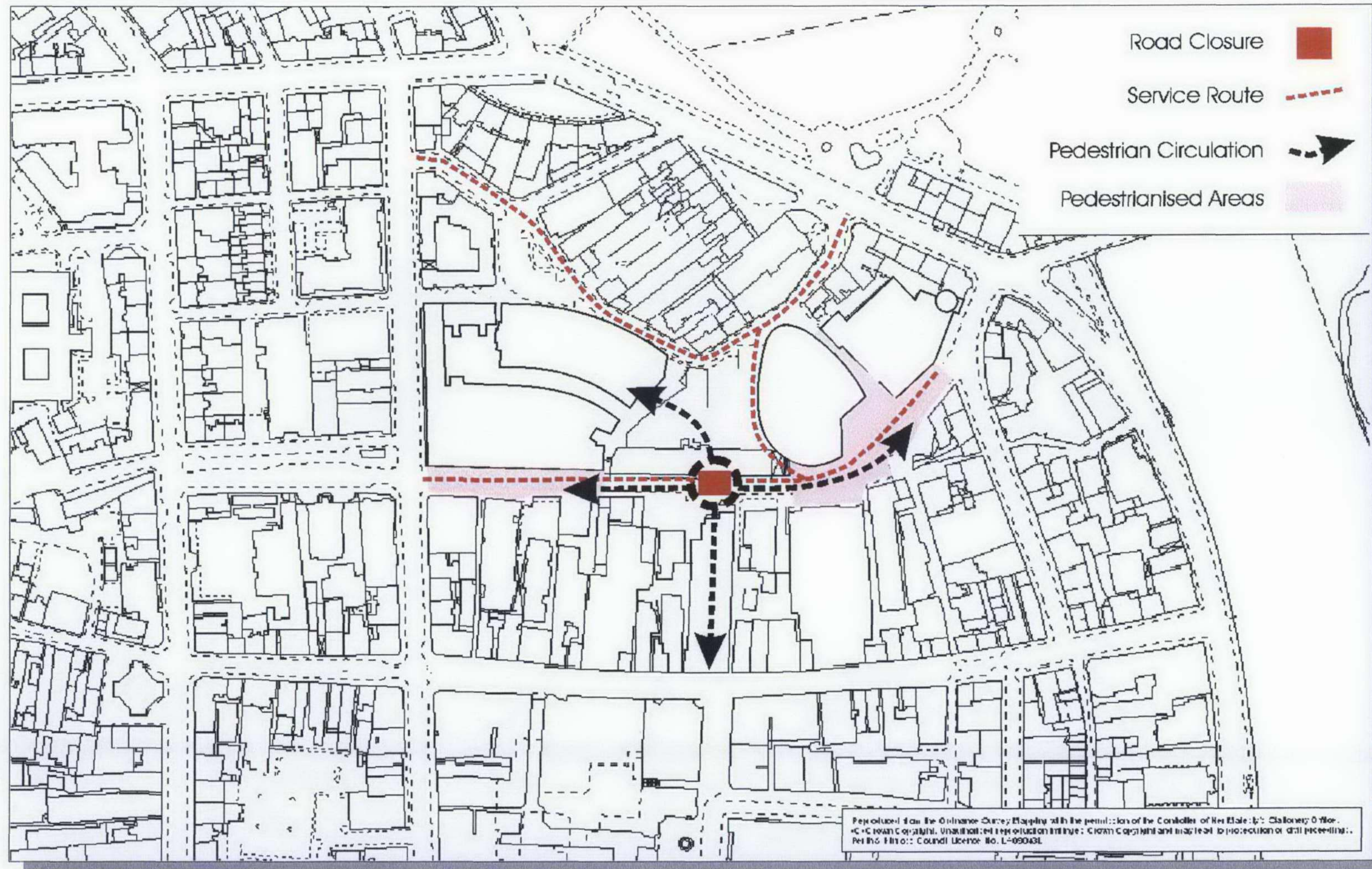
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PLAN 3: ACCESS, SERVICING AND CAR-PARKING - EXISTING

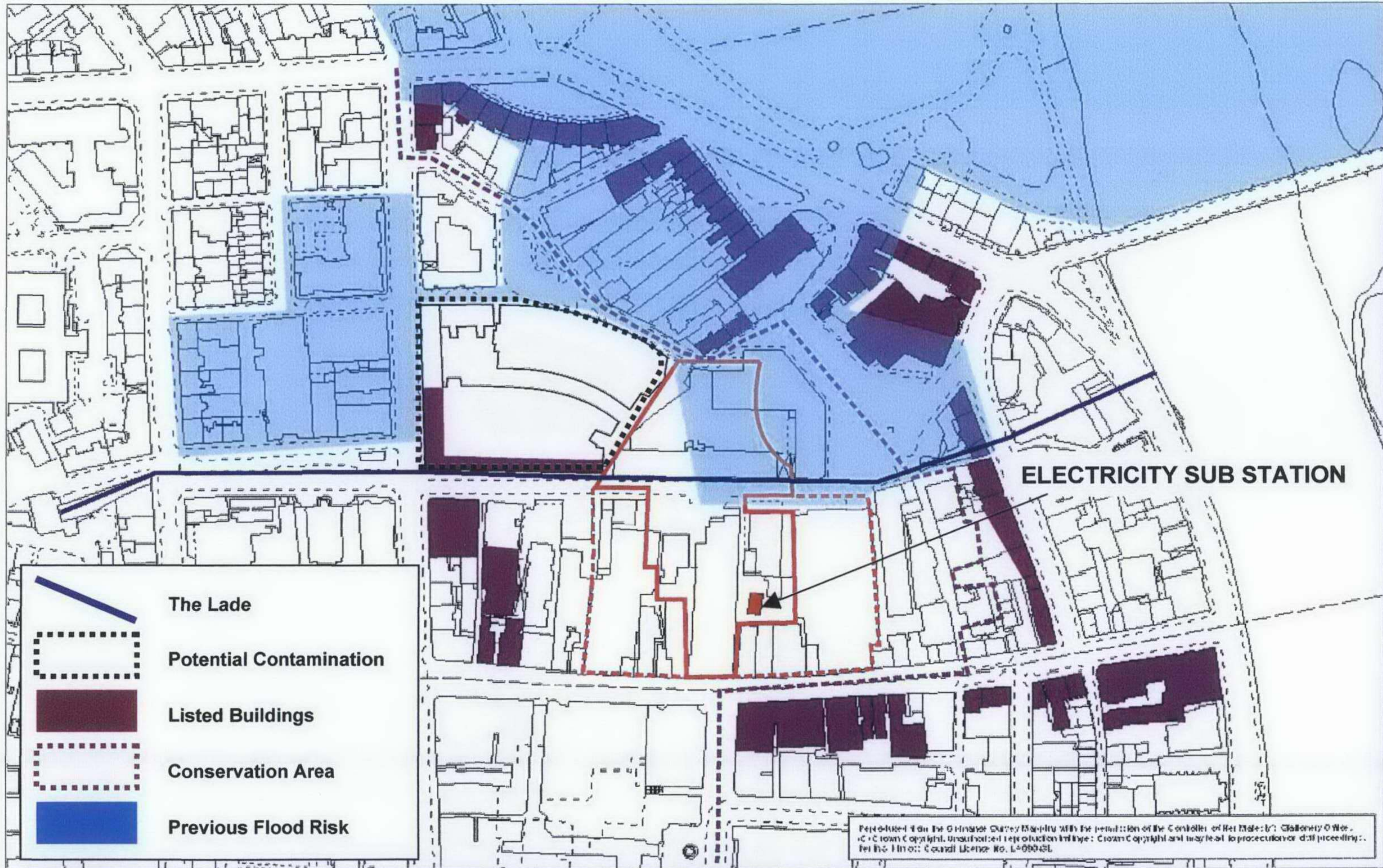


Note: This plan shows traffic management proposals currently under implementation.

PLAN 4: ACCESS, SERVICING AND CAR-PARKING - POTENTIAL



PLAN 5: CONSTRAINTS



AMENDED DESIGN OF PERTH 2000 – SUPPLEMENTARY PLANNING BRIEF

BACKGROUND

Perth and Kinross Recreational Facilities Limited agreed to review the content of the Perth 2000 project within the context of the new Arts Strategy. The review has now been completed and three amendments to the original proposal have been agreed :

- The capacity of the Auditorium has been increased from 800 to 1200
- The Studio Theatre should be provided at another location
- The Arts Workshop facility should be provided at another location

In addition to the above, Perth and Kinross Council have prepared a Planning Brief for a mixed use development in the Mill Street / High Street area immediately adjacent to the proposed Perth 2000 site. The Council have indicated they are interested in the possibility of progressing these development opportunities in conjunction with the Perth 2000 development.

Perth and Kinross Recreational Facilities Ltd shortly intend to advertise the opportunity of developing Perth 2000.

Progress has been made in identifying amendments required to the Perth 2000 design as a result of the new context provided by the Arts Strategy. The purpose of this Brief is to provide additional guidance on potential design alterations and additional development opportunities if Perth 2000 is to be delivered as part of a wider redevelopment of the Mill Street / High Street area. A plan indicating the extended area is appended to this Supplementary Brief.

DEVELOPMENT GUIDELINES

General

The original Planning Brief : Major Mixed Use Development, Mill Street / High Street, Perth outlines opportunities which exist in the city centre for a major mixed use development to contribute to the expansion of the centre in an area to the north of the prime retail core. The Brief only identifies land use development opportunities and design criteria – details of ownership interests and potential delivery mechanisms will be issued as complementary guidance.

This Amended Design of Perth 2000 - Supplementary Planning Brief should be read in conjunction with the original Brief and treated as a supplement to it. It only identifies land use development opportunities and design criteria in relation to the planning requirements of integrating Perth 2000 into the wider redevelopment of the Mill Street / High Street area. Details of potential delivery mechanisms will again be issued as complementary guidance to the Brief.

Land Uses

The original Brief identifies a range of land uses which could be developed in the Mill Street / High Street area : retailing, commercial leisure development, hotel and housing.

Whilst all of the above land uses are acceptable, the development of commercial leisure uses and / or a hotel in close proximity to, or as part of, Perth 2000 would appear to have particular merit given potential synergies with the development of a conference / arts facility and the creation of quality civic space.

Form and Design of Development

The outline design for Perth 2000 indicates a new contemporary style building located in Horse Cross. Although the proposed building is largely free standing, links were proposed with an extension to the existing Museum and Art Gallery. The extension to the Museum and Art Gallery has been delayed due to funding but modifications to the design of Perth 2000 should not preclude such development in the future.

Built Form

The current proposed built form of the Perth 2000 development respects the historic urban form of the city in terms of its scale and detailing in relation to its setting, the frontage's reinterpretation of the classical portico of Perth Museum and orientation to the existing main access routes into the Horse Cross area. In addition the proposed combination of "break out" space and ancillary commercial leisure uses towards the exterior of the building and creation of a quality civic space around the building is consistent with aspirations to create additional public space and high levels of pedestrian activity and cultural use within such spaces.

Amendments to the design of Perth 2000 to integrate it with the wider redevelopment of the Mill Street / High Street area should continue to respect the urban form of the city in terms of setting and orientation. Whilst physical links with adjoining developments are not precluded - and may in fact benefit service and access arrangements - this may impact on building orientation and the views of it from the surrounding area and these issues should be addressed as part of the design process. Specific attention needs to the design and location of service areas to ensure they do not adversely impact on the existing setting or public spaces.

It is also a prerequisite that any redesign continues to accommodate the creation of high quality civic space and "break out" space and uses such as restaurants and bars which will encourage pedestrian and cultural activity within public spaces which are created. The location of existing restaurant uses in the area should be considered in designing public spaces.

Design and Materials

Extensive use of steel, titanium and glass is proposed in the exterior design treatment of Perth 2000. The interface of these materials with adjoining developments or provision of alternatives should be considered as part of the design process.

Access, Servicing and Parking

Appropriate access, servicing and parking arrangements are essential to ensure that the integration of Perth 2000 with the wider redevelopment of the Mill Street / High Street area is compatible with new and potential transport regimes in the town and that both the Perth 2000 development itself and adjacent development remains accessible to all sections of the community.

Pedestrian Movement

Pedestrianisation associated with the provision of public space in association with Perth 2000 is supported. The accommodation of pedestrian routes from the High Street to/from Mill Street and the new multi-storey car park is a fundamental requirement in the delivery of adjoining development opportunities. It is equally important that pedestrian access to/from and through Perth 2000 to Skinnergate and George Street is accommodated in any integration of the two developments.

Traffic Circulation

The removal of general through traffic from Mill Street is supported providing service access is maintained and bus penetration particularly to Perth 2000 is accommodated.

Service Access

The integration of Perth 2000 with adjoining development provides opportunities to rationalise the servicing of both the conference / arts facility and uses contained within adjoining development. The nature and location of adjoining use will influence the scale and type of servicing required. Whilst service access within pedestrianised areas is acceptable in principle, it is particularly important that servicing does not impinge on the design or functionality of these spaces.

Parking

Contributions towards enhanced public transport provision and improved public transport infrastructure – based on the value of the number of car parking spaces lost and parking spaces to be provided in association with the development if normal parking spaces were provided – are supported as an alternative to the provision of car parking. The provision of hotel accommodation or housing in adjoining developments may require the provision of some on site parking and standards would be assessed on the basis of individual proposals. Proposals could include use of the adjoining multi storey car park - given the likely off-peak demand for parking associated with such uses – subject to agreement with the car park operators.

Site Constraints

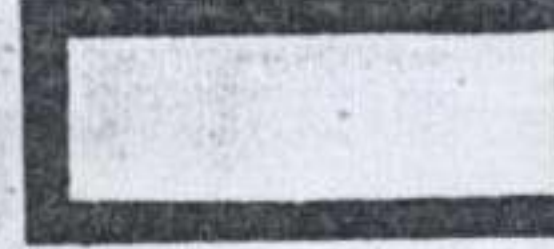
Site constraints for the whole area are identified in the original Brief.

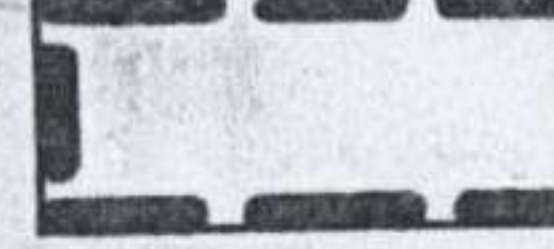
OTHER INFORMATION

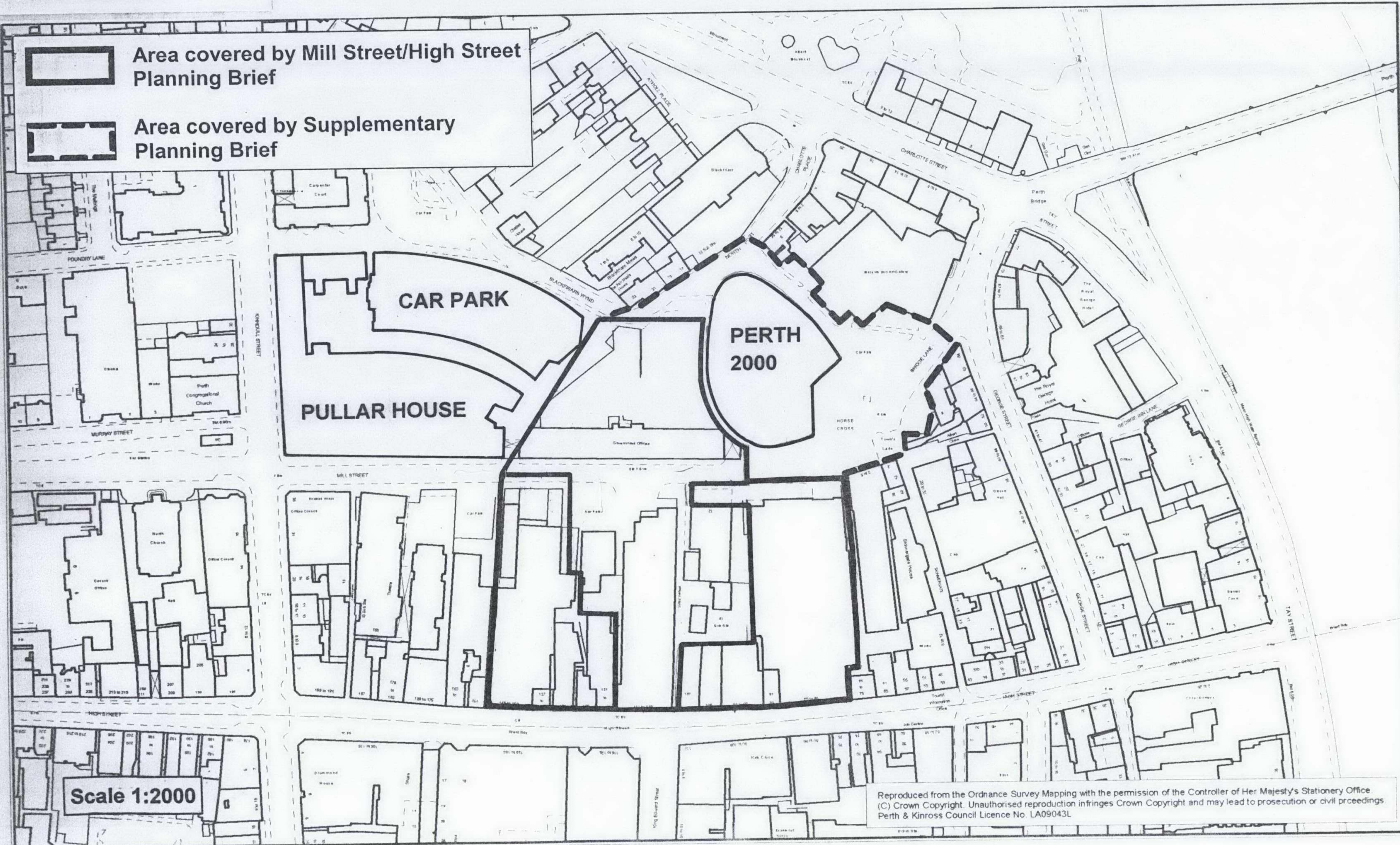
If you wish to discuss any aspect of this supplementary brief, please contact John McCrone (01738 475385) or Roland Bean (01738 475305).

Denis Munro
Director of Planning and Development Services

APPENDIX 1

 Area covered by Mill Street/High Street Planning Brief

 Area covered by Supplementary Planning Brief



Scale 1:2000

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