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**PERTH &  
KINROSS  
COUNCIL**

**Perth City Centre**  
Development & Design Framework

**August 2024**

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**On behalf of:**



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# Introduction



## Introduction

### Background

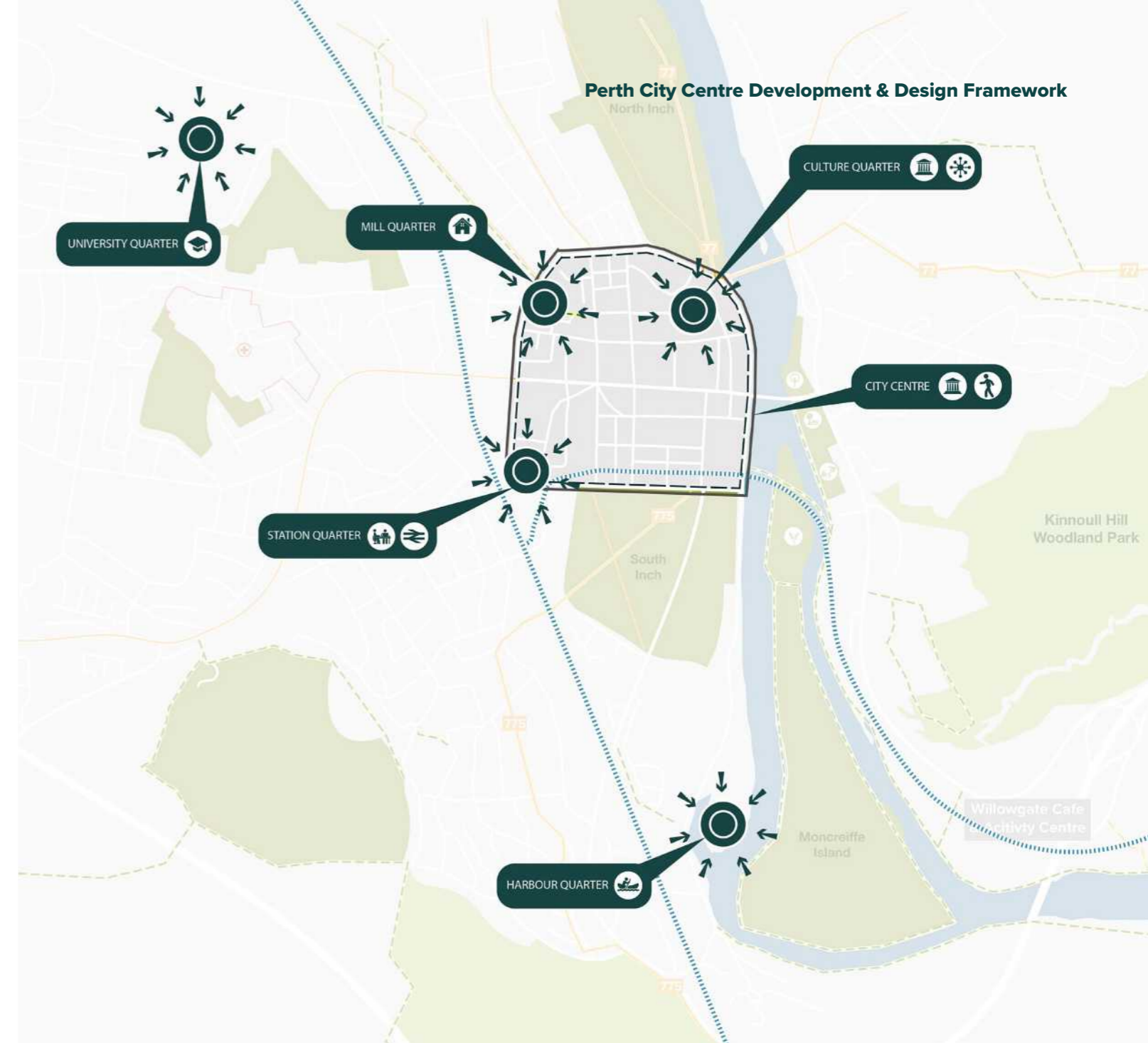
The Perth City Development and Design Framework serves as a comprehensive document outlining guidelines and principles for urban development in Perth. It provides a framework for architects, planners, and developers to create a cohesive and sustainable urban environment in the city. The Framework aims to enhance the overall design quality, functionality, and liveability of Perth through informed and strategic development practices.

The Perth City Development and Design Framework is being developed to build upon existing planning, economic design, and development guidance - presenting a series of 'intervention' options for streetscape enhancements, property improvements and new developments and uses within the city centre and designated investment areas. It also promotes a city-wide initiative to improve connectivity between the areas and wider neighbourhoods through improved active travel routes. The proposed interventions aim to drive sustainable economic growth and revitalise and support the city centre.

The series of proposed investment areas are shown below and include the city centre as a whole and a number of designated 'quarters'.

The aims and objectives of the Perth City Development and Design Framework include:

- *Support the creation of a sustainable mixed-use economy in Perth city centre.*
- *Creating a comprehensive public and private investment design-focussed framework aligned with the Corporate Plan, Perth City Plan, and Economic Wellbeing Plan objectives.*
- *Informing transport investment and management, optimising key routes and spaces for various transport modes, supporting development, and enhancing active use of public space.*
- *Guiding and promoting property development on vacant and underdeveloped sites in Perth city and its city centre.*
- *Provide guidance and support for local businesses to revitalise and/or adapt their operations and properties.*
- *Attract consumers and visitors back to the city centre through promotion, information, and incentives.*



CITY CENTRE & Wider Area



MILL QUARTER



CULTURE QUARTER



STATION QUARTER



UNIVERSITY QUARTER



HARBOUR QUARTER



## Strategic Context

The Perth City Development and Design Framework has used relevant corporate, planning and economic development frameworks to inform outcomes of this piece of work, as well as utilising market analysis provided as an evidence base on market demand, development values and consumer expenditure to inform types of uses, property and streetscape improvements. These documents contain useful guidance and relevant information that has shaped the vision for the city centre and associated investment areas. Additional information on the key frameworks is provided below:

### Perth City Plan - Perth 2040: Our Agenda for Change

The Perth City Plan – Perth 2040: Our Agenda for Change – was published in August 2019 and sets out a 20-year strategy for good growth and to make Perth one of Europe’s great ‘small cities’ with an ambitious agenda for change based around a series of key priorities:



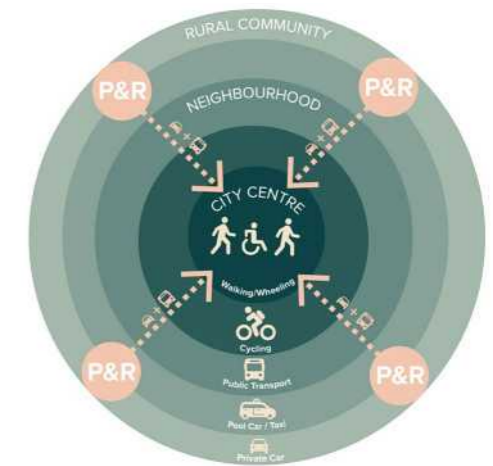
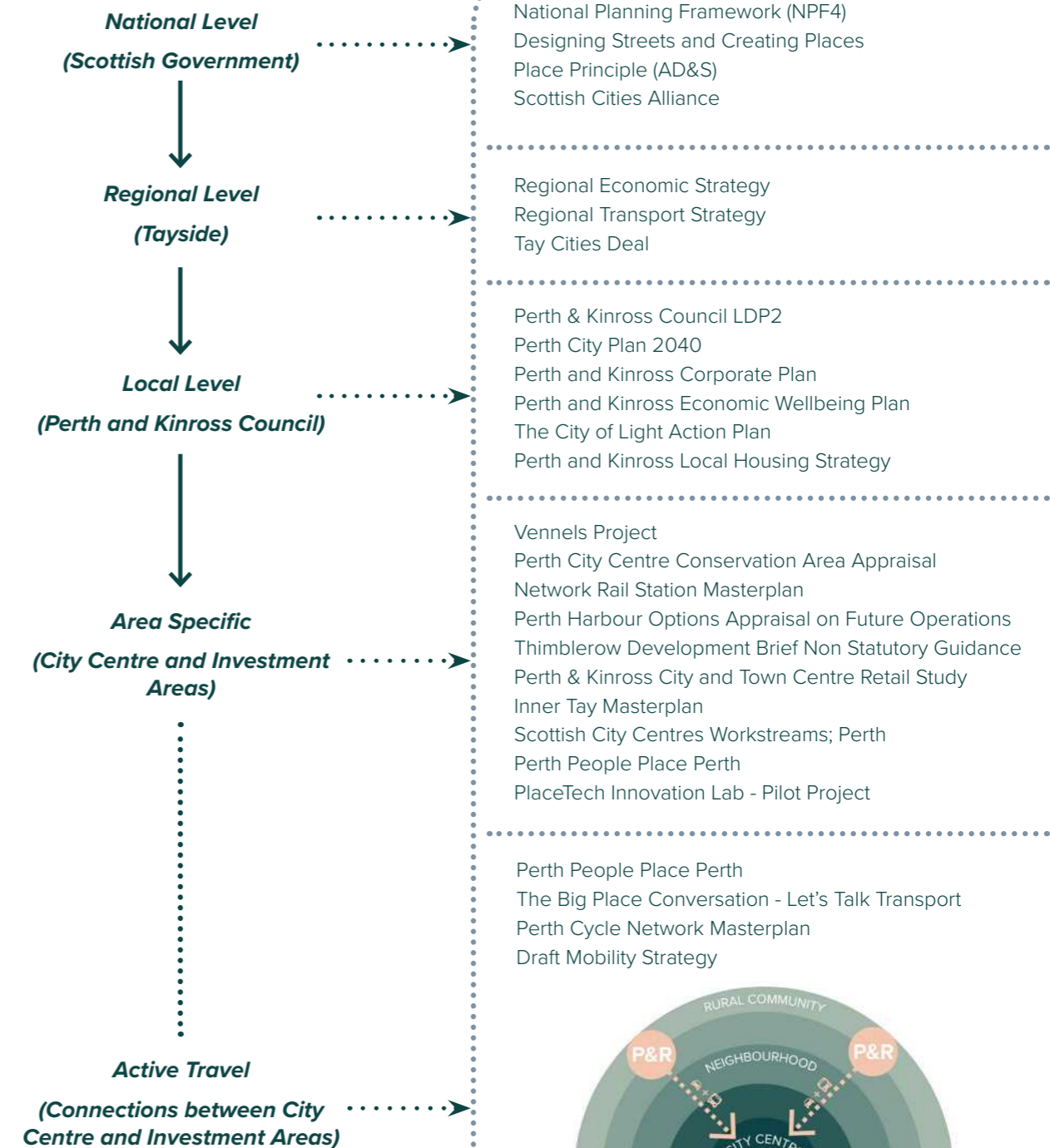
### Perth and Kinross Corporate Plan

The Corporate Plan for 2022-2027 outlines Perth and Kinross Council’s vision for ‘*a Perth and Kinross where everyone can live life well, free from poverty and inequality*’.

The plan establishes seven key priority areas which are integral to delivering the plan’s vision, and are to be used to guide the council’s decision making about where to invest funding, allocate staff resources and how to make the best use of the council’s assets. The priorities are shown in the adjacent diagram:



Above: The Corporate Plan’s key priorities



Above: Key Strategic Context Documentation

**Placemaking Guidance**

Perth and Kinross Council has developed a placemaking guidance document that should be used to help shape the design and development framework and any future streetscape enhancements and building improvements. The Placemaking Design Guidance can be utilised to delivery a revitalised city centre and investment areas through strategic design interventions. The guidance emphasises:

**Distinctive Design Elements:**

- Creation of new focal points and landmarks.
- Implementation of enhanced street lighting, street furniture, and public artwork.
- Utilisation of in-keeping and local materials.

**Safe and Pleasurable Public Spaces:**

- Designing public spaces to be safe, pleasant, and oriented to provide sunny and accessible areas, offering shelter from prevailing winds.
- Embracing ‘Safer by Design’ principles, fostering ‘eyes on the street’ and active frontages.

**Outdoor Space Integration:**

- Integration with the wider green network, core paths, and active travel routes.
- Incorporation of recreational activities and provisions for drainage and Sustainable Urban Drainage Systems (SUDs) within public spaces.

**Community Facilities:**

- Inclusion of community facilities within the city centre, such as health and dental services, community halls, and recreational spaces.

**Shopfront and Signage Enhancement:**

- Introduction of new and improved shopfronts, advertisements, and signage, as outlined in the design guidance.

**Infill Development:**

- Implementation of new infill development in gap sites, optimising available spaces for community use and enhancing the overall cityscape.



Public Space



Shopfront Enhancements



Infill Development

**Consultation and Engagement**

Consultation and engagement feedback has been used to influence the development of the development and design guidance - this includes

“The Big Place Conversation” - an initiative undertaken by Perth and Kinross Council, which is ongoing until 2037. The engagement process involved various community organisations, utilising public events, drop-in sessions, and specialised conversations with groups with specific interests. This included the views on mobility as set out in the ‘Let’s Talk Transport’ Report.



The evidence collected has been used to assist with the development of the Perth City Development and Design Framework, including conversations with residents regarding Perth city centre which identified five key issues, as follows:

**Perth City Centre Maintenance Concerns:**

- Perth city centre exhibits signs of neglect, including: examples of unsafe structures, dereliction and uncared-for spaces; this is seen as having a negative impact and leading to anti-social behaviour.
- High ground floor vacancies impact the overall attractiveness of the city centre and there is a desire to re-purpose empty properties and use vacant units for community purposes and housing within the city centre.

**Accessibility Challenges to the City Centre:**

- Concerns about accessibility to the city centre from outlying neighbourhoods e.g. lack of segregated cycle routes on main routes.
- Accessibility issues extend to bus services, especially during evenings and weekends, impacting social opportunities and affecting the vitality and viability of town centre businesses.

**Nature Access and Community Spaces:**

- While many parts of Perth have good access to nature, some local communities, e.g. Letham, have expressed a desire for more and better green spaces and access to nature within their areas.
- There is demand for additional allotment and community garden spaces, particularly as urban contexts may have smaller gardens, and the cost of living crisis has likely influenced this need.

**Threats to Local Services:**

- There are concerns about potential direct and indirect threats to popular services (including library and leisure facilities), prompting a need for their safeguarding.

**Housing Accessibility and Affordability:**

- There is a pressing need for affordable housing, with specific emphasis on smaller homes/units for both older and younger demographics.
- Suggestions include exploring the use of micro homes to address the housing needs of homeless individuals.



Example of car-dominated environment



Example of building maintenance issues

**Market Analysis**

**Perth and Kinross City and Town Centre Retail Study:**

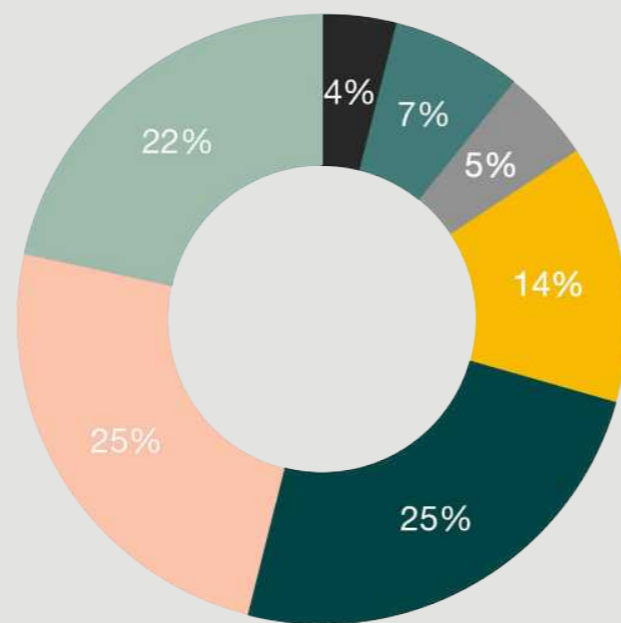
The City and Town Centre Retail Study was prepared by The Retail Group and CPW Planning and provided an evidence base to better inform the council’s Local Development Plan and related economic development frameworks - including this development and design framework document; as well as supporting the local planning authority’s development management function.

The study contains regular performance monitoring of the Perth city centre area and was prepared in the context of significant changes and events which have affected retail trends, including: the impact of Brexit, changing economic conditions, the Covid-19 pandemic, the continued growth of online shopping, widespread retailer closures, and (responding in part to such challenges) the newly adopted Fourth National Planning Framework for Scotland (‘Adopted NPF4’) and other potential planning reforms in relation to permitted development rights.

The study highlighted key information on current retail and leisure market trends concluding the need for city and town centres to move-on from being retail-led towards creating a mixed-use and multi-purpose destination in their offer and experience. A specific in-depth Perth city centre review was undertaken of it’s current health and function, which highlighted the current issues with the city centre, including the concerning presence of large, visible vacant units in the centre’s main pedestrianised area and clusters of vacant units on other main city centre streets, signalling the necessity for proactive efforts to fill or re-purpose historic retail units and potentially reduce the number of designated retail spaces. It also importantly identifies opportunities for Perth city centre to become more versatile, offering consumers unique physical experiences not easily found online or in local centres. This involves enhancing the variety and quality of food and beverage options, targeting missing components in leisure and experienced-based activities (e.g. indoor golf, climbing, bowling, themed hospitality).

Additionally, other potential opportunities were cited including an indoor food hall to complement the existing independent F&B scene, and a ‘makers’ market to attract creative industries, further enhancing Perth’s UNESCO Creative Cities Network status and supporting local start-ups. These attractions would aim to diversify the city centre, increase the number of visitors and footfall, and extend activity hours, creating distinctive identities that enrich the sense of place.

A new mix of uses as described would also aim to support Perth’s expanding cultural and heritage appeal with the opening of the new headline attraction Perth Museum (after £26.5m investment) in the former Perth City Hall, which showcases the relocated Stone of Destiny.



- Convenience Retail
- Retail Services
- Financial & Business Services
- Vacant
- Comparison Retail
- Leisure Services
- Other sub-categories

Diagram: Existing Diversity of Uses within Perth City Centre

In terms of tourism and visitors to Perth, the study looked at the latest (2021) STEAM Tourism Report headline statistics which show that Perth & Kinross received circa 1.25m tourism visits in 2021. This is almost 50% up on 2020, but still 48% down on pre-covid levels. The year on year growth is a strong positive indicator. Visitors are proven to be spenders on hospitality, leisure, catering, retail and services: shopping £51m, food and drink £45m, recreation £17m. Businesses identify visitors as an important customer group and are clearly in the need to attract more of them, more often, to Perth city centre - which is the aim of the new Perth Museum which is anticipated to attract an additional 162,000 additional visitors by 2027/28.

Additional positive new uses that have been highlighted to be increased within the city centre include: pop-up indoor and outdoor events, and educational and health facilities. A series of ‘Meanwhile Uses’ could be introduced further into the city centre in the form of pop-up shops, art installations and other temporary uses including flexible workspaces. As well as addressing vacant or under-utilised space and tapping into local entrepreneurialism, they help to deliver a bespoke retail experience and often become permanent attractions.



Example of leisure uses.



Example of a ‘makers’ space.



Example of indoor market.

# Perth City Centre





## Perth City Centre

### Introduction

#### Background

The first section of the Perth City Development and Design Framework focuses on a series of **streetscape** and **building improvement** opportunities, whilst introducing new and improved active travel connections between the city centre, investment areas and wider Perth neighbourhoods.

The main city centre area was historically defined by the inner ring road which largely represented the entire extent of Perth, but as the city expanded, the role of the central area became more specialised in retailing and employment as housing moved to the suburbs. This is now being reversed with city centre housing and local services being encouraged as part of the 'Town Centre First' principle and the '15-minute City' concept which Perth aims to enable.

The investment in a cultural-led transformation of Perth city centre is firmly in motion with key cultural projects (Culture Perth and Kinross) including Perth Theatre, Perth Concert Hall, Perth Art Gallery, new Perth Museum and 'Stone of Destiny' (which opened Easter 2024). These are supported by various streetscape enhancements, including the more flexible use of restaurants, cafés and bars with the introduction of al-fresco dining on pavement areas extending the night-time economy and improving the quality of the city centre.



Vennel Public Art



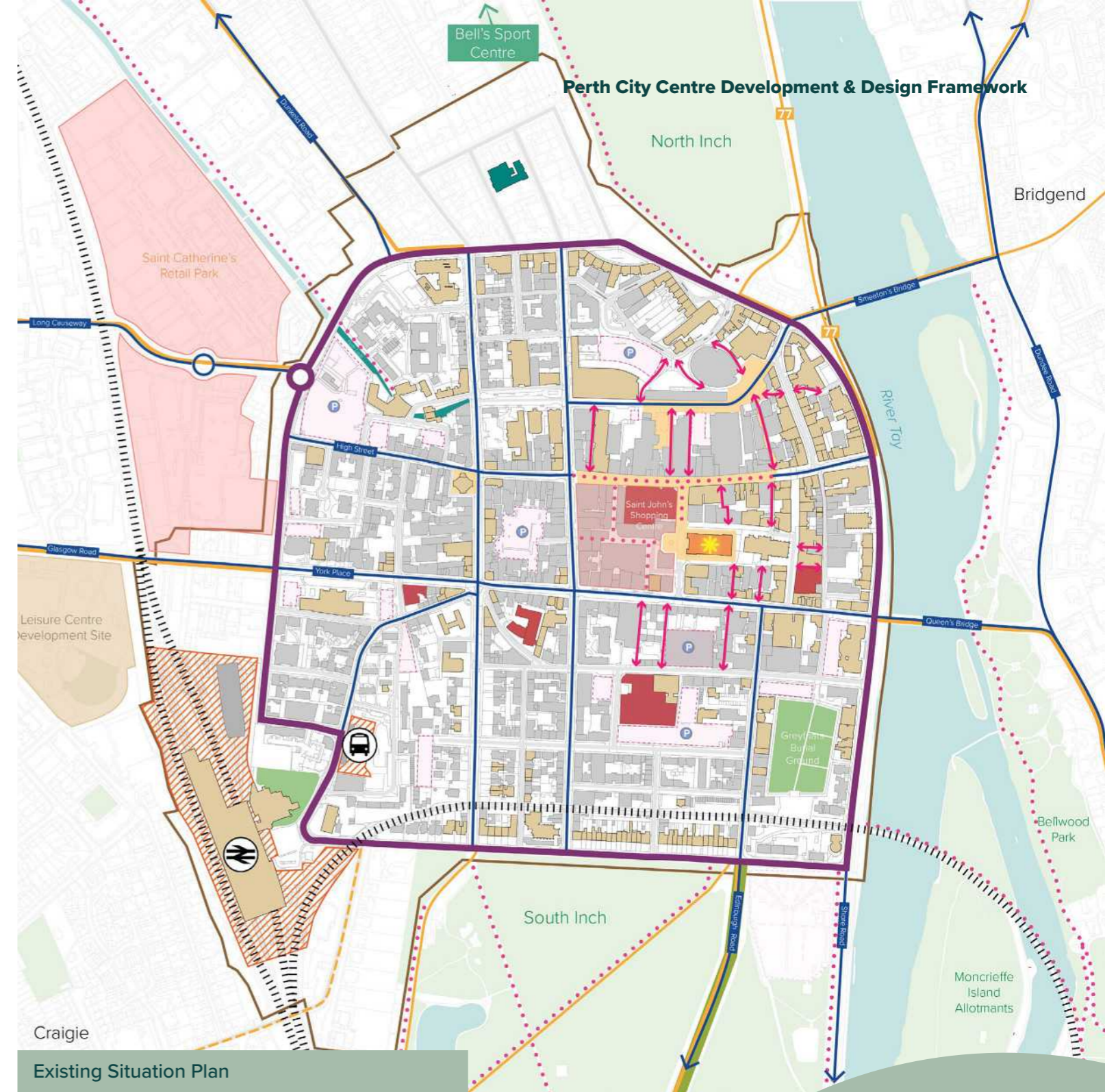
Culture Quarter: Mill Street Public Realm



Perth Museum



St Paul's Church and Public Space



Existing Situation Plan

- Legend:
- Conservation Area
  - Buildings
  - Listed Buildings
  - ↔ Vennels
  - Road Network
  - Primary Roads
  - Inner City Ring Road
  - Pedestrian Movement
  - Cycle Routes
  - Railway
  - Shopping Centre/Retail Park
  - Existing Streetscape Improvements
  - Train Station
  - Bus Station
  - Green Space
  - River
  - Poor State Building Quality
  - Wasps Studios: Creative Exchange
  - Perth Museum



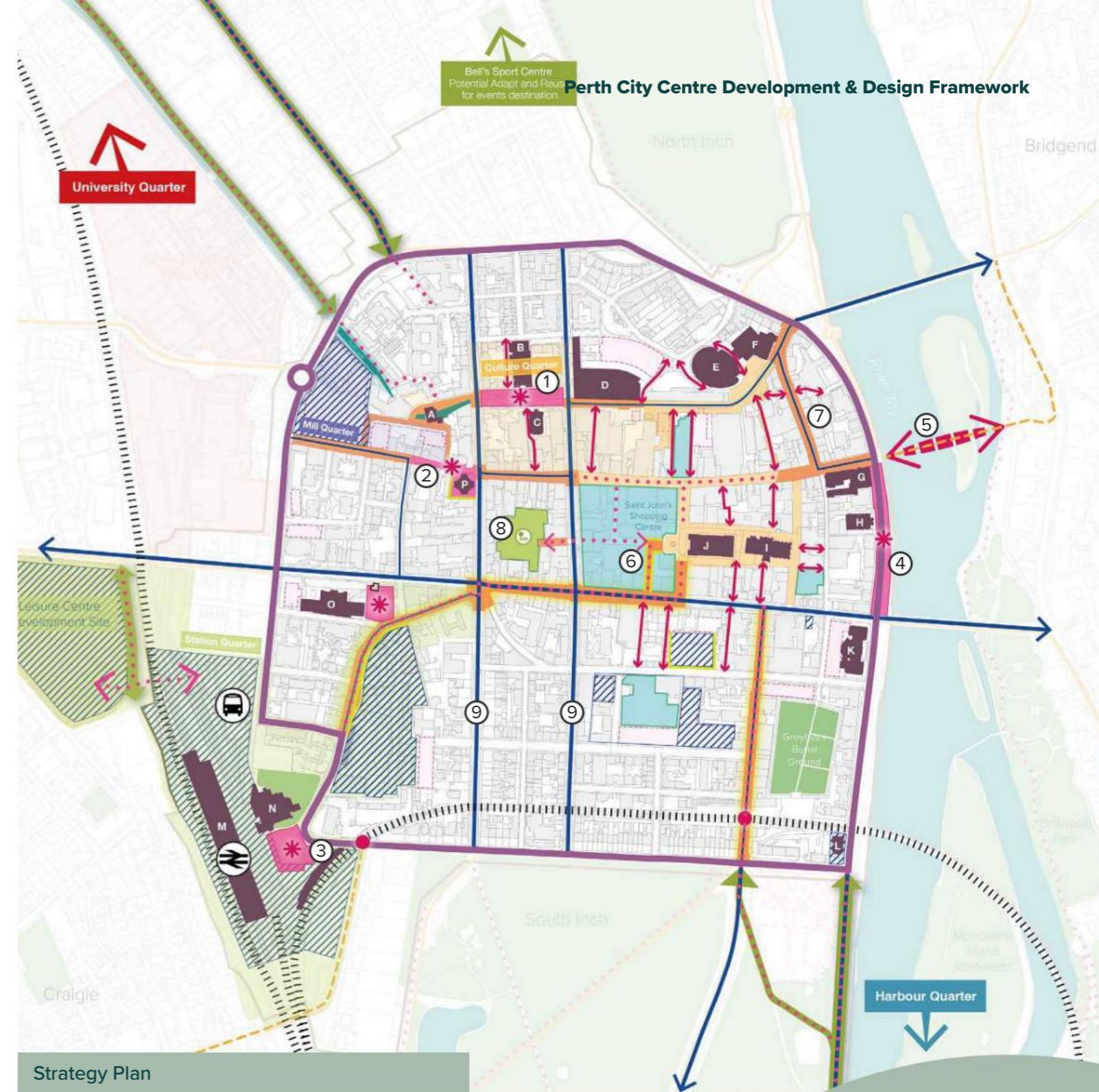
### Perth City Plan Priority 4. Revitalising the city centre:

Streetscape and Building Improvements with mix of new uses within Perth city centre will better support Perth's expanding cultural-led transformation.

## Design Guidance

Below is a Project Opportunities Prospectus / Matrix of city centre **streetscape improvement** opportunities, which consider: historic streetscape and existing public spaces, active travel infrastructure and public transport use, potential reallocation of streetscape to different transport modes/business/events spaces, pedestrian-priority streetscape materials, tree planting/greenery and sustainable urban drainage. The opportunities cited identify fulfilled priorities of the Perth Corporate Plan.

Key Project Opportunities	Project Description	Fulfilled priorities*
<b>1. Culture Quarter; Mill Street Public Space Phase 3</b>	Extension of traffic reduction/shared space (building on 2022 Urbanism 'Great Street' award-winning Perth and Kinross Council's £1.5 million regeneration project), streetscape improvements, events/al fresco use, adjacent hospitality, and opportunities to reflect historic context of city lade (Canal Street and Mill Street/Murray Street). Extension to existing Mill Street. See <b>Culture Quarter</b> for further details.	
<b>2. Mill Quarter; Old High Street and Old Mill Street</b>	Street improvements, to include pedestrianisation, green infrastructure and parklets for F&B businesses on Old High Street; and pedestrianisation and green infrastructure the Old Mill Street area. See <b>Mill Quarter</b> for further details.	
<b>3. Station Quarter; Gateway public space</b>	New public square space with green infrastructure, seating, public artwork and lighting elements to create an inviting urban landscape at an important entrance to the city. See <b>Station Quarter</b> for further details.	
<b>4. Tay Street Riverfront Promenade</b>	Key new pedestrianised public space on Tay Street riverfront area to better connect the city centre with the natural, cultural and historic resources along the River Tay.  Create small intervention spots at key areas within public space which form a variety of activities along the waterfront edge e.g. cafe kiosks and seating areas.	
<b>5. New Active Travel Bridge</b>	A new active travel bridge for the city centre to better connect both sides of the Tay. It would provide a key link at the end of the High Street, and support economic activity on Tay Street and in Bridgend, connecting Bridgend more strongly with Perth city centre.	
<b>6. King Edward Street/Mercat Cross Square Public Space</b>	Extension of Perth Museum public realm works to new reinstated street area within part of St John's Shopping Centre, to include: surface treatments, green infrastructure (e.g. SUDs drainage and tree-planting) and al fresco dining/parklets for new F&B business offer.	
<b>7. George Street Improvements</b>	Streetscape improvements to key retail street, to include: SUDs drainage, engage with businesses to offer formalised and permanent Parklets and add new pedestrian-priority street surface treatments.	
<b>8. City Centre Gardens</b>	New greenspace with tree and SUDs planting, seating and play features within city centre area. Provide opportunities for people to engage with nature and biodiversity, and provide a sensory experience for people with disabilities and visual impairments. Work with local residents and schools to create a community garden and food growing allotments.	
<b>9. Public Transport Routes</b>	Series of key public transport routes with new bus shelters with green roofs and SUDs drainage through city centre, including: west-to-east connection through South Street, and north-to-south routes on North and South Methven Street to King Street, and Kinnoull Street to Scott Street.	



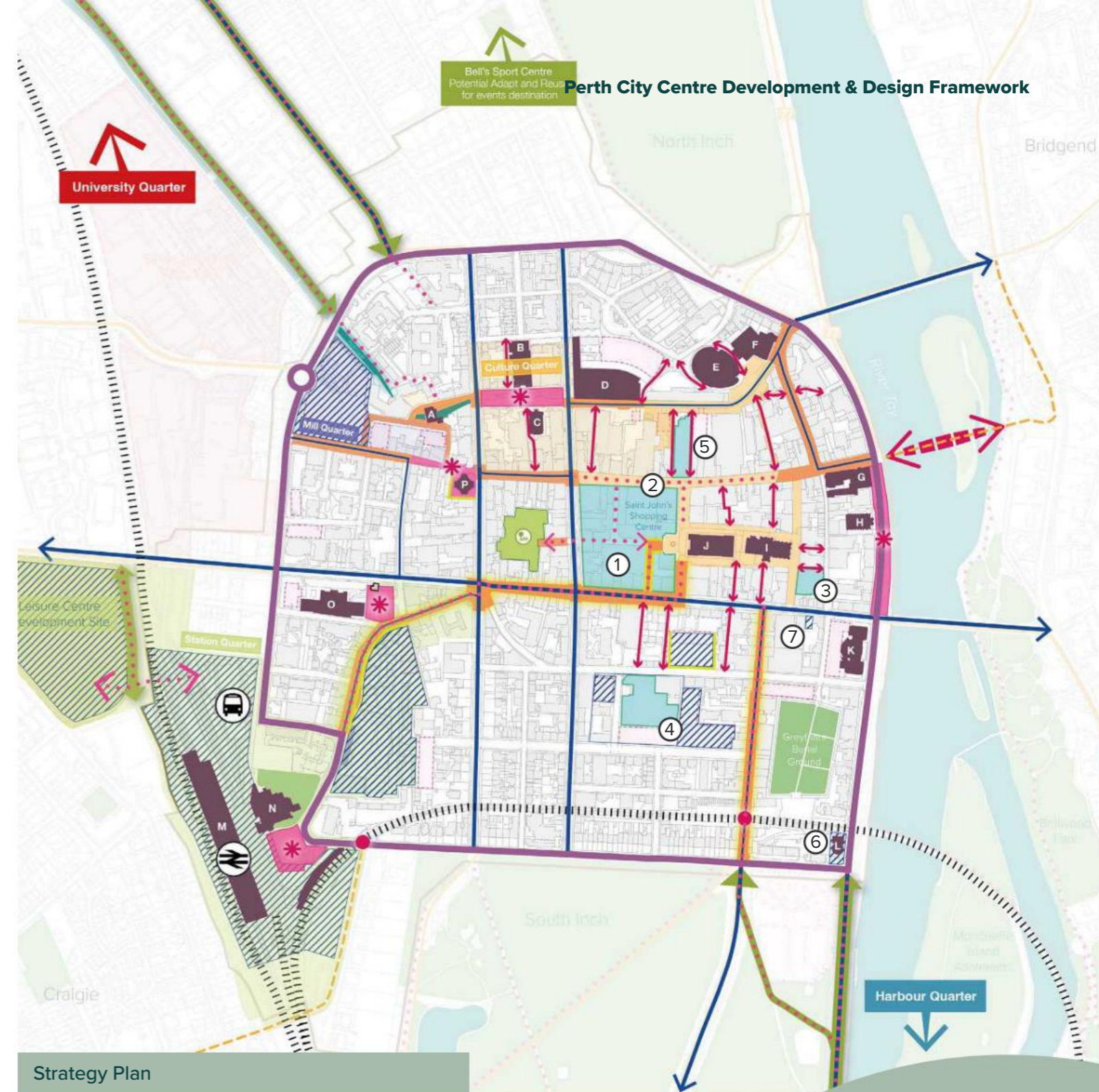
### Market Analysis Informing City Centre Mix of Uses:

Leisure and Experience-based retail  
Improved Food and Beverage Offer  
Makers and Market Spaces

## Design Guidance

Below is a Project Opportunities Prospectus / Matrix of city centre proposed **property improvement** opportunities, which consider: historic development and architectural context; land use opportunities; new residential, retail, leisure, and commercial uses; customer needs and placemaking requirements; indicative potential development sites/buildings and adaptive reuse opportunities. The opportunities cited identify fulfilled priorities of the Perth Corporate Plan.

Key Project Opportunities	Project Description	Fulfilled priorities*
<b>1. St John's Shopping Centre, High Street</b>	<ul style="list-style-type: none"> <li>Part removal of shopping centre to reinstate old street and vennels at opening to King Edward Street to create extended public realm space at Perth Museum. See streetscape opportunities for further details.</li> <li>Consolidate retail into retained covered shopping centre area linked to High Street, and use adapt and reuse units within reinstated street for new food and beverage restaurant and bar offer.</li> </ul>	
<b>2. Former Debenhams Building, High Street</b>	<ul style="list-style-type: none"> <li>Adapt and reuse of existing building for new leisure and experience offer e.g. bowling, arcade games, mini-golf and escape rooms.</li> <li>Start-up business units spaces/units to be created on ground floor to activate frontages to High Street/King Edward Street.</li> </ul>	
<b>3. Beales Store, St John Street</b>	<ul style="list-style-type: none"> <li>Indoor F&amp;B market for pop-up food events and businesses, that will support and offer different food experience to established F&amp;B businesses within the new St John's Shopping Centre food offer.</li> <li>Tourism-led with high quality regional producers, all day shopper, visitor, worker and student appeal.</li> </ul>	
<b>3. South St Johns Place</b>	<ul style="list-style-type: none"> <li>Indoor makers market space for creative industries to have affordable business space to sell products and artwork. To be linked to existing WASPs studios at the Creative Exchange creating a gateway space between studio and business retail unit; and also opportunities to provide city centre space for UHI Perth College creative industries students. Supporting Perth's status as UNESCO City of Craft and Folk Art.</li> </ul>	
<b>4. Matalan store, Victoria Street</b>	<ul style="list-style-type: none"> <li>Retail unit improvements to support city centre retail/supermarket offer.</li> <li>Potential to relocate unit to High Street location and develop site for new low-carbon affordable and/or older people's residential development opportunities.</li> </ul>	
<b>5. New Look/ Next Building – Opportunities above existing Retail</b>	<ul style="list-style-type: none"> <li>Adapt and reuse of upper floors of existing building to new community use building. Examples of uses could include: library space, hot desk study spaces, meeting rooms, other local services and health facilities.</li> <li>Include space for city centre UHI Perth College satellite location.</li> </ul>	
<b>6. Former Fergusson Gallery</b>	<ul style="list-style-type: none"> <li>New cultural use of previous gallery space to create an artist-in-residence with living space, working studio and exhibition space.</li> <li>An opportunity to create cultural links with national institutions for artist opportunities, including: The Royal Scottish Academy and V&amp;A Dundee.</li> </ul>	
<b>7. Vacant land/ gap site, South Street</b>	<ul style="list-style-type: none"> <li>Series of gap site/infill development opportunities within Perth city centre for new residential uses, including custom-designed/self-build for collectives and individuals; enabling low-carbon and energy efficient community and affordable housing opportunities.</li> </ul>	
<b>8. Lower City Mills Building</b>	<ul style="list-style-type: none"> <li>Proposed reuse of existing historic building with repairs to the historic fabric of the building and restoration of the internal machinery, for heritage purposes. Whilst also providing space to deliver training and skills in traditional building skills.</li> </ul>	



### Big Place Conversation - Perth City Centre Maintenance Concerns:

Series of property improvements of key vacant buildings and development sites will improve and enhance the quality of the city townscape and architecture.

## Place Ambitions



Active Travel Bridge



Infill Development; Custom-design Housing



Segregated Cycle Routes



Underpass Lighting



Public Realm Seating and Play



Pedestrian-priority Streets



Pedestrianised Street with al fresco dining



Green Infrastructure



Public realm for outdoor F&B

### Place Ambitions



Creative Industries and Start-Ups



Artist and Makers Studios and Exhibition



Creative Industries and Start-Ups



City centre local services e.g. Library



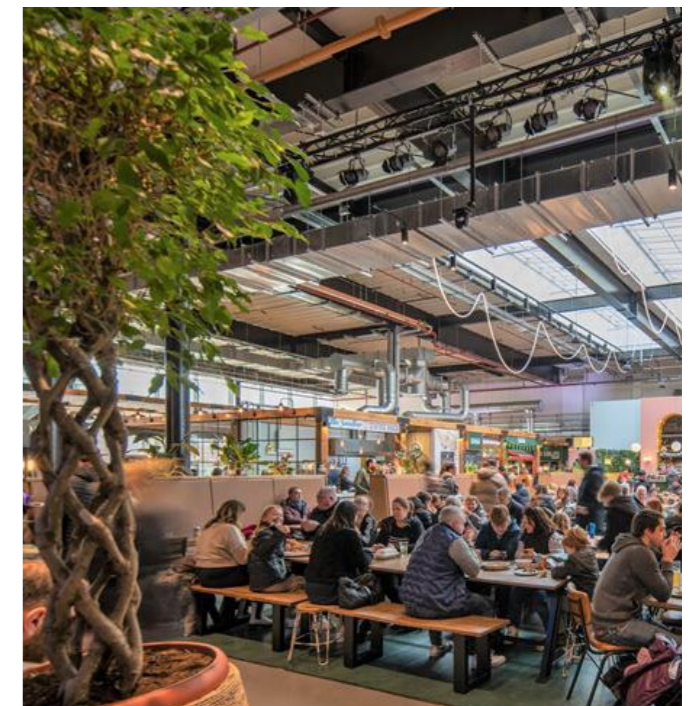
City centre local services e.g. Library



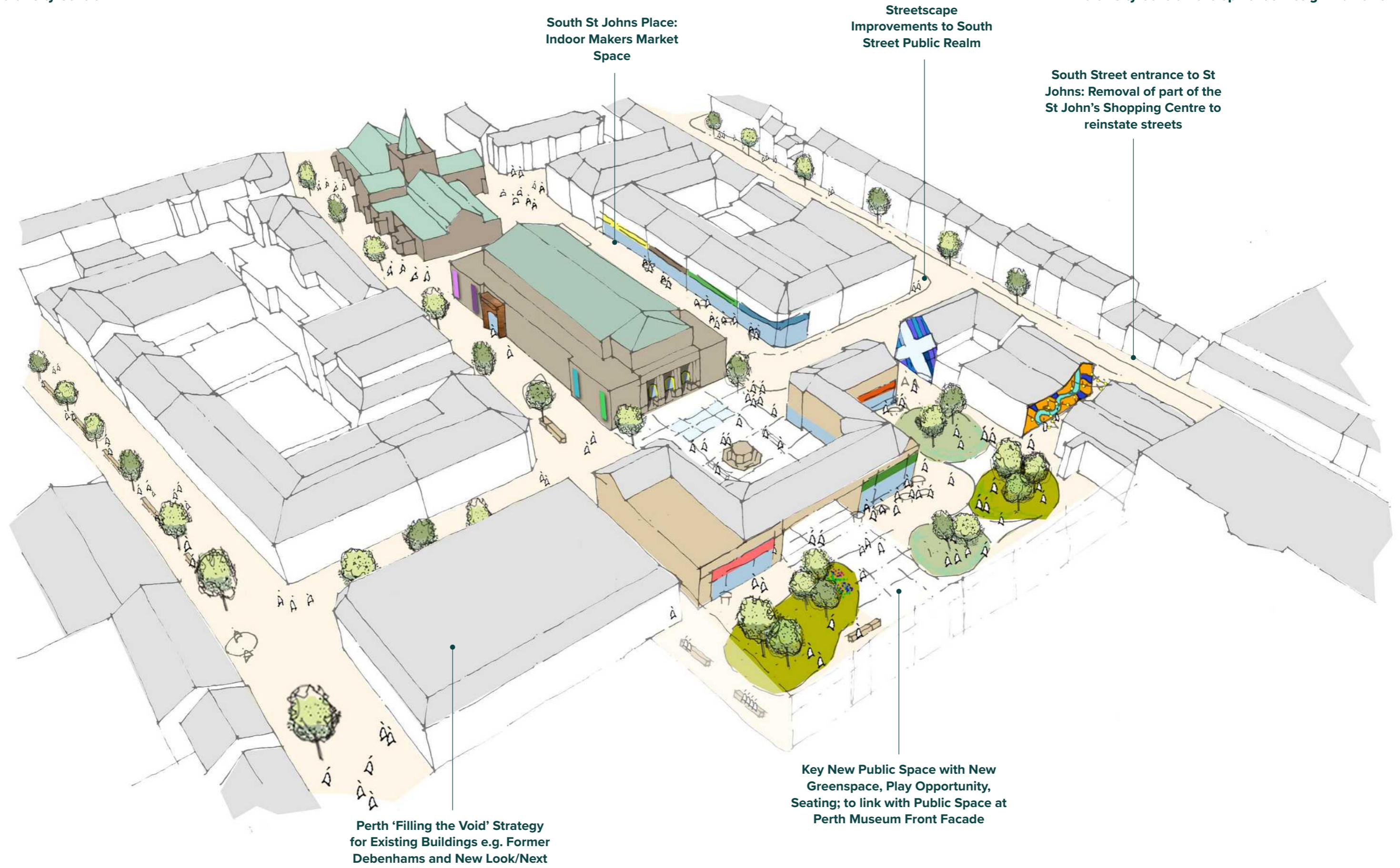
Outdoor F&B seating



Indoor Market and Start-Ups



Indoor Foodhall



South St Johns Place:  
Indoor Makers Market  
Space

Streetscape  
Improvements to South  
Street Public Realm

South Street entrance to St  
Johns: Removal of part of the  
St John's Shopping Centre to  
reinstate streets

Key New Public Space with New  
Greenspace, Play Opportunity,  
Seating; to link with Public Space at  
Perth Museum Front Facade

Perth 'Filling the Void' Strategy  
for Existing Buildings e.g. Former  
Debenhams and New Look/Next

## ‘Perth City Centre Evolution, Delivering the New City Offer’

To support the Perth Development and Design Framework the Retail Group have undertaken an supplementary piece of work - **Perth City Centre Customer and Occupier Demand Study 2024**.

The purpose of the study is to:

1. Present evidence that establishes the best future uses for Perth city centre;
2. Identifies gaps in current offerings and appropriate uses for vacant or underutilised spaces;
3. Utilise evidence-based data and research of the existing and future customer groups and operators’ requirements to inform and support points 1. and 2.

The full report can be viewed separately in more detail, but we have provided a summary of the key conclusions from the study which further support, and provide additional detail for, the city centre strategy.

### Key points:

**Perth’s strengths:** Physical/geographic location, cultural, arts, leisure, heritage, retail, and social offerings. Regional center with a diverse customer base.

**Reasons to visit:** Strong (history, culture, retail) and less strong (leisure, catering, accommodation).

**Perth’s customer base:** Existing customer base to sustain a stronger and more diverse offer from Perth and Kinross wider population of over 158,000, regional tourism visitors 2.0 million and workers/jobs 61,000.

**Perth vacancies:** Examples of both ‘High Profile Vacancies’ (urgent action needed) and ‘Secondary Streets Vacancies’ (potential for reoccupation over time).

**Opportunities to enhance city centre uses:** Expand catering, leisure, local producers, service providers, sports, family activities, markets, events, health, beauty, tourism, and attract national brands.

**New occupier strategy:** Proactive approach required to fill Perth City Centre vacancies, with a dedicated team including property owners, agents, and Council officers, promoting reasons to operate in Perth.

**Adapt and reuse:** Peripheral areas of the city centre could change to other uses like residential or commercial.

**Public realm improvements:** A need for more pedestrian-focused enhancements for attracting new and retaining occupiers and improving the city’s appeal.

**Promotion:** The city centre must amplify its appeal to attract city and town center operators, utilising its assets and strengths to extend visits and attract diverse occupiers. Stakeholders need to actively promote Perth’s opportunities to local, regional, national, and UK-wide businesses - this could be done through by creating a ‘Perth City Centre Opportunities Prospectus’.

Category	Options / Varieties	Rationale	Locations / Places
<b>Food and Beverage</b>	Family focused, good quality food and beverage, both independents and national multiple branded chains	(i) Catchment focussed, (ii) Increase workforce visits, and (iii) Tourist and visitor expenditure	High Street
<b>Local producers, artisan manufacturers</b>	Products, goods, services and experiences from local producers / operators	(i) Nurturing local businesses, (ii) Creating point of difference, and (iii) In line with consumer trends	In clusters with similar businesses High priority locations High Street and secondary streets
<b>Contemporary Street Food</b>	As clusters on street or internally as food halls - full day to evening offers. This includes both permanent fixed units, as well as carefully curated evolving food offers	(i) Catchment focussed, (ii) Increase workforce visits, (iii) Tourist and visitor expenditure, (iv) Complement other initiatives and (v) In line with consumer trends	In clusters with similar businesses High priority locations High Street and secondary streets
<b>Active and Passive Leisure</b>	City centre leisure offers, active leisure, virtual leisure, family entertainment, immersive theatre and experiences	(i) In line with consumer and place trends, (ii) Family catchment focused, (iii) Increase workforce visits, (iv) Tourist and visitor expenditure, and (v) Complement other initiatives	High priority locations High Street and secondary streets
<b>Tourism</b>	Tourism expenditure oriented operators: clothing, gifts, foods, catering, drinks. Overt Scottish heritage, producers, crafts and makers.	(i) Tourist and visitor expenditure, (ii) Complement other initiatives, and (iii) In line with consumer and place trends.	High priority locations High Street and secondary streets Rural towns
<b>Retail and wider ‘retail’</b>	Branded and expanding retail businesses, sports, outdoor, home, lifestyle, health, wellbeing and beauty	(i) Catchment focussed, (ii) Increase workforce visits, and (iii) Tourist and visitor expenditure	High priority locations High Street and secondary streets
<b>Convenience categories</b>	Food stores, international themed food stores, top up food stores, specialist and delicatessens, regional and national produce	(i) Catchment focused, (ii) Increase workforce visits, (iii) Tourist and visitor expenditure, and (iv) In line with consumer and place trends	High priority locations High Street and secondary streets
<b>Health &amp; Wellbeing</b>	Day spas, alternative health centres, gyms and fitness / dance / exercise	(i) Catchment focused, (ii) Increase workforce visits, (iii) Tourist and visitor expenditure, and (iv) In line with consumer and place trends	High priority locations High Street and secondary streets
<b>Service providers</b>	Repair, reuse, up-cycle, alongside traditional alterations, advice, financial services	(i) Proven footfall generators, (ii) In line with consumer and place trends, and (iii) Workforce attractors	High Street
<b>Shared space operators</b>	Co-working workspace, community facilities, office accommodation, starter facilities and new business growth incubator spaces, community facilities, library etc.	(i) In line with consumer and place trends, (ii) Workforce attractors, and (iii) Community building	High Street
<b>Residential</b>	City and town centre ‘living’ permanent residential through to hotel and rental apartments, by day, week and year, appealing to all age groups, demographics and incomes.	(i) Catchment focused, (ii) Support city centre workforce visits, (iii) Tourist and visitor expenditure, and (iv) In line with consumer and place trends	High Street

## Perth 'Filling the Voids' Strategy

We have also presented the Retail Group's 'Fill the Voids Strategy' which aims to provide indicative uses, targets and actions to fill the voids within Perth City Centre; with an immediate focus on a number of 'highest priority locations' identified in the study alongside indicative target uses.



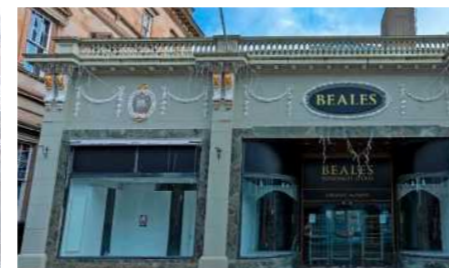
'Filling the Voids' Strategy Key Buildings



1. Former Debenhams



2. St. Johns Place



3. Former Beales and McEwens



4. High Street



5. St Johns Street



6. South Methven Street

Above: Examples of the High Priority Locations

Highest Priority Location	Description	Indicative Occupiers
<b>1. Former Debenhams Store:</b>	<p>A landmark store in the centre of the city. Frontage onto High Street, also faces the new Perth Museum and integrates to St John's Shopping Centre. Multiple levels of trading and additional floors of storage. Currently a very high profile 'eye-sore' in terms of a vacant unit. Vacant due to failure of national chain, not an issue with Perth.</p> <p>Currently planned occupancy of ground floor by an outdoor clothing business, that is up-sizing from other Perth City Centre premises due to strong trading performance.</p> <p>The study had identified outdoor sports and clothing specialists as a target use due to the gap in the offer, regional tourism activity and the growth in city centre sports 'experience' stores.</p> <p>The upper floors to be used for aligned purposes, leisure, active leisure, health and wellbeing. Alternative 'destination' status retail uses also identified.</p>	<ul style="list-style-type: none"> <li>- Ground and first floor occupiers could include sports, Decathlon, outdoor specialist (Sports Direct concept store Cardiff / or Cotswold Outdoor), bike specialist</li> <li>- Upper floors virtual and active leisure, immersive experience, Flight Club (darts), urban indoor golf (beyond virtual)</li> <li>- Gaming / e-sports arena (could also work in St John's Centre)</li> <li>- Kids play, family entertainment etc.</li> <li>- Associated catering, café, hospitality to complement the additional family entertainment</li> <li>- Gym</li> <li>- Alternative destination stores could include home specialists, Ikea, Dwell, furniture and furnishings</li> </ul>
<b>2. South St John's Place:</b>	<p>Adjacent to the new Perth Museum, this location is increasing in profile.</p> <p>The creation of a large destination tourist focused business that not only incorporates retail but also crafts, artisans, skills workshops, heritage skills, maker / seller showrooms, wholesale / retail presence for local and regional artists and artisan produces would be a major destination in its own right. One that would appeal to residents, workers and tourists and would support Perth's status as a UNESCO City of Craft.</p> <p>Complimented by a shared space destination, which combines community and work.</p>	<ul style="list-style-type: none"> <li>- Dedicated tourism and celebration of Scotland 'experience' store with local artisan crafts</li> <li>- Home for local producers to display their products, dedicated space for visiting and seasonal operators</li> <li>- Include demonstrations, skills development</li> <li>- Complimentary or alternative use is to develop a bespoke multi-use space</li> <li>- Shared workspace, incubator units, health and wellbeing suites</li> <li>- Café, restaurant entertainment venue</li> </ul>
<b>3. Former Beales Store:</b>	<p>One of the key high profile 'eye-sore' vacancies in the city centre situated on St John's Street.</p> <p>Given its ready access to the river, South Inch, High Street and the new Perth Museum the location, it's size and design of the building it is suited to being split into a variety of uses.</p> <p>Ideally suited to target the growing tourism sector and complement other nearby hospitality and catering. This area lends itself to local food producers and as a pop-up food destination.</p> <p>A target offer that includes multi small artisan food sellers and producers and maker sellers as seen at Kerb in Covent Garden, but with a more overt Scottish / Perth authenticity.</p>	<ul style="list-style-type: none"> <li>- A Scottish 'Kerb Foodhall' (as in Covent Garden) authentic multi operator food hall, high quality regional producers, all day shopper, visitor, worker and student appeal</li> <li>- Craft ale bar / microbrewery / distillery</li> <li>-The Stable, Boom Battle Bar</li> <li>-Living experience operators, cooking and making demonstrations</li> <li>- Target successful operators in Pitlochry and Dunkeld and support them expanding</li> </ul>



Highest Priority Location	Description	Indicative Occupiers
<b>4. High Street and St John's Shopping Centre</b>	<p>The High Street continues to have many occupied and trading units, with vacancy numbers low in number. As a primary pedestrian access through the city, and being home to many important shops, the vacancies are noticed. Whilst there will be opportunities to broaden the offer to include more catering, leisure and service providers, as listed in other high-profile locations, the primary continued use for the High Street and St Johns as part of the High Street will be for additional retail.</p> <p>There are many 'retail' brand names to be found in smaller centres (smaller offers and smaller catchments) both in Scotland and across the UK. Whilst some retailers are reducing store numbers, many continue to expand, choosing locations that match their target customer profile and criteria.</p> <p>For the St Johns Centre, The Urbanists highlights the potential for 'opening and greening' with reinstated public realm space of one area to compliment new opportunities.</p>	<ul style="list-style-type: none"> <li>- Relocate Matalan into city centre</li> <li>- target more home related stores for city centre Farrow &amp; Ball, White Company, Oka, Dunelm, Cook shop</li> <li>- Include eateries like Lounges all day café / restaurant</li> <li>- More mid-market brands like Space NK, Sweaty Beauty</li> <li>- A quality urban plant specialist</li> <li>- Fashion and footwear brands Footlocker, Flannels, Lush. Deichmann. North Face. Seasalt. Flying Tiger. Schuh. Mint Velvet</li> <li>- The Entertainer and other young family operators</li> <li>- Budget gym on upper levels. Boardgames café.</li> </ul>
<b>5. St Johns Street and George Street</b>	<p>Two important streets within the core city area. The two streets connect a variety of assets and existing city 'anchors' including the Art Gallery, Concert Hall, Mill Street, major hotels, access to the riverside, access to adjoining work / employment areas and through to the two city parks, the Inches.</p> <p>Both streets already accommodate a variety of uses, with more of a mid-market bias. This emphasis could be built on to create a stronger point of difference to the High Street and St Johns Centre offer, as well as those on the more peripheral streets of South Street and Methven Streets.</p> <p>The street also host local independents, many established and growing businesses. Some brand businesses have struggled to trade well. Increased impact and visibility will benefit the streets.</p>	<ul style="list-style-type: none"> <li>-Scottish 'Bettys' and or other themed all day cafes</li> <li>-Better quality branded retail names (look to businesses operating in established quality mid-market centres)</li> <li>-Branded national family focused eateries / fast casual options, Wagamama, Five Guys, Pret, Nando's</li> <li>-More mid market branded eateries to compliment the local and regional operators Cote, Bills, Ole and Steen, The Ivy Cafe and Gigging Squid. Ground</li> <li>-Family and social leisure offers that include a catering hospitality element, traditional game shops / café</li> <li>-Additional day spa / wellbeing offers</li> </ul>
<b>6. South Street and Methven Streets and other Peripheral Streets</b>	<p>The place review has identified the existing mix and offer for the key peripheral and secondary streets in the city centre.</p> <p>Many of these streets are traffic dominated and need improved public realm to help increase the appeal to potential businesses and to help improve the performance of existing businesses.</p> <p>South Street outside the exit from St Johns, is a key area for an improved public realm, the proposals to 'open up' part of the covered mall will provide real benefit here and sustain a stronger everyday family catering and retail offer. Likewise, the junction of High Street and North/South Methven Street, around the St Pauls Church is another area for improved public realm to help secure and retain operators.</p> <p>There will be the need to enable businesses to expand into neighbouring units to create a more varied landscape of unit sizes. A key opportunity will be to nurture existing businesses with support to help them relocate and expand into Perth and within Perth.</p>	<p>North &amp; South Methven Street: Retail, Leisure, F&amp;B, Services, Commercial, Residential</p> <p>South Street: Retail, Leisure, F&amp;B, Services, Hotel, Commercial, Resi</p> <p>County Place: Redevelopment Hotel, Residential, Commercial</p> <p>Canal Street: Not retail, Residential, Commercial, Hotel</p> <p>Miscellaneous: Retail, Leisure, F&amp;B, Services, Hotel, Commercial, Residential</p>



'Kerb' Foodhall



High Street Home Stores e.g. IKEA



Family and Social Leisure



Popular Casual Dining Operators



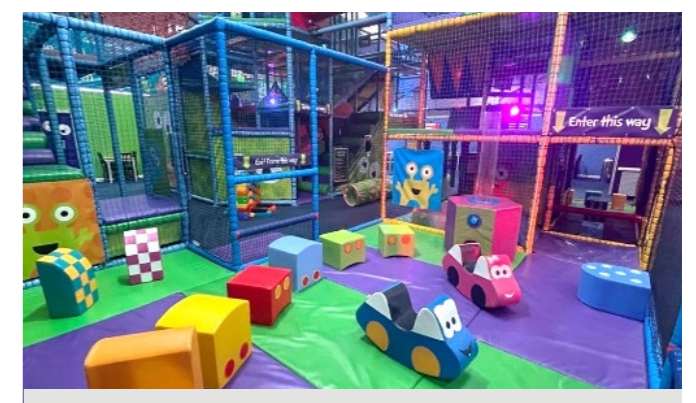
Missing Retail Brand Example



F&B Operator e.g. The Stable



Bespoke Retail



Kids Soft Play

Above: Examples of some of the identified indicative occupiers

# 01. Mill Quarter



## Introduction

### Background

The existing Mill Quarter area is characterised by the Thimblelow carparking areas which are located in the outer edges of the city centre, in close proximity to the historic Lower City Mills area and the Old High Street which connects the area towards the High Street and central retail and cultural area. Historically, Thimblelow was a residential area providing homes to mill workers and weavers, which was eventually demolished as part of city slum housing clearances in the early 20th century.

The main objective for the Mill Quarter today is to provide an appealing and desirable way of living that deviates from the standard approach and designs of developers. This strategy has the potential to increase the value of residential

properties and the demand for them in the city centre. The council seeks a high-quality development that exemplifies the concept of city centre living in a low-carbon manner, providing communal open and green spaces, promoting active travel, and celebrating the area's historic setting; encouraging a greener, more accessible and more pedestrianised vision of the city.



Existing Thimblelow Car-park



Old High Street Public Realm



St Paul's Church and Public Space



Old Mill Area at West Mill Street



Existing Situation Plan

- Legend:
- Mill Quarter Site Boundary
  - Road
  - Bus Station/Taxi Rank
  - Pedestrian Routes
  - National Cycle Route
  - Inner City Ring Road
  - Water
  - Culture Quarter
  - Listed Buildings
  - Existing Parking
  - Substation
  - Underground HV Cable
  - Important Trees/Greening
  - Traffic Direction



The Mill Quarter will deliver: **‘Scottish City Centres Workstream 1: Increasing Residential Capacity’** by delivering quality low-carbon city centre homes within an existing brownfield site.

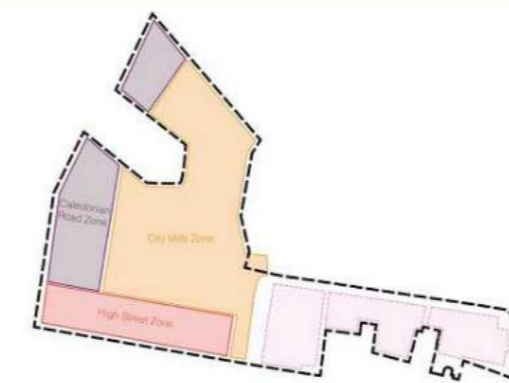
### Design Guidance

Below is a Project Opportunities Prospectus / Matrix for the Mill Quarter - Option A. To include: mixed use and mixed tenure housing development within pedestrian priority environment to maximise location adjacent to inner ring road, city lade and adjacent historic buildings.

Key Project	Project Description	Fulfilled priorities*
<b>1. New Residential Development</b>	<p>Series of new residential developments with part mix-use, public and private amenity spaces, connections to active travel routes and low/zero-carbon affordable heating. To include the following zones:</p> <p>High Street Zone:</p> <ul style="list-style-type: none"> <li>New mix-use development on the Old High Street southern edge of site. To include: a 3-4 storey block with new access to public space and resident amenity spaces at rear.</li> <li>Ground-floor uses to include new commercial/retail units and community uses to create an active frontage at ground floor and continuation of the Old High Street retail area.</li> </ul> <p>Caledonian Road Zone:</p> <ul style="list-style-type: none"> <li>New flatted/townhouse contemporary development on Caledonian Road western edge of site. To include: a 3-5 storey continuous frontage to enclose rear public space and overlook movement routes.</li> </ul> <p>City Mills Zone:</p> <ul style="list-style-type: none"> <li>New 2-3 storey flatted/townhouse development with traditional stone materials in-keeping with city mills area.</li> </ul>	
<b>2. Resident Amenity and Public Greenspaces</b>	<ul style="list-style-type: none"> <li>Public greenspaces to include new public art, seating, play areas, pedestrian connections to active travel routes, ladeside area and towards city centre.</li> <li>Pedestrian-priority resident amenity spaces, to include: communal garden space, seating, trees and planting, lighting, paving and footpaths, and possibility for food growing opportunities.</li> </ul>	
<b>3. Series of ‘Green Streets’</b>	<p>Series of new ‘Green Streets’ with tree-planting, SUDs drainage, public realm improvements and pedestrian priority routes connecting to city centre and ladeside area. To include the following zones:</p> <ul style="list-style-type: none"> <li>High Street Zone: Part one-way vehicular system and part-pedestrianisation of Old High Street to connect to St Paul’s public space and towards the High Street/city centre. To include new opportunities for al-fresco seating and parklets for local businesses on the Old High Street which could encourage more active street frontages and footfall to boost use of the mobility corridor and access to the Thimblelow site</li> <li>City Mills Zone: ‘Green corridor’ and part pedestrianisation of route towards City Mills and Culture Quarter area.</li> </ul>	
<b>4. Active Travel and Green Routes</b>	<ul style="list-style-type: none"> <li>New and improved active travel connections to city ring road, ‘Dunkeld Road Corridor (DRC)’, the Perth Lade and the city centre; providing access to active travel facilities and to transport sharing options.</li> <li>New improved direct and convenient routes through the Mill Quarter with improved landscaping and planting to provide access to biodiversity e.g. ladeside area.</li> </ul>	
<b>5. Revised Parking Areas</b>	<ul style="list-style-type: none"> <li>Provision of an active travel mobility hub with secure cycle storage, washrooms/showers, locker storage and located at the junction of High Street and Paul Street for good visibility and accessibility to city centre.</li> <li>Retain reduced parking area for short-stay purposes and to be utilised by city centre shoppers; providing EV charging points and car club opportunities.</li> </ul>	



Site Strategy Plan



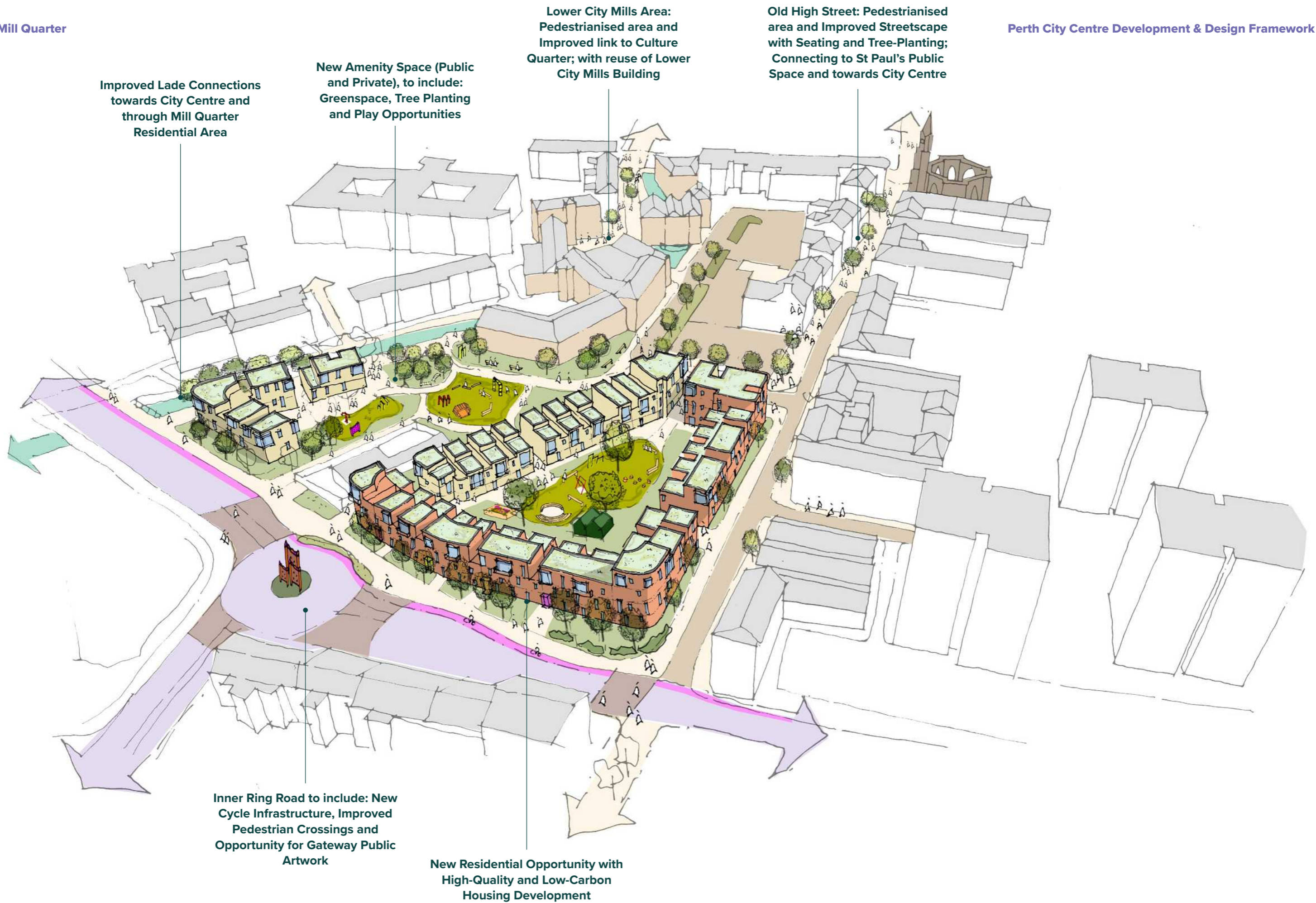
**Legend:**

- Mill Quarter Site Boundary
- Road
- Bus Station/Taxi Rank
- Pedestrian Route
- National Cycle Route
- Water
- Culture Quarter
- Listed Buildings
- Existing Parking
- Substation
- Existing Parking
- Substation
- Improved Pedestrian Movement
- Important Trees/Greening
- Traffic Direction
- Key Residential Frontage
- Key Mixed-Use Frontage
- Public Openspace
- Green Street/Biodiverse Green Corri
- Site Access and Shared Surface
- Private Openspace



**Perth City Plan Priority 2. Zero Carbon Perth; and 4. Revitalise City Centre:**

The Mill Quarter will provide new low-carbon new homes for people to live and work within Perth city centre.



Improved Lade Connections towards City Centre and through Mill Quarter Residential Area

New Amenity Space (Public and Private), to include: Greenspace, Tree Planting and Play Opportunities

Lower City Mills Area: Pedestrianised area and Improved link to Culture Quarter; with reuse of Lower City Mills Building

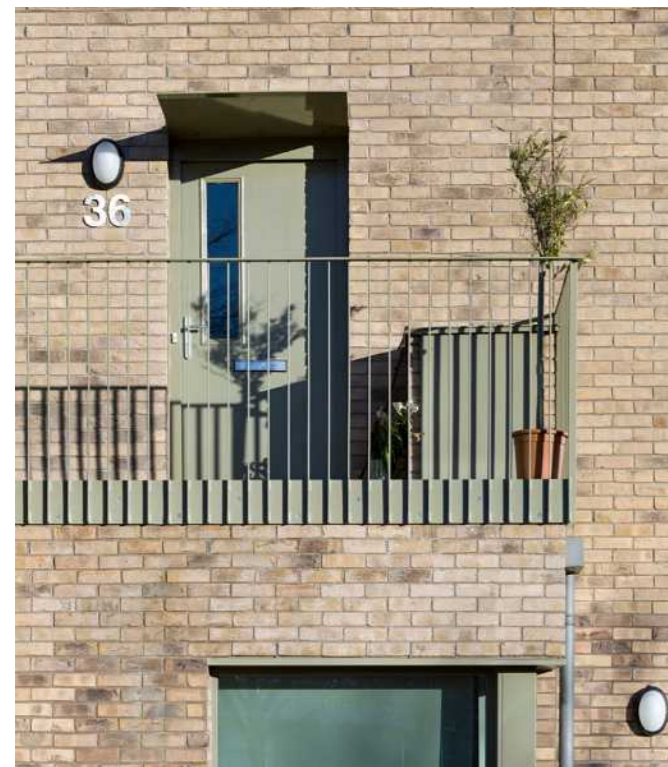
Old High Street: Pedestrianised area and Improved Streetscape with Seating and Tree-Planting; Connecting to St Paul's Public Space and towards City Centre

Inner Ring Road to include: New Cycle Infrastructure, Improved Pedestrian Crossings and Opportunity for Gateway Public Artwork

New Residential Opportunity with High-Quality and Low-Carbon Housing Development

## Design Guidance

- Distinctive and Desirable Living Environment: Create a **living space that stands out from conventional designs**, enhancing the appeal and desirability of residential properties.
- Value and Demand Enhancement: Develop in a way that increases the value of residential properties and **boosts demand for city centre living**.
- Low-Carbon Living: Ensure that the development embodies **low-carbon principles** to align with the city's sustainability goals and exemplify modern urban living.
- Open Space Integration: **Incorporate private and/or communal open spaces** for residents to promote community interaction and outdoor living.
- Mixed-Use Development: Accommodate a mix of residential (at least 62 homes), retail, leisure, and parking to fulfil city planning requirements. However, **explore options to reduce parking requirements** to facilitate a mixed-use development.



## Design Guidance

- Prioritise Sustainable Transportation: Emphasize **sustainable transportation options over car dominance**, including less dominant car streets and low-car proposals to encourage walking, cycling, and public transport usage.
- Pedestrian-Focused Accessibility: Shift the focus from cars to people to **enhance accessibility to the city centre**, prioritising pedestrian-friendly infrastructure.
- Historic Compatibility: Design the urban form and streetscape to **complement the historic setting and surrounding conservation area**, ensuring compatibility with the existing architectural character.
- Green and Pedestrianised Vision: Promote a greener, more accessible, and **pedestrian-friendly vision** for the city, incorporating green spaces and pedestrianised areas to enhance the urban environment.



## Design Guidance

Below is a Project Opportunities Prospectus / Matrix for the Mill Quarter - Option B. To include: a new leisure facility within a city centre location with public and green spaces alongside pedestrian priority interventions (as identified in Option A).

Key Project	Project Description	Fulfilled priorities*
<b>1. New Leisure Development</b>	<p>Series of new leisure facilities, to include the following:</p> <p>Leisure A</p> <ul style="list-style-type: none"> <li>New 2-3 storey building on corner of High Street and Caledonian Road with active frontage onto the Old High Street highlighting building uses (e.g. swimming, gymnasium), to be built with passivhaus accreditation and to utilise sustainable green energy sources e.g. solar panels;</li> <li>Facilities including: Swimming Pool (25m), Leisure Pool and Gym facilities (with changing facilities). Additionally to include foyer/reception with cafe and social spaces</li> </ul> <p>Leisure B:</p> <ul style="list-style-type: none"> <li>New 2-3 storey building on the north-west area of the site on Caledonian Road, to be built with passivhaus accreditation and to utilise sustainable green energy sources e.g. solar panels;</li> <li>Facilities including: Indoor 5-a-side football facility and racket sports courts</li> <li>In addition to the above, consideration should be given for the viability of new ice facilities at this location as part of a larger scale development or potential to house that offer as part of a redeveloped Bell's Sports Centre at the North Inch</li> </ul>	
<b>2. New City Centre Park and Greenspaces</b>	<ul style="list-style-type: none"> <li>New public park space within city centre location to be designed to compliment and connect to the proposed leisure facilities; to include new public art, seating, play areas, pedestrian connections to active travel routes, ladeside area and towards city centre.</li> </ul>	
<b>3. Series of 'Green Streets'</b>	As per Option A - page 38.	
<b>4. Active Travel and Green Routes</b>	As per Option A - page 38.	
<b>5. Active Travel Hub with Parking Areas</b>	<ul style="list-style-type: none"> <li>New building located within existing car-park in eastern part of site fronting onto the Old High Street, to include: an active travel mobility hub with secure cycle storage, washrooms/showers, locker storage and locate at the junction of High Street and Paul Street for good visibility and accessibility to city centre.</li> <li>New upper-level parking areas within new building and maintain existing parking areas whilst providing new EV charging points and car club opportunities.</li> </ul>	

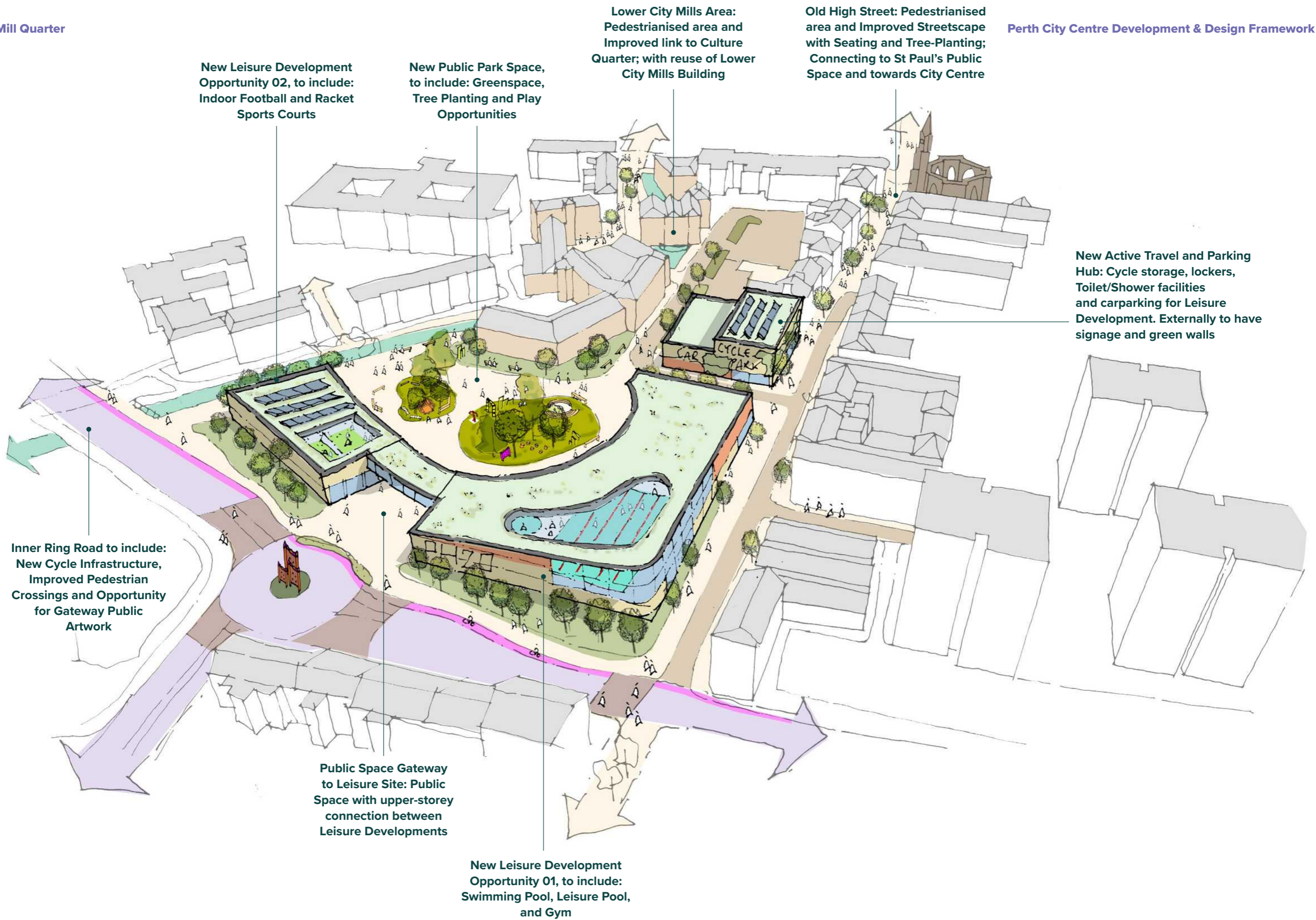


Site Strategy Plan

Legend:

- Mill Quarter Site Boundary
- Road
- Bus Station/Taxi Rank
- Pedestrian Route
- National Cycle Route
- Water
- Culture Quarter
- Listed Buildings
- Existing Parking
- Improved Pedestrian Movement
- Important Trees/Greening
- Traffic Direction
- Leisure Proposal with 2-3 storeys, including a swimming pool, gym and multiple sport facilities
- Mixed-Use Proposal with 2-3 storeys, including active travel hub and multi-storey car parking
- Public Openspace
- Green Street/Biodiverse Green Corridor
- Park
- Play Space
- Public Art







## 02. Culture Quarter

## Introduction

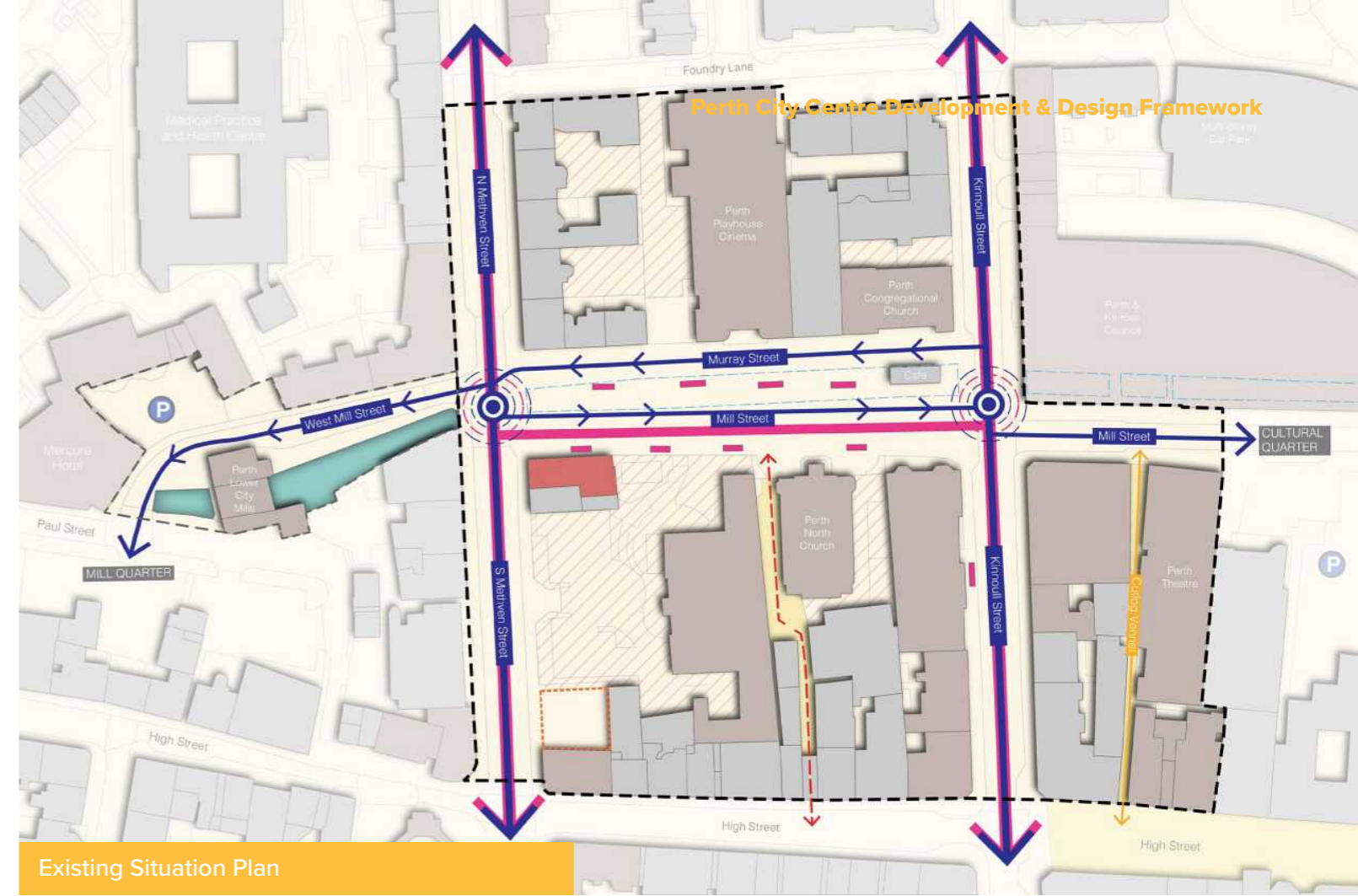
### Background

The 'Culture Quarter' area is an important strategic area within Perth city centre with key cultural projects (Culture Perth and Kinross) including: Perth Theatre, Perth Concert Hall, Perth Art Gallery, new Perth Museum and 'Stone of Destiny' (opening Easter 2024). The area is characterised by the existing Mill Street public realm improvement area; an award-winning public realm space within Perth city centre - the £1.5 million regeneration project won the 2022 Urbanism 'Great Street' Award

The vision for the area is to build on the initial success of the culture quarter and extend the Mill Street public realm project westwards to Mill Street/Murray Street area, including: traffic reduction, streetscape improvements, areas for events and al fresco dining use for adjacent hospitality businesses.

The area identified consists of part of Mill Street and Murray Street, an area which plays a key role in connecting the Lower Mill area in the west and the rest of the Culture Quarter/Mill Street area to the east.

Currently the area, which is part of the city centre conservation area, is vehicle dominated with a taxi rank and road connections alongside numerous bus stops. Around the public realm are a number of important and listed buildings, including: the Playhouse cinema, Sandeman Bar and Restaurant (formerly Sandeman Library) and the North Church and Congregational Church. There are also a number of food and beverage businesses including bars and cafés in the area, as well as Pullars House; the home of Perth and Kinross Council.



View eastwards into Murray/Mill Street



Key buildings: cinema, bar/restaurant and church



View westwards into Murray/Mill Street



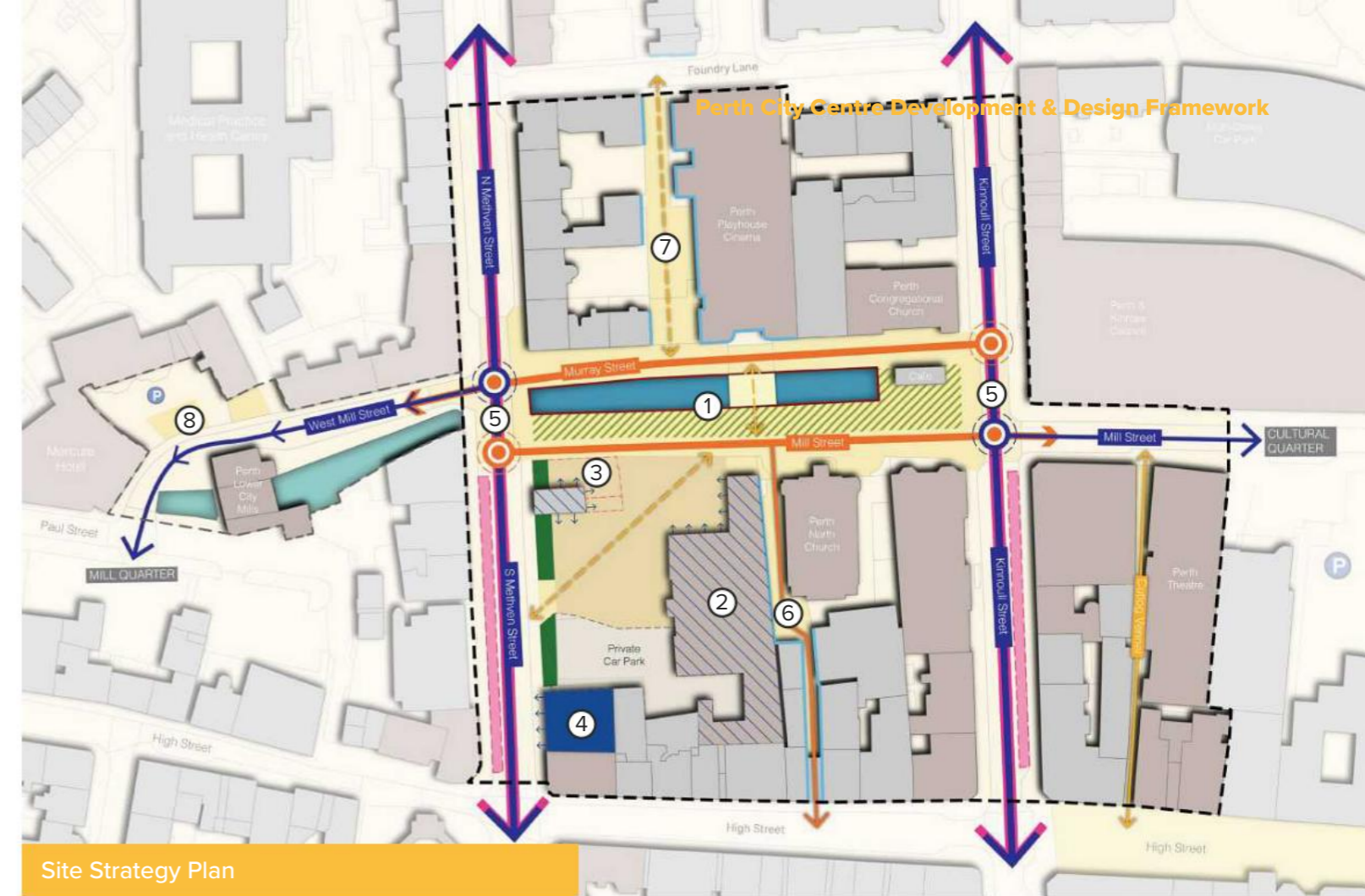
North Church and Sandeman Bar

- Legend
- Existing Building
  - Listed Building
  - Poor Quality Building
  - Vacant site
  - Private/Unaccessible Area
  - Vehicle Movement
  - Bus Movement
  - Bus Stop
  - Vehicle Dominated Junction
  - Car Park
  - Key Pedestrian Link/Public Space
  - Good Pedestrian Link
  - Poor Pedestrian Link
  - Canal
  - Culverted Canal

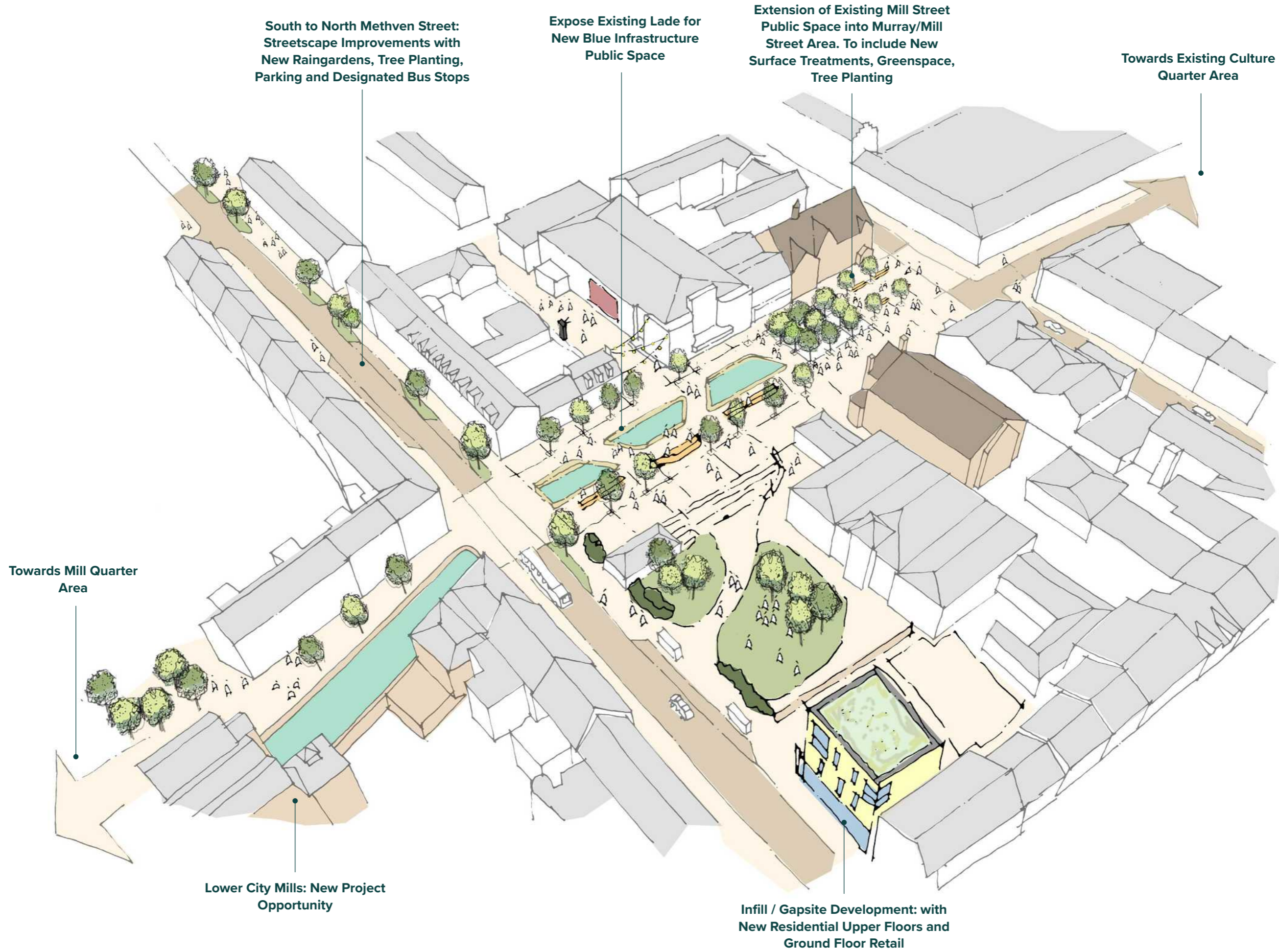
## Design Guidance

Below is a Project Opportunities Prospectus / Matrix for the Culture Quarter within Perth City Centre. To include: extending the regeneration area of the existing Culture Quarter on Mill Street and to improve its connection to the proposed residential project at the Mill Quarter; to create a blue-green infrastructure focussed public space at the heart of the city centre and to celebrate the history of Perth and the current creative and cultural transformation.

Key Project	Project Description	Fulfilled priorities*
<b>1. New public Space</b>	Regenerate Mill Street and Murray Street into a pedestrianised blue-green public space. Relocate the bus stops along Kinnoull Street and South Methven Street, restore the historic lade and design the banks to support engagement with lade (tiered seating). Integrate greenery and trees and a sustainable water management system (exploring water features that interact with the canal). Provide seating areas, lighting, shelter, wayfinding, and public art. Explore additional provisions by engaging the local community.	
<b>2. New Residential Development 01</b>	Refurbish and convert part of existing historic building into new use e.g. residential use. Convert the courtyard into an accessible public space to accommodate exhibitions and events. Retain part of the courtyard for parking.	
<b>3. Kiosk Shop</b>	Demolish Ladbroke's building and restore the stone and brick structure to provide a kiosk to help activate the new public courtyard.	
<b>4. New Residential Development 02</b>	Develop the vacant site along South Methven Street to provide active uses on the ground floor and new residential units on the upper floors.	
<b>5. Pedestrian-Crossings</b>	Improve pedestrian connectivity at the junctions on the east and west sides of the new proposed public space by creating better pedestrian crossing and introducing pedestrian priority surface treatments.	
<b>6. Vennel Artwork</b>	Improving the existing vennel connecting Mill Street to High Street by introducing artistic/feature lighting, murals, green walls, wayfinding and public art.	
<b>7. Create new Vennel</b>	Create a new public lane next to the Perth Playhouse Cinema. Activate the lanes by providing shelters, outdoor movie projections, food and drinks and by improving the facades with art interventions.	
<b>8. Old Mill Street Connection</b>	Test the activation of part of the Mercure Hotel car park with modular seating, street planters and shelters for the hotel to use. Explore opportunities to use the street as a spill-out area of the Perth Lower City Mills building, and to further improve the connection between the Culture Quarter and the Mill Quarter.	



- Legend
- Existing Building
  - Listed Building
  - Refurbished Building
  - Demolished Building
  - New Building
  - New Public Courtyard
  - Screening Green
  - Improved Pedestrian Link
  - New Pedestrian Link
  - Existing Good Pedestrian Link
  - Vehicle Movement
  - Bus Movement
  - Relocated Bus Stops
  - Restored Culverted Canal
  - Green Public Space
  - Key Public Space
  - Active Frontage
  - Improved Facade
  - Existing Car Park



## Place Ambitions

- The Culture Quarter will be an important part of an extensive programme of public realm works to make the **city centre more people-friendly**.
- Perth is investing in culture and heritage, and has a growing reputation as a food town. The Culture Quarter is an opportunity to broaden its appeal and add to an established and lively evening economy.
- Create a strong and distinctive local character area that **celebrates the history and heritage of Perth lade**.
- To build-on the existing series of **public artwork and lighting schemes**, as well as the on-going public realm regeneration of the city centre's historic vennels and St Paul's Square.
- To provide a **key civic public space, or 'square'**, which supports and compliments the wider city-centre cultural, food/beverage and night-time offer; providing seating areas for people to congregate in a safe, lively and interesting environment.
- The area must be the catalyst for the greening of the city centre, providing a **green public space 'nucleus'** from which a series of city-centre streetscape green interventions can develop from in a similar style and detail design.
- Planting and trees are important contributors to placemaking. New planting should reflect the local patterns of vegetation within an area, using it to define public spaces, creating a more attractive streetscape and assisting in the existing **biodiversity** networks.
- An opportunity to celebrate and enhance examples of **distinctive architectural-quality** within the city centre, through public realm improvements and lighting facade proposals, e.g. Perth Playhouse, Perth Congregational Church, The North Church and Sandeman Library building.
- The area must **enhance connectivity** to the Mill Quarter, creating a key west-to-east axis corridor through the city centre, which includes a mix of uses, such as: residential, retail, heritage buildings, green public spaces, food and drink destinations, and cultural facilities

- (Perth Theatre, Concert hall and Perth Art Gallery) - towards the River Tay.
- Create 2 x north-south axis main road routes, including: Kinnoull Street and North/South Methven Street; which will include improved **public transport network** sheltered bus stops, drop-off areas, whilst also including streetscape improvements such as tree-planting and SUDs design.
- Include proposals for handling water; with designs promoting the use of porous surfaces to minimise run-off, particularly during periods of intensive rain. SUDs to be included within wider **green infrastructure strategy** or area.
- Wider **wayfinding strategy** to include public artwork and celebrate heritage of Perth.
- Promote and create the opportunity for the inclusion of art, lighting, hard and soft landscaping, street furniture, **spaces for events, markets and pop-ups** on existing and new routes and spaces around the Culture Quarter.
- Promote a communal system for storage, presentation and **collection of waste/recycling**, security, lighting and maintenance to serve all new and existing occupiers/ proprietors within area.
- **Promote designs and resurfacing which reflect historical context**, and aid future maintenance and drainage in accordance with sustainable drainage principles.



### 03. Station Quarter



## Introduction

### Background

The 'Station Quarter' area is an important strategic area within Perth city centre with key transport hubs and links including: Perth Train Station and Perth Bus Station. It also represents one of the most important gateways to the city and is the first experience of the city of Perth to many who are visiting the city and wider area.

The area is characterised by the existing train station which is currently of poor quality visually with the impressive architecture of the existing historic building being 'hidden' by a series of later additions and canopies which are of poor quality with maintenance issues. The train station is also currently outdated in regards to it's train operations and passenger experience. The Bus Station is also a building of low-quality and again outdated in it's passenger experience.

The public realm and areas around the stations are car-dominated with large parking areas, and lack of good quality wayfinding and active travel connections to the city centre and key city attractions e.g Perth Museum. However, there are examples of good quality and historic buildings within the area including the Station Hotel and the AK Bell Library.



Existing Roof Structure within Station



Leonard Street and Hospital Street Junction



Main car-park at Train Station Entrance



Back Entrance Roadway to Station



- Legend:
- Station Quarter Site Boundary
  - Inner City Ring Road
  - Key Road Routes
  - Pedestrian Routes
  - Green Space
  - Water
  - Leisure Centre Development
  - Perth Train Station Buildings
  - Train Station Building Entrances
  - Perth Bus Station & Buildings
  - Listed Buildings
  - Existing Parking
  - Vacant Space
  - Train Lines
  - Important Trees/Greening



Design Guidance

Key Project	Project Description	Fulfilled priorities*
<b>1. Station Enhancements</b>	<ul style="list-style-type: none"> <li>Celebrate the historic Perth Station by enhancing architectural features (e.g. remove canopies) and restoring the original building making it the heart of the station.</li> <li>Simplify track layout and signalling, modernise cleaning and fuelling facilities, and facilitate future electrification of the railway line for cost reduction and improved performance purposes.</li> </ul>	
<b>2. Station Passenger Experience Improvements</b>	<ul style="list-style-type: none"> <li>Improve lighting and wayfinding elements for a better passenger experience and enhance accessibility with step-free access to platforms.</li> <li>Efficiently adapt existing buildings for staff facilities.</li> </ul>	
<b>3. Station Access Improvements</b>	<ul style="list-style-type: none"> <li>New passenger access points at the main entrance and from western leisure site and neighbouring residential areas, to include new bridge connection to main station area.</li> <li>New active travel north-to-south 'green corridor' bounding the railway line, to include: green infrastructure, public artwork, 'play-on-the-way' opportunities and seating areas.</li> </ul>	
<b>4. Station Gateway Public Square</b>	<ul style="list-style-type: none"> <li>Convert car parking into key new public space with greenspaces, seating, public artwork and lighting elements to create an inviting urban landscape at an important entrance to the city.</li> <li>New and improved wayfinding towards key routes to other city centre areas, including city centre locations e.g. Perth Museum and the new leisure development site to the west.</li> <li>Use the original station building's main facade as the front and main passenger entrance to the station; maximising the architectural features of the building and creating a key gateway and entrance to the city.</li> </ul>	
<b>5. City Centre Connection</b>	<ul style="list-style-type: none"> <li>Establish a pedestrian-prioritised 'green corridor' to the city centre with greening, lighting, and public artwork; creating a safe, clear and convenient path from the train station towards the city centre.</li> <li>Implement temporary interventions along route to welcome visitors and advertise attractions, including incremental conversion of car parking and select streets into usable green public spaces which soften the urban landscape to invite residents and visitors to enjoy the city centre.</li> </ul>	
<b>6. Development Site 01; Leisure Site</b>	<ul style="list-style-type: none"> <li>Development of existing leisure site to the west for new leisure uses, to include: swimming pool (with leisure facilities) and ice rink facilities.</li> </ul>	
<b>7. Development Site 02; Former Bus Station</b>	<ul style="list-style-type: none"> <li>Development of former Bus Station site, to include: new centre for business enterprise, and accommodation for start-ups.</li> <li>Create new residential 'Pomarium Neighbourhood', to include: new-build townhouses, regeneration of existing tower blocks, greenspaces, pedestrian routes to city centre.</li> <li>Relocation of the bus station allocation to a transport interchange opportunities sites at edge of city centre, and park and ride sites on outskirts of city.</li> <li>Development of train station sites, to include: new residential developments e.g. over-55s housing and affordable apartments for commuters.</li> </ul>	

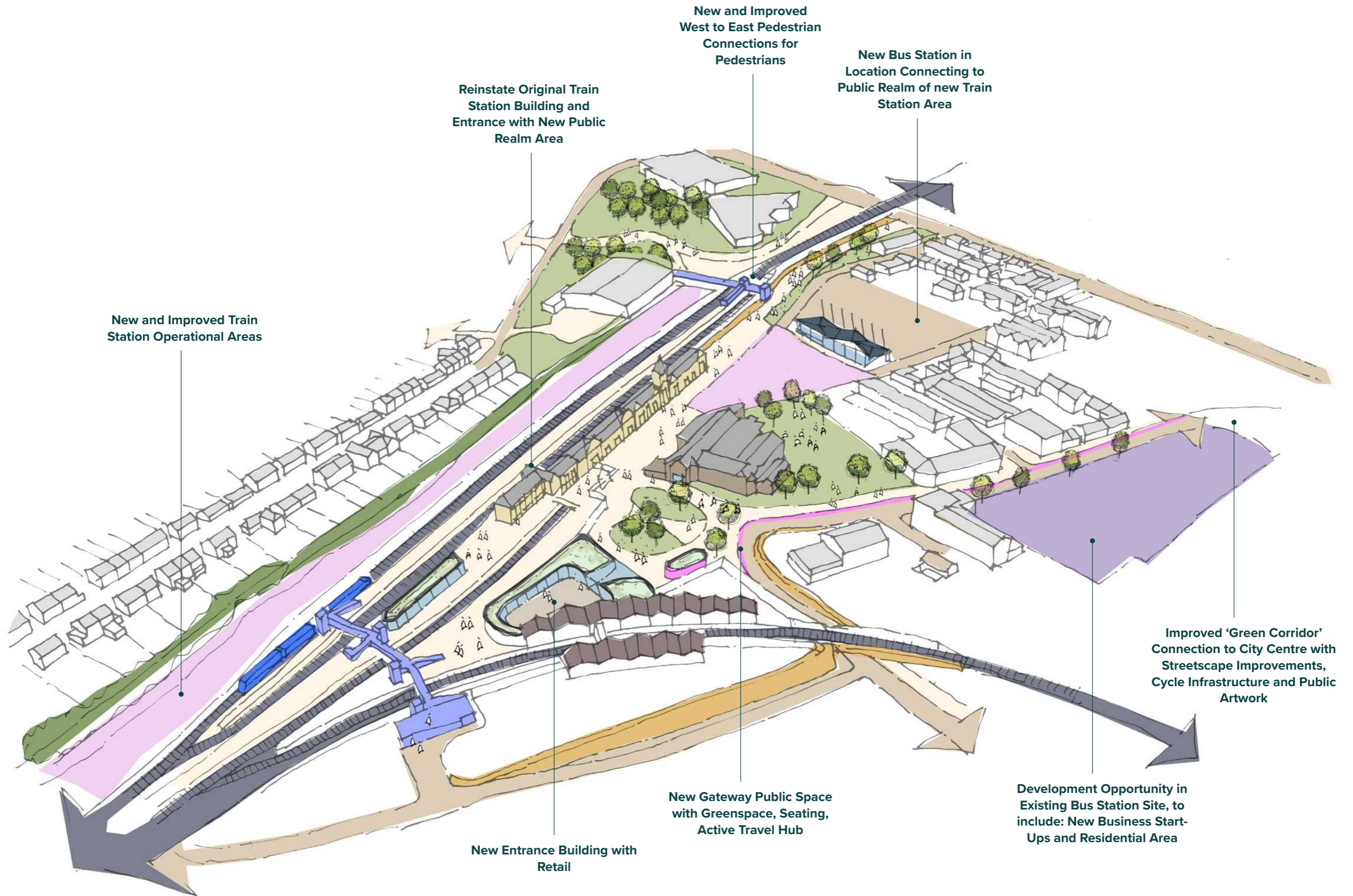


Site Strategy Plan

- Legend:
- Station Quarter Boundary
  - Golden Route/Station Green Corridor
  - Existing Road Network
  - Rail Network
  - Active Travel Route
  - Perth Train Station Buildings
  - Historical Train Station Enhancement
  - Proposed Development Sites
  - Residential Block Frontage
  - Business/Start-ups Block Frontage
  - Key Buildings
  - Key Public Space
  - Greenspace
  - Demolition of Existing Building
  - Service Area Site
  - Bus Station Site
  - New Bus Station
  - Bus Route
  - New Train Station Service Building
  - Foot Bridge/Entrances
  - Bike Storage/Active Travel Hub
  - Carpark
  - Business Start-Ups
  - Leisure
  - Residential

**Perth City Plan Priority 3. Connected City; and 5. Enterprise and Prosperity:**

Improved Transport to and around the city centre and new business and start-up spaces





### Place Ambitions



## Design Guidance

Below is a Project Opportunities Prospectus / Matrix for the existing Leisure Site situated within the proposed new Station Quarter which has been prepared for consideration if the Mill Quarter (Option B) were to be progressed. To include: new residential development and green public space.

Key Project	Project Description	Fulfilled priorities*
<b>1. New Residential Development</b>	<p>Series of new residential developments with public and private amenity spaces and low/zero-carbon affordable heating. To include the following:</p> <p>Glover Street:</p> <ul style="list-style-type: none"> <li>New residential development on the Glover Street within the eastern edge of the site. To include: a 3-4 storey block with planted and tree-planting edges within on the street and new pedestrian/vehicle access points to the site.</li> </ul> <p>Central Area:</p> <ul style="list-style-type: none"> <li>New flatted/townhouse contemporary development within the majority of the existing site's central area. To include: a 3-4 storey blocks arranged around public and green amenity spaces with seating, tree-planting, play provision, communal garden space, lighting, paving and footpaths, and possibility for food growing opportunities.</li> </ul> <p>Development Movement Network:</p> <ul style="list-style-type: none"> <li>Series of streets with mix of vehicle and pedestrian routes with use of pedestrian-priority materials, to include: raingardens, green edges, tree-planting and car parking areas</li> </ul>	
<b>2. Public Park / Active Travel Corridor</b>	<ul style="list-style-type: none"> <li>Public greenspace located to the east and south areas of the development site, to include: green spaces, wooded areas, public artwork, cycle infrastructure, lighting, seating, and play areas.</li> <li>New bridge connection from development site and new/existing neighbouring residential areas to Bus and Train Stations.</li> </ul>	



Site Strategy Plan

- Legend:
- Station Quarter Site Boundary
  - Road
  - Pedestrian Route
  - Existing Buildings
  - Existing Green Infrastructure
  - Public Green Space
  - Private Green Space
  - Green Street/Biodiverse Green Corridor
  - Proposed Footbridge to Perth Train Station
  - 4 storey Residential Flats
  - 3 story Residential Townhouses
  - Key Frontages
  - Crossing Improvements
  - New Pedestrian Gateway
  - Public Artwork, Art Walk
  - Park, Cycle Infrastructure
  - Play Space, Woodland Walk
  - Bus Station
  - Train Station



**Perth City Plan Priority 2. Zero Carbon Perth; and 4. Revitalise City Centre:**

This Station Quarter option would provide new low-carbon new homes for people to live and work within Perth city centre.

**New Amenity Space (Public and Private), to include: Greenspace, Tree Planting and Play Opportunities**

**New Public Park and Active Travel Corridor, to include: Greenspace, Tree Planting, Cycle Infrastructure and Play Opportunities**

**New and Improved West to East Pedestrian Connections for Pedestrians between residential areas and Bus and Train Stations**

**New Bus Station in Location Connecting to Public Realm of new Train Station Area**



**New Residential Opportunity with High-Quality and Low-Carbon Housing Development**

## 04. Harbour Quarter

## Introduction

### Background

Within the wider **‘Perth City Centre Development and Design Framework’** the existing Perth Harbour area has been identified as an additional key investment area within the city area. The harbour currently operates as a commercial port under mainly Perth and Kinross Council ownership but has recently been the subject of an appraisal of the viability of the harbour continuing to operate in such a manner.

The ‘Perth Harbour Options Appraisal on Future Operations’ (2023) explored and evaluated a number of different options, including: the continuation of its current use under Perth and Kinross Council ownership, under new ownership, and it’s closure commercially creating a new area for wider regeneration and several proposed new uses.

The outcome and final recommendation of the appraisal report stated that ‘Option 5 - Closure at a commercial port and Wider Area Regeneration’ was the preferred option for the future of Perth Harbour. This was established through a scoring system identifying the strengths, weakness, opportunities and threats for each proposed option which resulted in Option 5 being the highest-ranked, concluding that this option would address most of the current and future challenges faced by Perth Harbour.

This option would result in the cessation of the Council’s involvement and obligations to manage the harbour as a commercial port and would propose a number of new commercial uses including: alternative marine, leisure and water-based activities and uses; as well as renewable energy production/storage, complementary employment or ancillary uses in the short term before future deliver of medium and long consideration of alternative uses via supplementary guidance and the Local Development Plan review. This option would also aim to deliver new infrastructure which improves access to the water and land within the harbour area and adjacent Moncrieffe Island.

### Site Description

The proposed ‘Harbour Quarter’ site is located approximately 1 mile southwards from Perth city centre in the wider Friarton area with access provided on Shore Road, which runs adjacent River Tay.

The area is strategically placed within the inner Tay region and is sited in close proximity to the natural setting of the River Tay, Moncrieffe Island and Kinnoull Woodland Park, which lies eastwards of the area.

The area is closely connected to the main southern approach into Perth on the Edinburgh Road (A912), and residential areas including Moncrieffe and Craigie. However, the harbour has been used commercially and is located within a wider Friarton industrial and business-use area, whilst also bounding HMP Perth.

The harbour is principally owned by Perth and Kinross Council but with a number of sites within the boundary being under private ownership.



The Harbour Quarter vision is informed by the outcome of the **‘Perth Harbour Options Appraisal on Future Operations’** which proposed it’s the harbour closure commercially creating a new area for wider regeneration and several proposed new uses.



## Harbour Quarter Vision - Inner Tay Area

The Harbour Quarter is located within the inner Tay area and should play an important future role in supporting the existing Inner Tay Masterplan 2012-2022; which is a vision strategy for the Tay area which promoted a number of completed and ongoing projects under the themes of: Access and Infrastructure, Leisure and Sport, Environmental and Cultural Heritage, and Biodiversity. Going forward it is integral that the Harbour Quarter connects and takes advantage of this ongoing masterplan, as well as help to guide any future updated masterplan and projects.

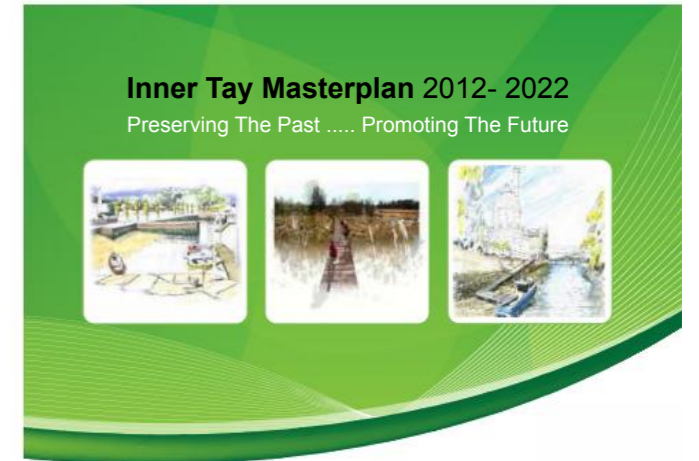
The Inner Tay Masterplan 2012-2022 sets out a vision to create a sustainable **inner Tay area which is beautiful, vibrant, clean and green** where the regeneration and growth will help make the area a great place for people to live, work, invest and visit.

At the heart of the vision is the development of a vibrant, busy and thriving river Tay:

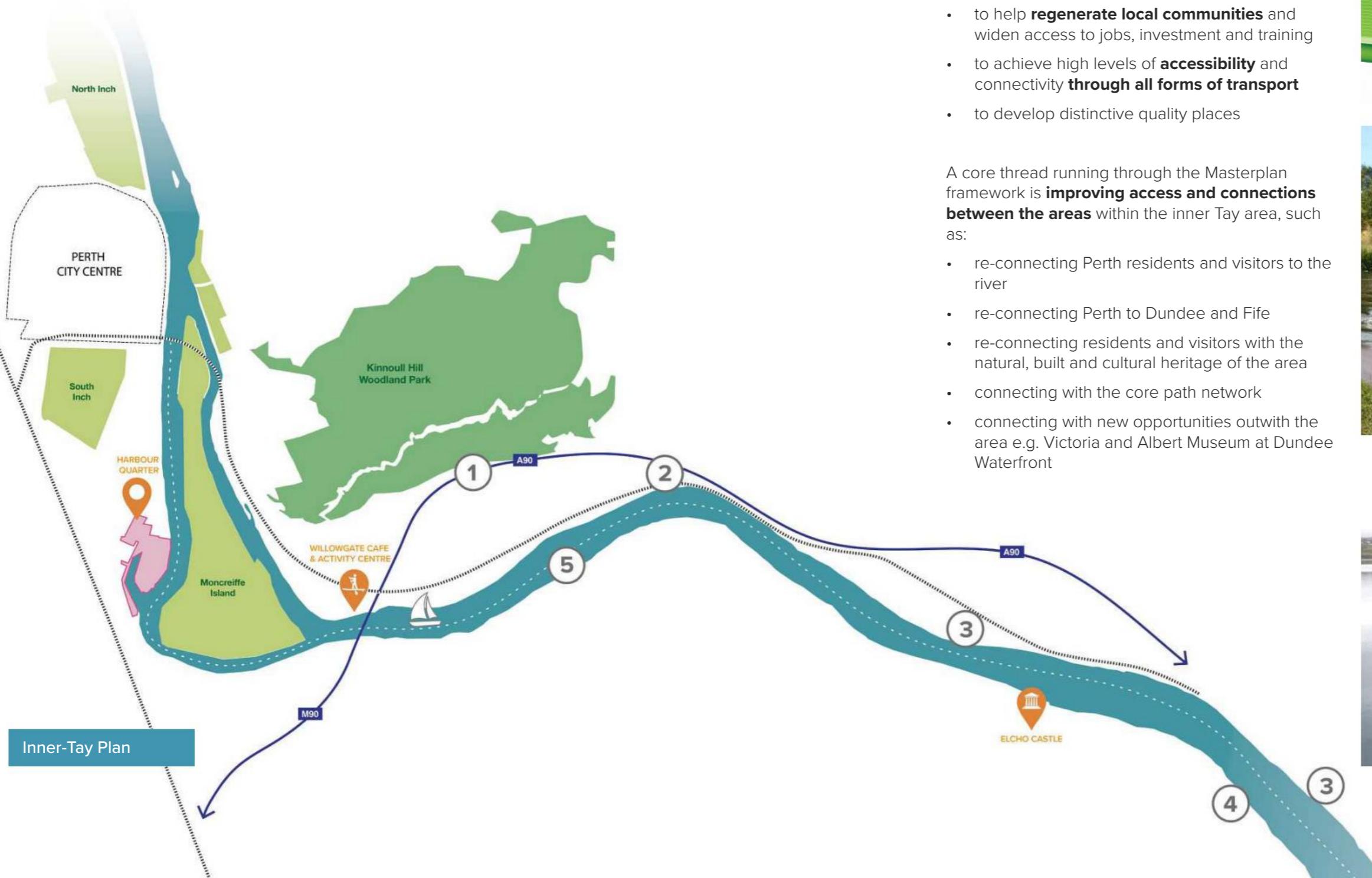
- to establish an **internationally attractive visitor destination**, create jobs and increase output
- to help **regenerate local communities** and widen access to jobs, investment and training
- to achieve high levels of **accessibility** and connectivity **through all forms of transport**
- to develop distinctive quality places

A core thread running through the Masterplan framework is **improving access and connections between the areas** within the inner Tay area, such as:

- re-connecting Perth residents and visitors to the river
- re-connecting Perth to Dundee and Fife
- re-connecting residents and visitors with the natural, built and cultural heritage of the area
- connecting with the core path network
- connecting with new opportunities outwith the area e.g. Victoria and Albert Museum at Dundee Waterfront



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## Wider Vision

Set out below are a series of place ambitions for the Harbour Quarter within the context of the wider area and Inner Tay Area and masterplan:

### 1. Enhanced Tourism and Recreational Use:

- Double the volume and value of business and leisure tourism, positioning Perth as a premier destination.
- Develop a diverse range of waterfront activities, capitalising on the natural beauty of the riverside setting.

### 2. Business Locations and Enterprise:

- Foster economic growth through strategic collaboration with entities like Perth Creative Exchange, UHI, and existing businesses.
- Explore alternative economic impacts, such as tourism and renewable energy, to ensure sustainable development.

### 3. Better Connection to City Centre:

- Establish a 'green corridor' for active travel which provides safe access from the city centre to the harbour area, supporting Perth's ambition to be Scotland's leading city for active travel.
- Build a new active travel bridge to seamlessly connect areas on both sides of the River Tay.

### 4. Live, Work, Leisure, Culture:

- Create a vibrant community where residents can live, work, and enjoy leisure and cultural activities.
- Integrate health and well-being initiatives to enhance the quality of life for residents.

### 5. Collaboration and Partnerships:

- Collaborate with local groups to promote new riverside uses e.g. Perth Sailing Club and Willowgate Centre.
- Establish partnerships to support public art initiatives and enhance the cultural landscape.

### 6. Environmental Sustainability:

- Prioritise environmental sustainability by mitigating climate change and flooding risks.
- Develop sustainable designs and practices, with a focus on reducing carbon emissions and promoting and engaging with biodiversity.

### 7. Heritage and History Integration:

- Preserve and build on the rich heritage and history of the harbour and the River Tay's salmon fishing industry.
- Celebrate historic links to former nautical trading partners through design and public art e.g. Northern Europe, Scandinavia and the Baltics.

### 8. Wider City and Regional Integration:

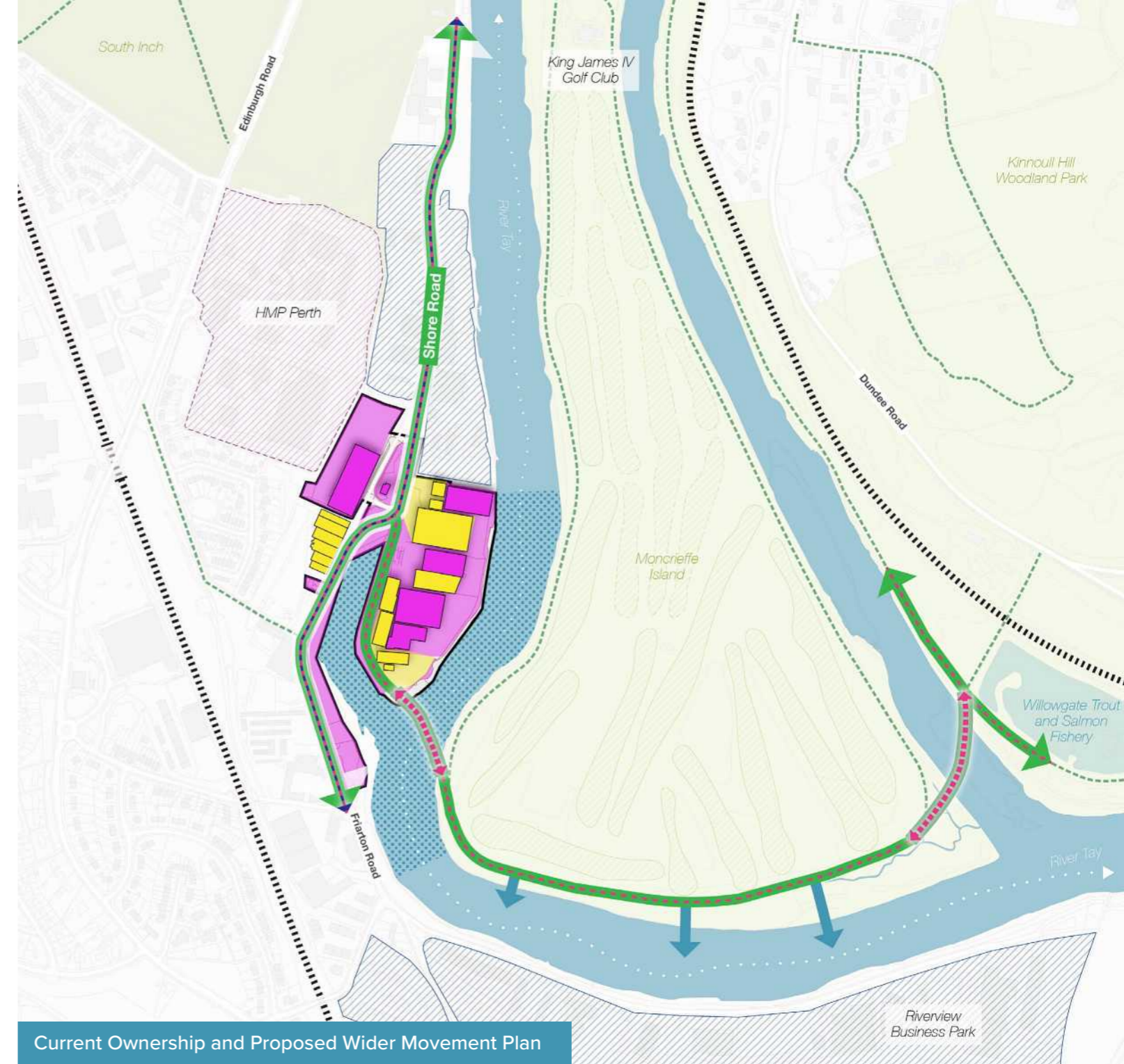
- Support wider city strategy and vision by attracting regeneration linked to biodiversity, water-based activities, and renewable energy production.
- Foster connections to Moncrieffe Island and the east side of the River Tay for comprehensive city integration.

### 9. Community Building:

- Build new communities with housing and workspace that contribute to the city's growth.
- Promote a diverse mix of uses within the city centre and quarters for sustainable development.

### 10. Unique Branding and Identity:

- Create a distinctive Perth Harbour waterfront brand to encourage business investment and use.
- Develop a unique identity for the area within the wider city vision, aligning with the aspirations of the local community.



Legend:

- Harbour Quarter Site Boundary
- Green Corridor
- Road Network
- Improved Active Travel Route
- Core Paths / PROWs
- Water
- Business / Industrial Area

- Perth and Kinross Council Ownership/Control
- Private Ownership
- Golf Course
- New Bridge Connection
- Recreational Water Use
- Improved Connection to Riverside
- Water Transport Network

## Site Analysis

### Existing Situation

The existing harbour area is characterised by its current use as a commercial port operated by Calport. There are a series of associated industrial buildings with the operation of the port, as well as additional industrial business units which are operated by a variety of different businesses building material suppliers, garages and removal and storage business use. A key factor, and potential constraint, is the current ownership of the harbour which is in multiple ownership with some areas under Perth and Kinross ownership, and others under private ownership. This should be considered within the development of any future proposals for the harbour.

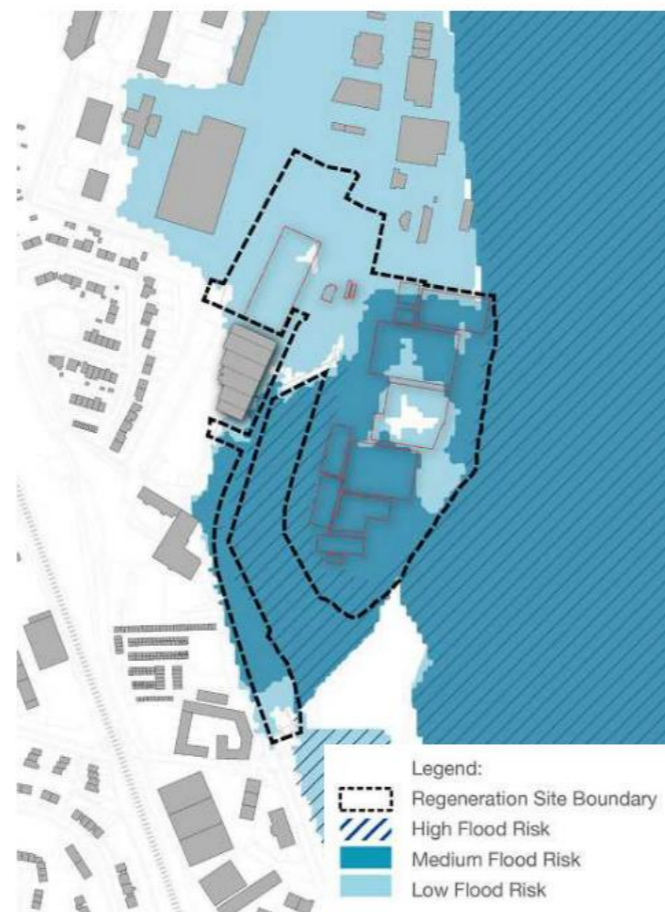
The site is bounded to the west by HMP Perth, which creates a defined and solid boundary to the upper-western area with the existing Calport industrial unit. There is a residential area to the west of the site, which has an existing pedestrian route access to the harbour site; however, this access is within an area of industrial use and lacks clear and safe public realm areas for people to access the site from.



Aerial image of Harbour facing Northwards

The existing public realm is of poor quality for pedestrians with it being characterised as a vehicle dominated area with wide roads and narrow pavements, or no pavements at all. There are a number of smaller buildings of low-quality, but there are larger more traditional brick built industrial units which could be retained for adapt and reuse purposes. Within the operational harbour site there is the dockyard public space which is relatively flat, and uncluttered, which creates a 'blank canvas' for future public realm interventions within the dockside areas.

In terms of greenspace the site has a number of low-quality greenspaces around the road network in the northern area of the site. There is also an existing tree-planted area which bounds the harbour side to the east and relates to the riverside and natural setting of Moncrieffe Island.



Flood-risk mapping of Harbour Area



Existing Situation Plan

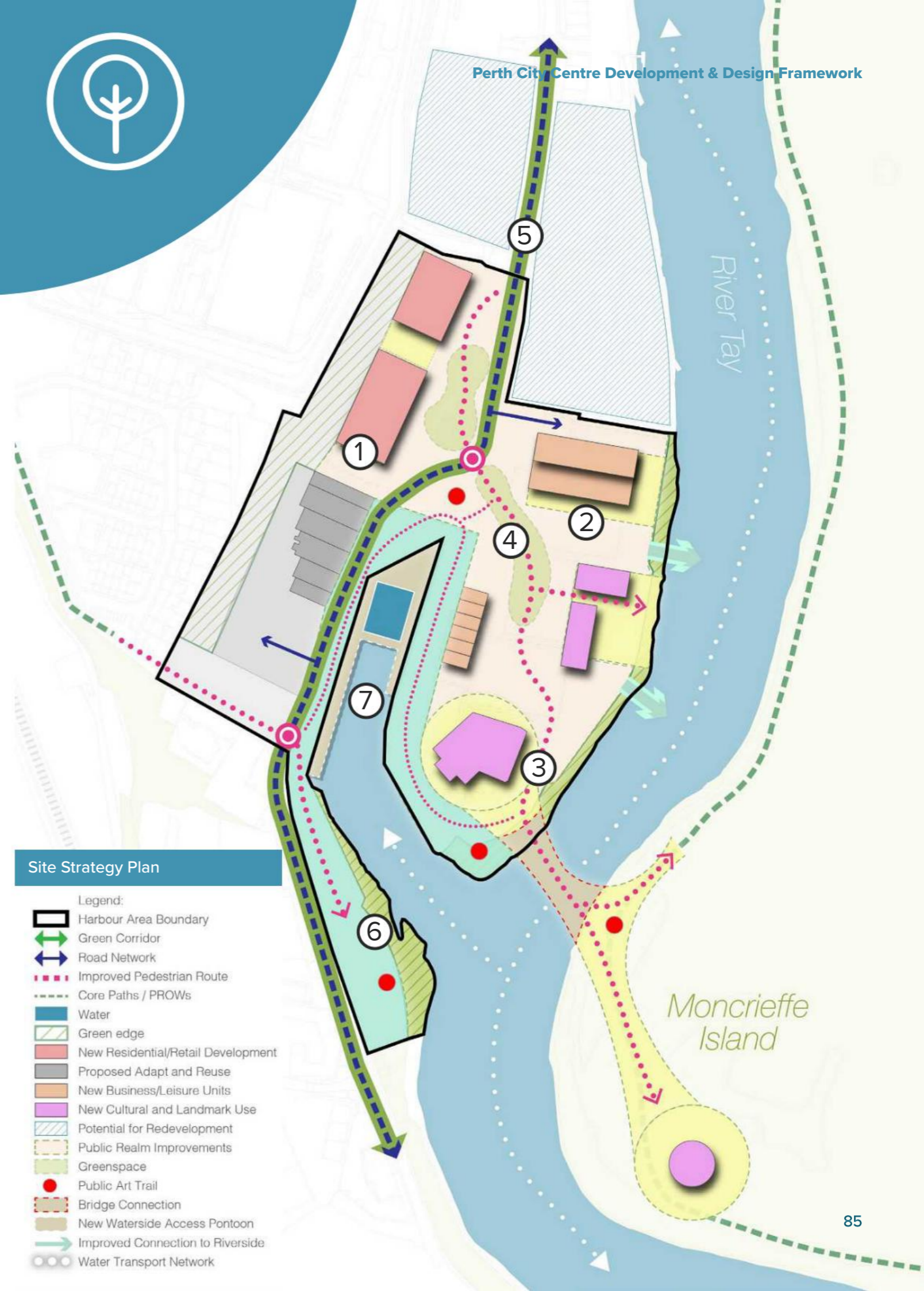
The Harbour Quarter will provide an opportunity for people to engage with nature, to connect with greenspaces and to use active travel to travel to and from the city centre.



Design Guidance

Below is a Project Opportunities Prospectus / Matrix for the Harbour Quarter. To include: delivery of alternative marine and leisure uses, improvements to infrastructure to improve access from water and land within harbour area and adjacent Moncrieffe island.

Key Project	Project Description	Fulfilled priorities*
<b>1. Western Strip</b>	Demolition of existing Calport industrial unit to be replaced with new development with frontage onto Shore Road. Development to consist of ground floor business unit use and upper floor business/residential opportunity (subject to flood-risk assessment). Rear area to provide users carparking and storage use. Adapt and reuse/refurbishment of existing traditional industrial brick units for manufacturing use.	
<b>2. Harbour Site A</b>	New container/unit development for business use, including providing food and beverage offer within area. New contemporary boathouse building for community-use (Perth Sailing Club) with access to water. Additionally provide small units on western side for tourist and leisure use e.g. tourism business premises, saunas, and changing facilities.	
<b>3. Harbour Site B and Moncrieffe Island Bridge Connection</b>	New cultural landmark building in prominent harbourside location e.g. history of the River Tay's salmon fishing industry and heritage. To include new bridge connection to Moncrieffe Island and new watchtower structure within natural setting of the island and River Tay.	
<b>4. Harbour Public Space</b>	The main public realm area around key new development projects should consist of: pedestrian-priority surface materials, greenspace, be well-lit and safe, and provide play spaces for children and young families. Public art and wayfinding should be introduced throughout the area.	
<b>5. Green Corridor</b>	Establish a 'green corridor' within existing road network providing a safe and active travel route connecting access from the city centre to the harbour area. To include a segregated cycle lane and safe walking route, SUDs raingardens and tree planting, as well as signage and wayfinding elements.	
<b>6. Promenade</b>	Key public realm space with pedestrian pathways, seating areas, public artwork as part of art trail, raingardens and tree planting. To provide access to docking area and waterside for leisure activity use.	
<b>7. Dock Area</b>	New structure within existing docking area providing access (both stair and ramp-access) to water and new leisure water activities such as: swimming, paddleboarding, kayaking and sailing. To provide small marina docking area for small boats, and additional seating areas.	





## Place Ambitions

### Mix of Uses;

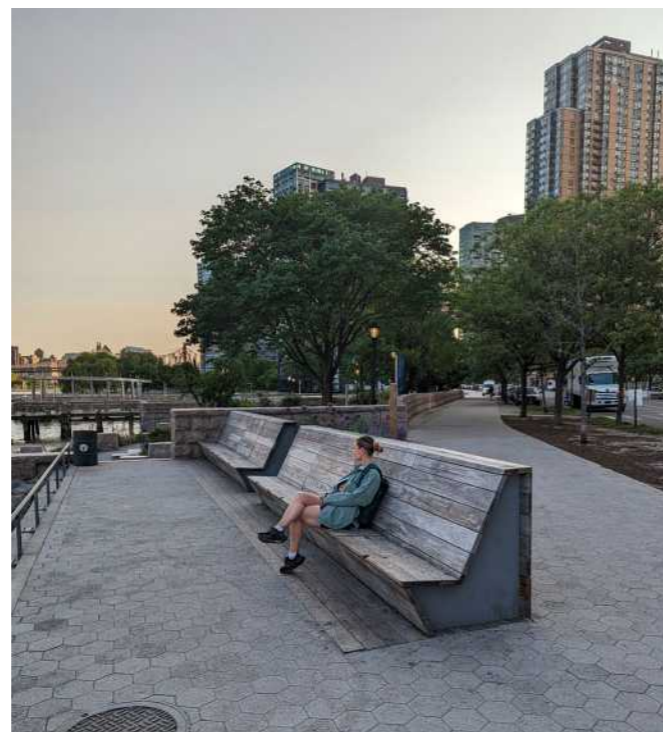
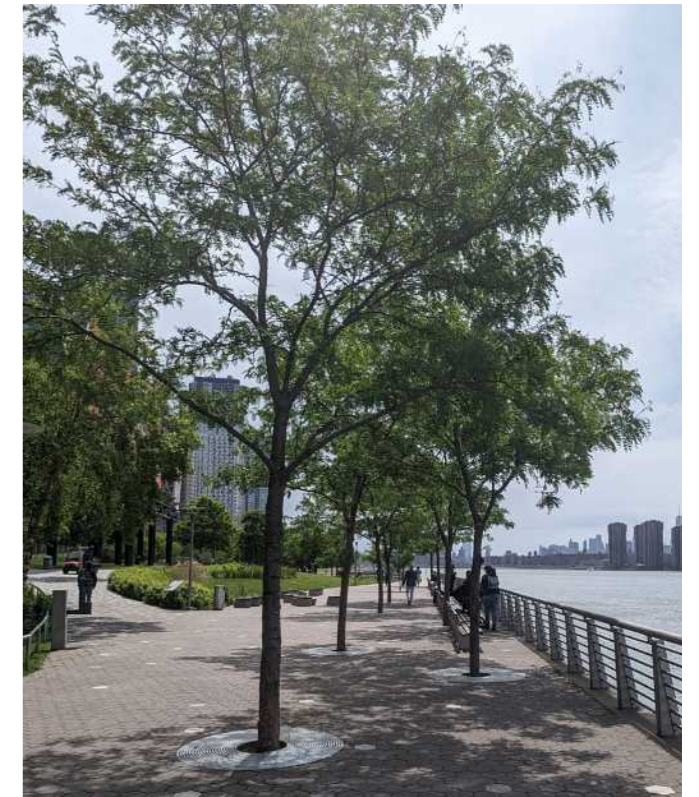
- Provide space for **food and beverage** businesses within the quarter catering to both visitors and residents, whilst also supporting other businesses e.g. tourism and leisure activities
- Provide additional **holiday accommodation** in close proximity to the Harbour Quarter (e.g. Moncrieffe Island or on-water boat accommodation), as part of the wider Inner Tay Masterplan proposals for a 'network of riverside bothies with visitor accommodation'
- Create a new destination at the Harbour Quarter for **watersport and leisure activities** and business use, including; canoeing, kayaking, paddleboarding, swimming (e.g. lido), changing facilities, saunas and improved pedestrian connection to the existing Willowgate centre activities centre as part of the Inner Tay masterplan
- Provide new **business units and workplaces** for small-medium size businesses related to the proposed mix of uses within the Harbour Quarter e.g. leisure and residential; whilst also catering to new business opportunities such as manufacturing within larger units
- Explore feasibility of potential new uses such as **new hotel and/or harbourside residential** development with ground floor retail use; providing mix of tenure and medium to high-density apartment block, waterfront townhouses and exploring potential for on-water homes



## Place Ambitions

### Public Realm;

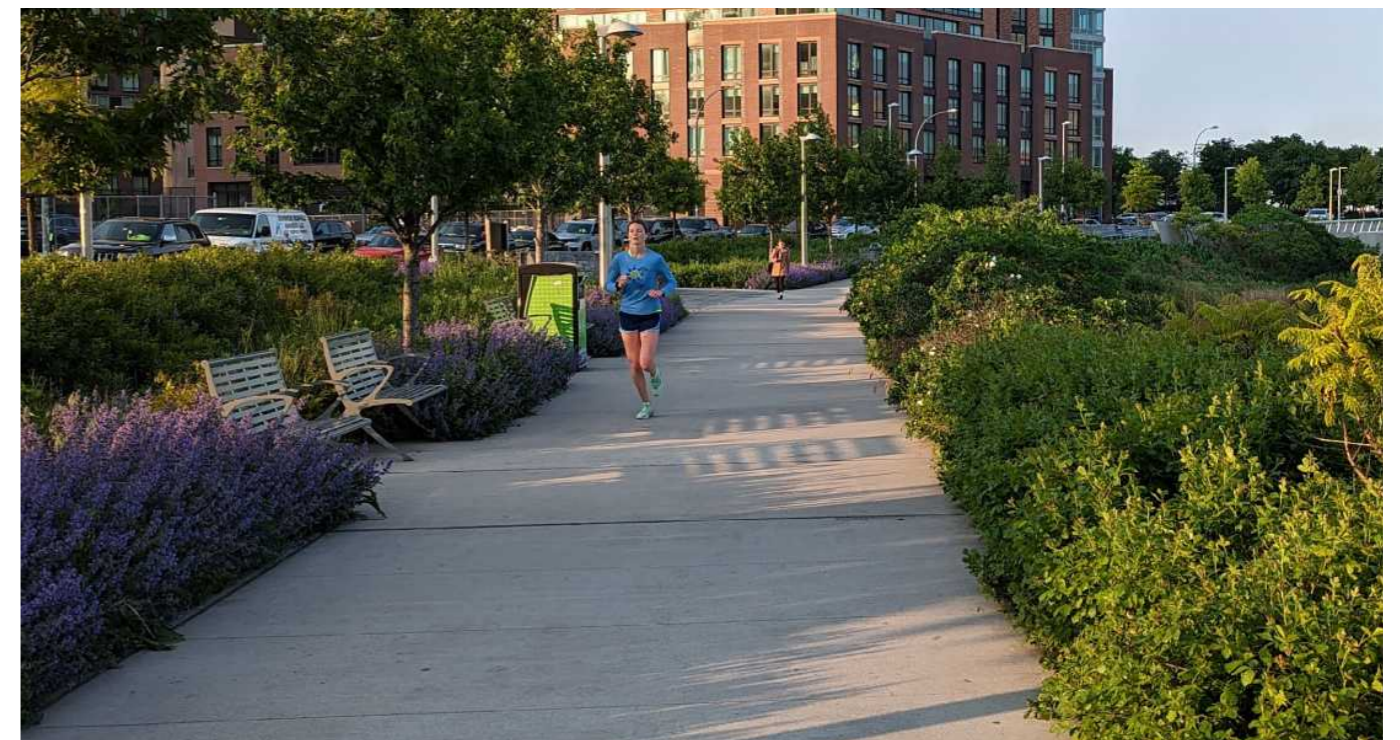
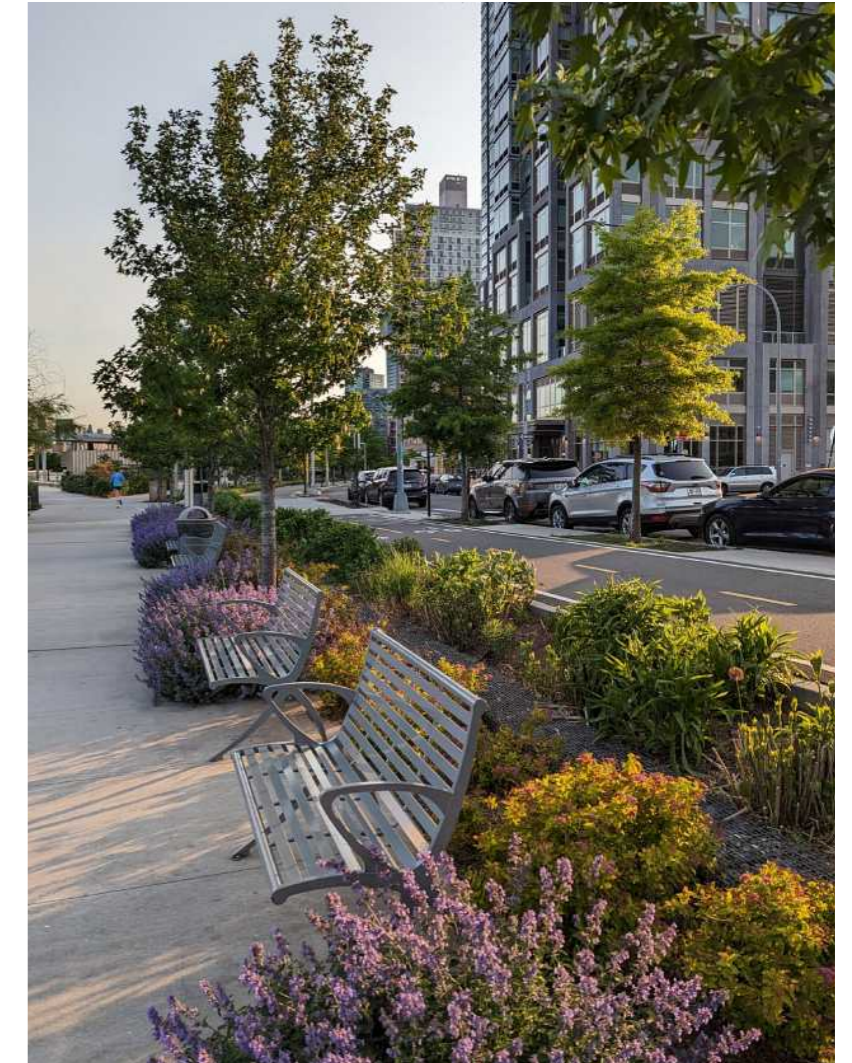
- Creation of new **key public space** which prioritises pedestrian movement and creates spaces for people to spend time in, including: greenspace, **play activity and seating spaces**
- Wider **promenade** area with pedestrian pathways, seating areas and tree planting
- ‘Play’ provision to be designed within key public spaces which will provide opportunities for **young people and families** to enjoy the area and stay for extended periods of time
- Engage and utilise the riverside location providing **access to water** with ‘beach’ areas on eastern edge of harbourside and on Moncrieffe island, including new pontoons and explore potential for small marina area linked to promenade within existing dock
- Consider current flood risk mitigation and future climate change impact with any new **public realm strategy** or design development e.g. flood defense infrastructure



## Place Ambitions

### Movement;

- Redesign of Shore Road to create a **'green corridor'** improving movement and connectivity between Perth city centre and the Harbour Quarter, to include: street greening, wider public realm and improved pedestrian experience, segregated cycle route and infrastructure, and public transport access and infrastructure
- Build a new **bridge connection** between Moncrieffe Island and the Harbour Quarter; enabling better use of both areas, connecting the harbour with its natural surroundings, and creating a new civic piece of infrastructure which will provide an opportunity to create a beautiful and well-designed structure which can be illuminated at night as part of the wider 'City of Light' project and become another key landmark for the city
- Improving connection with wider core path network on Moncrieffe Island and on the eastern side of the Tay; an opportunity to add to the existing **Perth Art trail**, providing a new wayfinding circuit connecting the harbour quarter with other areas and greenspaces e.g. Belwood Park
- Provide new location for access to **river boat trips** to wider inner-tay area and Perth City centre as part of the Inner Tay masterplan proposals



## Place Ambitions

### Identity;

- Create new **public artworks** within the Harbour Quarter's public spaces which celebrate the heritage, history and culture of Perth and the harbour e.g. highlighting historical links to trading routes such as the Baltics and Low Countries
- Create a new **cultural-use landmark** building of contemporary architectural style which celebrates the heritage of Perth Harbour and River Tay area e.g. Salmon Fishing Museum, providing a key tourism destination and focal point within the wider site strategy supporting the proposed new mix of uses
- Create a **cohesive design detail character** around the quarter area which celebrates the nautical and trading history and heritage of the city of Perth and the Harbour area e.g. surface treatments, railings, seating areas, wayfinding
- **Celebrate and enhance Perth's riverside location** by adding to the existing high-quality architectural examples along Tay Street. Some of Perth's most iconic and recognisable buildings are on the riverfront, including: St Matthew's Church, 2 High Street, Perth Sheriff Court and Fergusson Gallery. The harbourside built environment should add to these examples, using for example; variety, pattern and detailing, lively facades and innovative roofscapes to help define the area and to create a positive scenic experience for users through cohesion of natural and urban elements
- Utilise contemporary architectural styles and sustainable building techniques and materials; resist an anonymous and monotonous harbourside built environment which appears to be designed by committee with no unifying plan or vision; instead create a unique Perth-specific harbourside built environment which gives a **strong sense of place, builds on the nautical heritage and natural setting** of the area.

### Community;

- To engage with and cater for new and existing **community groups** that operate close to the Harbour Quarter e.g. Perth Sailing Club; providing a new contemporary design Boathouse, which can be strategically located within the site
- Provide new spaces for additional community uses for local groups and residents e.g. 'toolshare' facility, **youth groups and health and wellbeing uses** (e.g. yoga and meditation groups); which capitalise on the natural surroundings and waterfront location
- Build a 'watchtower' structure on Moncrieffe Island providing a new vantage point to view and **appreciate the wider natural setting** and environs of the Inner Tay area, within close proximity to the Harbour area.





## 05. University Quarter

## Introduction

### Background

The existing University of the Highlands and Islands (UHI) campus - Perth College - is situated in the western area of Perth outwith the city centre.

Currently the campus provides further education and higher education in the city through a main campus and by distance learning. Courses include degrees, through its membership of the University of the Highlands and Islands, as well as work-based learning and vocational training. Degrees available include aircraft engineering, music, child and youth studies, social sciences and computing. UHI Perth is also home to Air Service Training (AST), which has delivers aeronautical engineering courses in partnership with Perth Airport.

At present there are a number of different campus buildings which provide different uses and are of

different ages; for example the Sport and Wellbeing Centre building is a new build facility completed in 2017, whilst the Goodlyburn Building and Primary school are both older builds from the 1960s.

The new vision for the University campus 'Quarter' is to provide a new framework which will deliver a new educational facility for primary/secondary/ further and higher education in one campus location. This will also be developed alongside other ancillary uses, including: active travel/ transport links to from the city centre to promote access for learning by different user groups and shared use of services.



UHI Perth - Goodlyburn Building



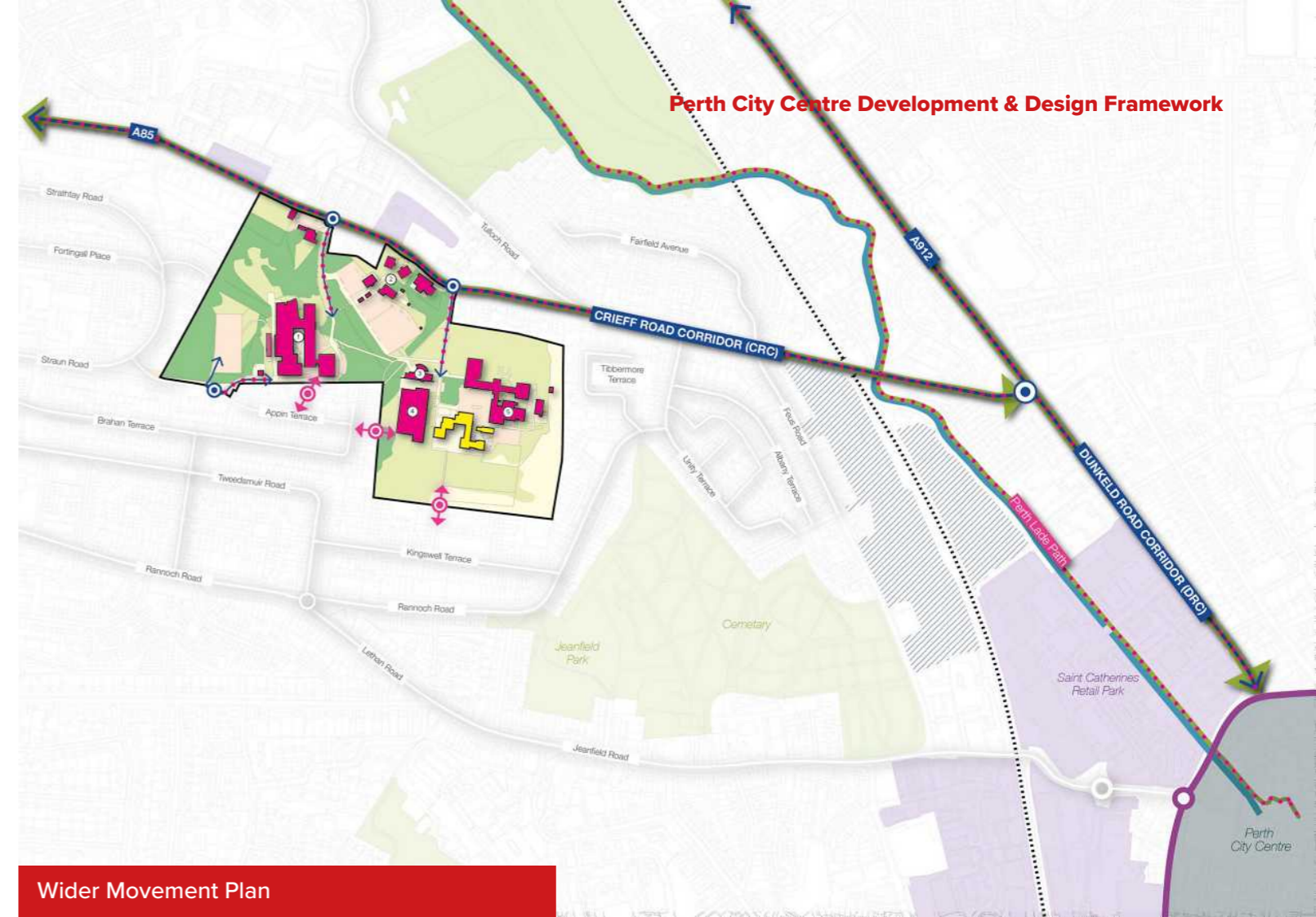
Goodlyburn Primary School



UHI Perth - Sport and Wellbeing Building



Car-dominated links to UHI



Wider Movement Plan

- Legend:
- University Quarter Site Boundary
  - Proposed Green Corridor
  - Road Network
  - Improved Active Travel Route
  - Business / Industrial Area
  - Retail Area
  - University Campus Buildings
  - Primary School
  - Open Green Space
  - Pedestrian Only Gateways
  - Perth Lade

- ① Brahan Building
- ② Student Residences
- ③ Webster Building
- ④ Academy of Sport and Wellbeing
- ⑤ Goodyburn Building



### Perth City Plan Priority 6. Inclusion and Social Justice:

Improved Transport to and around the city centre and new business and start-up spaces

## Design Guidance

Below is a Project Opportunities Prospectus / Matrix for the University Quarter. To include: delivery of primary/secondary/further and higher education in campus location and ancillary uses; greenspaces and active travel/transport links to and from the city centre to promote access for learning by different user groups and neighbouring areas.

Key Project	Project Description	Fulfilled priorities*
<b>1. Active Travel Routes - Crieff Road Corridor</b>	New 'green corridor' active travel route between University Quarter and the city centre which will connect to the proposed Dunkeld Road Corridor (DRC). To include: segregated cycle lanes, greening (planting, trees, SUDs drainage) where appropriate, public artwork.	
<b>2. Active Travel Hub</b>	Active travel hub at key gateway to campus with secure cycle storage, washrooms/showers, locker storage.	
<b>3. UHI Perth College Campus Masterplan</b>	New campus masterplan for delivery of primary/secondary/further and higher education. New building to be of high architectural quality with Passivehaus standards. To include additional external spaces, including a new campus 'quad' with blue/green infrastructure, seating and sheltered 'chill-out' spaces.	
<b>4. Nature Woodland Walk</b>	Utilise the existing wooded area for a nature walk and trail to be used by students, faculty and local neighbourhood residents; an opportunity to engage with nature and biodiversity within the Perth's neighbourhood areas. To include: trail paths, interactive information boards/public artwork, seating, appropriate lighting and refuse bins.	
<b>5. Campus Access and Connections</b>	Improve existing access points at all areas of the site to connect the campus more into the local neighbourhood and to the new active travel 'Crieff Road Corridor'. Create new campus access from the western part of the site. To include: gateway feature, new surface treatments, lighting and wayfinding.	
<b>6. Series of Greenspaces</b>	<p>Create a series of new greenspaces, to include:</p> <p>Site perimeter route with 'play on the way' features designed with local community and charity groups like 'Make Space for Girls' to ensure the areas are welcome and fit for purpose for all users.</p> <p>Provide a fitness trail around the campus with gym equipment areas located around the site.</p> <p>Community garden space with allotments for local residents and students to facilitate food growing.</p> <p>Series of greenspaces with wild planting, seating areas, access to biodiversity; strategically located to maximise the views to the surrounding area and towards the city centre, connecting the campus with Perthshire landscape</p>	



Site Strategy Plan

- Legend:
- University Quarter Site Boundary
  - Key Road Routes
  - Key Shared Routes
  - Road Entrance Point
  - Pathway Entrance Point
  - Pedestrian Only Routes
  - Retail Areas
  - University Campus Buildings
  - Proposed New Educational Building
  - Open Green Space
  - Existing Woodland
  - Parking
  - Proposed Woodland Walk
  - Proposed Sports Field
  - Allotment Garden Space
  - Proposed Improved Pedestrian Route



**Big Place Conversation:**  
Improved **Accessibility to the City Centre** and providing local residents with **Nature Access and Community Spaces**

## Place Ambitions

- New **educational development** to replace existing Goodlyburn Building and Primary School; to include: new primary/secondary school with additional further education facilities
- **High-quality architectural development** for new educational/institutional buildings e.g. Passivhaus
- Outdoor sports and **fitness provision** e.g. outdoor exercise equipment woodland trail
- **Play provision** e.g. children's playpark areas
- **Enhance the linkages between the University Quarter and the neighbouring areas** including Letham and Tulloch
- Providing some active commercial and **community uses** e.g. new **allotment provision** for local residents, community and student groups
- **Well-designed public realm** which prioritises pedestrian use and ensures it is **accessible** for all users e.g. wheelchair users
- Introduce **green infrastructure** throughout area, including: SUDs, tree-planting
- Improve existing car parking areas with improved green infrastructure, **EV charging** stations, and cycle storage
- Provision for **new active travel hub** building with: locker storage, changing and shower facilities, electrical cycle charging points
- Provide **good quality lighting** within areas to ensure users feel safe within outdoor public spaces
- **Improve pedestrian connections** and wayfinding around the University Quarter, campus and wider area
- Create a University **'quad'-like public space** for students and local residents to use
- Install **new artwork and murals** around the area to promote creative industries and art courses on offer within the UHI



Green and Blue Infrastructure



Public realm - tiered seating areas



Modern Primary School



Greening and Active Travel routes



Social and communal teaching spaces



Quality contemporary architecture



Face-to-face seating



School entrance public space and greening



Neighbourhood campus location



Woodland walk paths and artwork



Local community allotments

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