

West / North West Perth

Strategic Development Framework

Non-statutory supplementary guidance

Perth & Kinross Council - The Environment Service

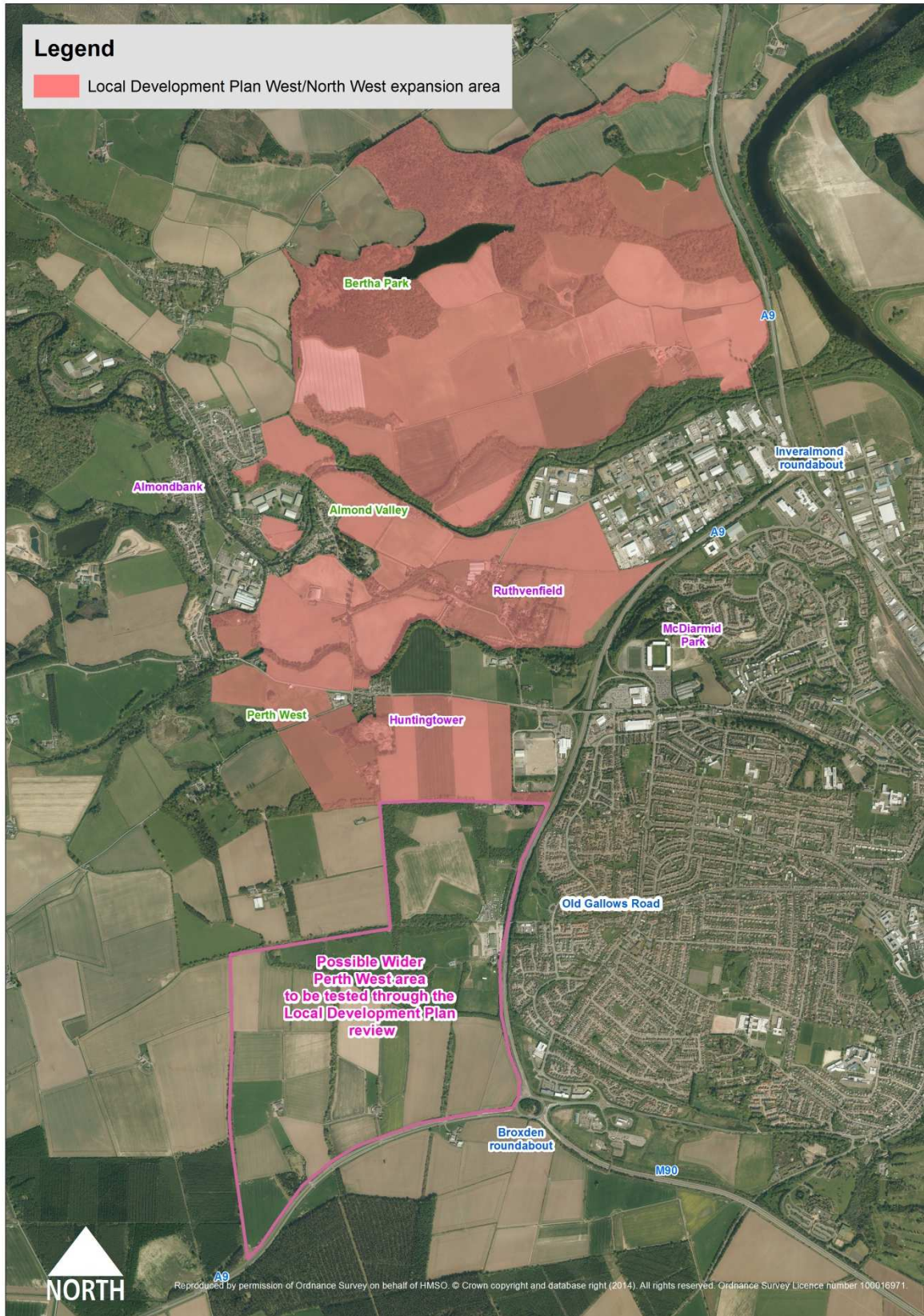
November 2016



Introduction

Three Long Term Strategic Development Areas are identified in the adopted Local Development Plan (LDP) for Perth at Bertha Park (H7), Perth West (H70), and Almond Valley Village (H73). Together these form the **West / North West Perth Strategic Development Area** as identified in the Strategic Development Plan (TAYplan).

Map 1: Long Term Strategic Development Areas



TAYplan sets the amount of land which must be allocated in the LDP for housing across Perth & Kinross. Within the Perth Housing Market Area, TAYplan requires that the majority of the housing land supply is directed to the Perth Core Area. These long term strategic development areas together form the main component of the housing land supply in this area and are long term allocations which will provide houses for the next 30 years and beyond. A comprehensive masterplan is to be prepared for each site which will set out the phased release of land. The LDP identifies a series of Developer Requirements for each site and these provide a framework to guide the preparation of the masterplans. However, the LDP also requires that the masterplans for these long term strategic development areas, together with that for the employment site E38 Ruthvenfield Road, are integrated to provide for economies of scale and linked service provision (LDP paragraph 5.2.6).

At Sept 2016 the following progress has been made on each site:

- Bertha Park – an in principle planning application (15/01112/IPM), together with the accompanying masterplan, was approved on 11 May 2016. A detailed planning application for the first phase of housing and commercial units was approved on 8 June 2016
- Almond Valley – an in principle planning application (15/01157/IPM) was refused on 11 May 2016. An appeal to the Scottish Government (reference PPA-340-2104) against this refusal was upheld.
- Perth West – this is discussed in the following section
- Ruthvenfield Road – limited progress has been made on a masterplan

This Strategic Development Framework (SDF) pulls together existing information from a variety of sources including: the abovementioned masterplans and the ongoing work on the Perth West site, the existing site specific developer requirements in the adopted LDP, and work undertaken by or on behalf of the Council on specific projects, such as the Cross Tay Link Road (CTLR), and the Perth West Charrette. The SDF is non-statutory supplementary guidance. The Perth & Kinross Council LDP adopted in February 2014 remains the statutory local development plan against which planning applications will be assessed until such time as it is replaced by LDP2. The primary focus of the SDF is to help inform the preparation of the Proposed LDP 2 during 2016.

Since the LDP was adopted further consideration has been given to the future of the former Auction Mart site which adjoins the H70 Perth West site. This site was proposed in the Main Issues Report for inclusion within the Perth West boundary and as such it is included within the scope of this SDF. This is discussed further below.

The SDF is split into sections each relating to a particular aspect of development:

Existing requirements in the adopted LDP are identified in red boxes

Issues which require further consideration through the Proposed LDP2 are highlighted in blue boxes

Perth West

The LDP allocated site at Perth West is part of a potentially much larger development site. Only land identified as H70 (and known as Huntingtower View) is allocated in the LDP. The land to the south of site H70 was not allocated in the LDP as at that time it was not considered to be accessible without the construction of a grade-separated junction on the A9 to the west. At the time of approving the LDP the proposals for constructing such a junction had not been properly considered or advertised. This area of white land to the south is excluded from the Green Belt and included within the settlement boundary so as to preserve its development potential.

In the future, the Perth West site may expand to include this land to the south either through an allocation in LDP2 or by means of a planning application. The Council facilitated joint working between the various landowners / potential developers and held a charrette in March and April 2015 to inform the preparation of a Masterplan Framework for the wider Perth West site. The charrette design workshops allowed key stakeholders, including the community, an input at an early stage. The charrette suggested that an enlarged site was suitable and that a change to the Green Belt boundary to tie in with the eastern edge of the West Lamberkine Wood could be more robust than the current Green Belt boundary. This potential Green Belt boundary change would also mean that the new access from the A9 into Perth West would no longer be within the Green Belt boundary. This potential change was considered in the LDP2 Main Issues Report consultation which closed on 16 March 2016. After analysing the responses to this consultation the Council will decide on its settled view and publish the Proposed Plan. The final decision will be known once the Reporter's recommendations from the independent Examination of the LDP2 is available.

There is already a generous supply of housing land in the Perth Housing Market Area from the sites allocated in the adopted LDP. However, there is a risk associated with relying so heavily on the delivery of the strategic development sites in that should progress on two or more of the sites slow significantly or even stall then there may not be sufficient alternatives within the current supply to compensate for this. The Main Issues Report therefore consulted on the option of a wider Perth West site, including the former Auction Mart site, and sought a joined up approach to the masterplanning of Perth West. Integration of the former Auction Mart site within the wider Perth West site would help meet placemaking objectives, and would be beneficial to developers, being a more equitable and cost effective way of integrating and providing for open space, active travel, education and other infrastructure across the site.

There is a need to progress this Strategic Development Framework to reflect the Main Issues Report of the LDP2 review which includes the wider Perth West site as a potential option. The decision has not yet been taken to include the wider Perth West site in the Proposed LDP2 and even if it is included, it is possible that the extent of the site and its developer requirements may change as it progresses through the LDP process. If so, the Framework will need to be amended to accommodate any changes identified through the LDP review.

Proposed Land Uses

The land uses identified in the adopted LDP for each site are set out in the red table below. The land uses proposed for the wider Perth West site, which will need to be considered through the Proposed LDP, are shown in the blue table.

Site	No. houses	Other uses
Bertha Park (H7)	3,000+	<ul style="list-style-type: none"> • 25ha+ employment land • New secondary school with potential to provide an all-through school / campus • Park and Ride site
Perth West (H70) existing LDP	550	<ul style="list-style-type: none"> • Employment space • Primary school provision to be considered
Almond Valley Village (H73)	Approx. 1,500	<ul style="list-style-type: none"> • New primary school provision • Community land
Ruthvenfield Road (E38)	n/a	<ul style="list-style-type: none"> • General employment uses

Site	No. houses	Other uses
Wider Perth West preferred in the LDP review (H70, plus land within the settlement boundary, land at the former Auction Mart, and land within the greenbelt east of West Lamberkine Wood)	3,200	<ul style="list-style-type: none"> • 25ha+ employment land • 2 local employment and community centres • Land for a medical centre • 2 double stream primaries • Possibly land for cemetery provision

PRIORITIES FOR THE INTEGRATION OF MASTERPLANS

Strategic Road linkages¹

Site	Adopted LDP site specific developer requirements
Bertha Park (H7)	Development shall be phased with the delivery of the CTRLR. The first phase of development (for not more than 750 homes and a secondary school) shall not commence until the first phase of the CTRLR, linking the site to the A9/A85 junction, has been provided.
Perth West (H70)	Development not to commence before the A9/A85 junction improvements are complete.
Almond Valley Village (H73)	Delivery of a suitable road access through the site from Site E38 (Ruthvenfield Road) into Site H7 (Bertha Park) across the River Almond (phasing details to be agreed).
Ruthvenfield Road (E38)	Masterplan and phasing to incorporate a suitable road access through the site into Site H73 (Almond Valley Village) and thence into Site H7 (Bertha Park).

Since the LDP was adopted it has been accepted that construction of the first phase of housing at Bertha Park can commence as the link road is being constructed but that houses cannot be occupied until the road is complete.

Perth Transport Futures Project

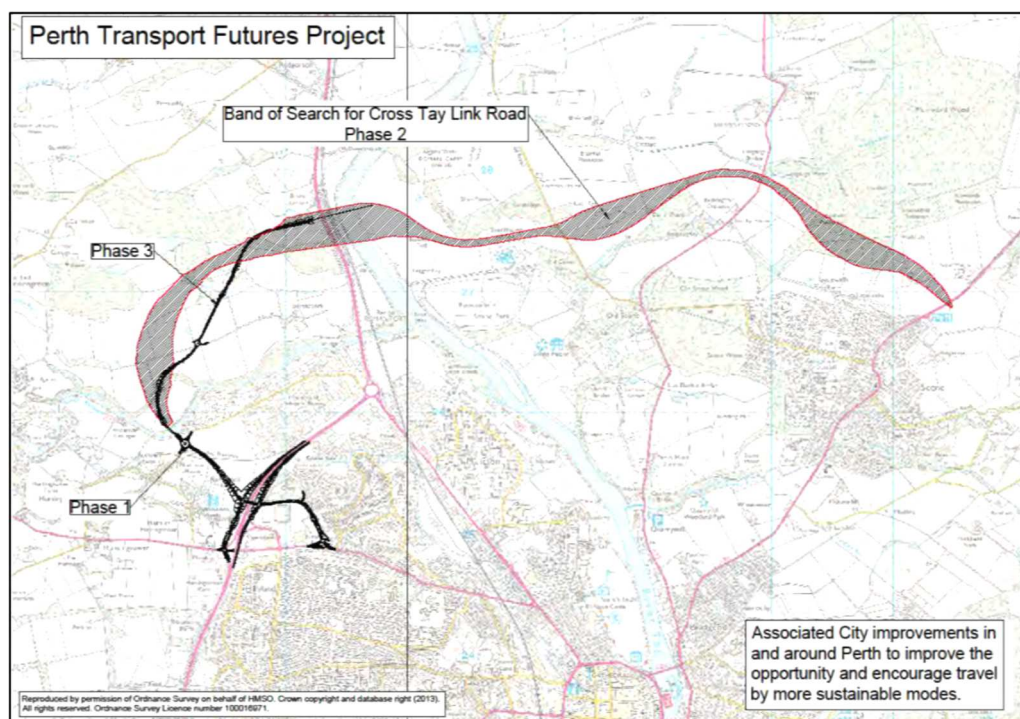
The Perth Transport Futures Project is an integrated series of measures to address Perth's long term transportation needs and ensure Perth's growth does not compromise the national trunk road network. Specifically relating to the West / North West Perth Strategic Development Area it includes the following schemes:

- Enhanced A9/A85 junction and link to Bertha Park
- Bertha Park north link to the A9
- Cross Tay Link Road (CTRLR) between A9 and A93 / A94

The A9/A85 Bertha Park link is the first phase of this project and will act as a catalyst to open up the land to the west of Perth by providing access to the sites at Almond Valley and Bertha Park, as well as enhancing access to the Inveralmond Industrial Estate. This link will also form the first section of the road which will link through the Bertha Park site and on to the CTRLR connecting the A9 to the A93 and A94 to the east of the City. The Council is forward-funding the A9/A85 junction upgrade and the link through to Bertha Park. A proportion of this cost will be recovered through the Council's [Developer Contributions policy](#).

¹ Reports to Council: 7 May 2014 (14/192), 25 June 2014 (14/303) and 8 Oct 2014 (14/437)

Map 2: Perth Transport Futures Trust Project



The A9/A85 works include the provision of a new grade separated interchange between the A9 and the A85 which will be located to the north of the existing interchange.² The scheme comprises:

- A road from the existing A85 Crieff Road to the A9 (east of the A9)
- A new A9/A85 grade separated junction including a bridge over the A9 and slip roads
- A new connector road from the existing A85 to the A9 (west of the A9)
- A new cycle/pedestrian path along the whole length of the new road from the A85 to Bertha Park
- A bridge for cyclists and pedestrians over the A9, connecting to Inveralmond Industrial Estate
- A diversion of Perth Lade and new culverts, including earthworks
- SUDS provision and flood mitigation measures
- A road bridge over the River Almond (with pedestrian/cycling provision)
- A road from the A9 junction to Bertha Park
- A roundabout at Ruthvenfield Road
- Flood management culverts
- Additional SUDS provision

Completion of the link through to Bertha Park will require access through both the Ruthvenfield Road and Almond Valley sites. It is a Site Specific Developer Requirement for both these sites that a suitable access road is provided. However, given the scale of the project and the number of landowners involved, a Compulsory Purchase Order was promoted in case the necessary land could not be secured by agreement. The Order was approved by Scottish Ministers. The roundabout on the south side of the River Almond will

² Map taken from Report to Council on [7 May 2014 \(14/192\)](#). [Finalised road alignment to be presented to Council on 14 December 2016 and map will be updated following this meeting.](#)

not only provide access into the Bertha Park site, it will also provide an access into the Almond Valley site as well as improving the access to Inveralmond Industrial Estate. Construction is due to start in October 2016 with the road opening in March 2019.

This new access will cut through the Ruthvenfield site E38. That part of E38 which lies to the west of the new road will most likely need to take access from the west rather than through the existing Inveralmond Industrial Estate to the east. It is unlikely that it will be possible to access this western part of E38 from the new road due to difference in levels. It would therefore be appropriate to consider through the Proposed LDP whether the western part of E38 should be retained for general employment uses (as per the adopted Plan) or whether a residential use should be considered.

Site	Proposed LDP2 considerations
Ruthvenfield	Proposed LDP2 to consider whether to retain the part of the site to the west of the new link road for general employment uses or whether residential use would be appropriate.

At Almond Valley access will also be required on to the A85 which cuts across the southern part of the site.

At Perth West, traffic modelling has shown that the existing H70 site can be accessed from the A85 and that any impacts arising from this on the wider Perth area can be mitigated. However development should not commence before the A9/A85 junction improvements are complete. Further traffic modelling work has now been completed for the wider Perth West site based on the Masterplan Framework and its access strategy. This indicates that the wider Perth West site could potentially cope with somewhere between 1,500 and 2,500 new houses before further physical / modal measures – over and above those traffic solutions already identified – would be required. There may however be implications to the city centre operation as whole which may need to be addressed over time. The traffic solutions already identified comprise: the CTLR, A9/A85 junction improvements, and improvements and signal optimisation at Inveralmond and Broxden roundabouts.

Site	Proposed LDP2 considerations
Wider Perth West	Transport Assessment(s) and modelling studies will determine network and local junction capacity, when the strategic junctions will be required, and when the connection from the A9 to the A85 is required. There is also a requirement to investigate and coordinate joint access options with Almond Valley H73.

Public transport linkages

Site	Adopted LDP site specific developer requirements
Bertha Park (H7)	<ul style="list-style-type: none"> Facilities to enable the expansion area to be connected to Perth's bus network. Park and ride site
Perth West (H70)	Facilities to enable connection to Perth's bus network
Almond Valley Village (H73)	
Ruthvenfield Road (E38)	

All sites are required to provide facilities to enable connection to Perth’s bus network. Facilities include bus stops and also bus shelters at key points agreed with the Council. Co-ordination between site developers and bus operators is encouraged to ensure facilities are provided in appropriate locations and to avoid duplication.

The provision of bus services will need to be introduced at an early stage of each development in order to help encourage new householders to make sustainable travel choices from the outset. Options for re-routing or diverting existing services are extremely limited. New services and routes will be necessary and these will need to be subsidised in the early years.

Discussions are underway with the Council regarding the contribution likely to be required from the developers to subsidise bus services. Contributions are likely to be sought to cover the first five year period. Thereafter it is hoped that services will become commercially viable although this will depend on the rate of development and usage of the services. In this regard it is suggested that developers engage with new householders at an early stage for feedback as to the bus services they would be most likely to use which can help inform the development of routes and services as each housing development progresses.

There may be more scope for the expansion of existing services at the wider Perth West site although this will also need to be subsidised in the early years. Servicing this site from the A9 or A85 could be difficult due to the strategic nature of these roads and so it is perhaps likely that this site will need to be serviced from Perth. The potential for an underpass under the A9 has been considered as has the use of the Burghmuir Bridge as a designated public transport link into the site. However, further assessment needs to be undertaken to confirm that the existing bridge structure and infrastructure is sufficient to accommodate controlled access for public transport.

Site	Proposed LDP2 considerations
Wider Perth West	As with the other sites, a specific developer requirement should be inserted into Proposed LDP2 requiring that facilities are provided to enable connection to Perth’s bus network, including provision for real time travel information. Key bus routes should be provided at an early stage. It is suggested a further requirement should be included requiring the developer(s) to provide subsidy for the establishing of bus services to serve the site for the first 5 years.

In the adopted LDP there is a requirement for a park and ride site within the current Bertha Park allocation. A proposal was submitted through the Call for Sites process for an extension of the site to accommodate a park and ride to the north of the existing site boundary. This will require to be considered through the Proposed LDP2.

Site	Proposed LDP2 considerations
Bertha Park	Proposed LDP2 to consider whether it is appropriate to identify a park and ride site to the north of the Bertha Park allocation.

Water management

Flood risk is a priority for the integration of the masterplans at Almond Valley and Bertha Park, and also for the Cross Tay Link Road, due to the flood risk issues relating to the River Almond.

Site	Adopted LDP site specific developer requirements
Bertha Park (H7)	<ul style="list-style-type: none"> Flood Risk Assessment which should also investigate the risk of flooding from the Almond³ and Bertha Loch. The open space which abuts the River Almond must be defined by a Flood Risk Assessment and protected in perpetuity as a flood storage area.
Perth West (H70)	<ul style="list-style-type: none"> Flood Risk Assessment
Almond Valley Village (H73)	<ul style="list-style-type: none"> Flood Risk Assessment
Ruthvenfield Road (E38)	<ul style="list-style-type: none"> The developable area of the site is likely to be constrained by flood risk. A Flood Risk Assessment will be required.

Site	Proposed LDP2 considerations
Wider Perth West	<ul style="list-style-type: none"> Requirement for Drainage Impact Assessment and Flood Risk Assessment (safeguarding the functional flood plain at medium to high risk of flooding associated with the small tributary of the East Pow burn that runs through the site) Opportunities to restore the water environment to its natural state by removing existing culverts on the Newton Burn. Retention of open watercourses and the provision of maintenance buffer strips of at least 6 metres between watercourses and built development. Additional water quality buffer strips may be recommended depending upon specific water quality pressures. Requirement for connection to the public drainage system. Minimise soil sealing as a result of development and retain the permeability of surfaces where possible.

Sustainable Urban Drainage Systems will be required for all sites and developers are encouraged to provide ecological solutions to SUDS (e.g. ponds and wetlands) linking in with other green infrastructure wherever possible. The potential for sharing SUDS provision between sites should also be investigated as should the potential for strategic scale SUDS to augment green infrastructure as well as existing water resources.

Renewables

Site	Adopted LDP site specific developer requirements
Bertha Park (H7)	Investigation of the provision of a district heating system and combined heat and power infrastructure utilising renewable resources.
Perth West (H70)	
Almond Valley Village (H73)	
Ruthvenfield Road (E38)	

The LDP requires all of the strategic sites to investigate the provision of a district heating system and combined heat and power infrastructure utilising renewable resources.

³ The LDP refers to the River Tay in error

The Council is seeking funding to contribute to feasibility work to develop a district heat network in association with these key development sites and a working group has been established to progress this. Developers and stakeholders are encouraged to engage in this process. New Supplementary Guidance on Renewable and Low Carbon Energy is also under preparation which will support the delivery of a diverse range of electricity generation from renewable energy technologies, including the expansion of renewable energy generation capacity, and the development of heat networks.

A Proposal of Application Notice was submitted for a 20MW biomass renewable energy facility on the Ruthvenfield site E38 (ref: 14/00007/PAN). Given the central location and close proximity to all of the strategic development sites such a facility in this location could make an important contribution to a district heating system which all the sites could potentially connect into. However there is currently no indication as to when, or indeed if, this proposal will come forward.

Should a district heating system not be forthcoming in the short term, developers at each site are encouraged to consider the provision of localised heat networks which are capable of connecting into a future larger district-wide network, or alternatively to include infrastructure to enable connection at a later date.

Site	Proposed LDP2 considerations
Wider Perth West	Proposed LDP2 to consider whether the developer requirement for the existing Perth West H70 site – to investigate the provision of a district heating system and combined heat and power infrastructure utilising renewable resources – is sufficient for the larger site.

Strategic green infrastructure, active travel routes, and open spaces

Key strategic green infrastructure assets in the Strategic Development Framework area include:

Perth Lade is a key strategic green corridor in the SDF and runs broadly west to east through the Almond Valley site and along the southernmost boundary of the Ruthvenfield site. The Lade links to Perth city centre and is a strategic green corridor with significant potential for enhancement to deliver:

- active travel to Perth including cycling and walking provision
- a key recreational and cultural resource
- a strategic biodiversity corridor with enhancement of riparian biodiversity and adequate water quality/flow
- improved links from the north and south of Almond Valley to the Lade, and from the west of Bertha Park, including link with River Almond NCN 77 path, and to the countryside core paths to the west to e.g. link to Methven woods.

LDP policy NE6: Perth Lade Green Corridor seeks to protect the Lade corridor. Development that is likely to have an adverse effect on its connectivity, biodiversity or amenity value will not be supported. The Council will support the creation of new links and improvements to the Lade corridor through the granting of planning consents and development of masterplans.

The **River Almond Corridor** runs along the southern boundary of Bertha Park, and the northern boundary of the Almond Valley site. It includes the River Almond (part of the River Tay SAC) and a corridor of ancient semi natural woodland along the length of the river. The

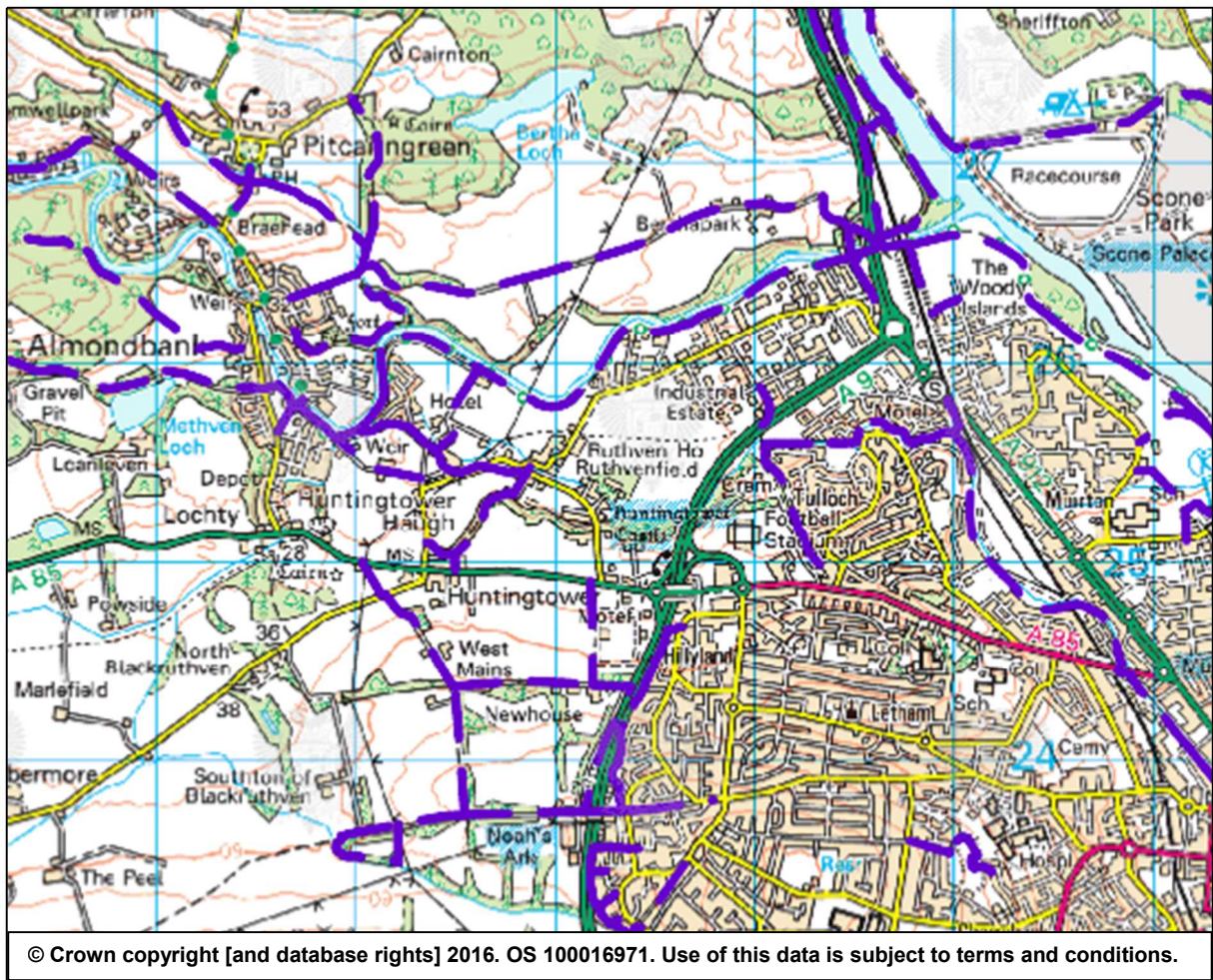
strategic Dundee to Pitlochry national cycle route also runs along this section of the River Almond.

Existing **native woodland** within the SDF area, much of which is recorded in the ancient woodland inventory, is a significant asset for the area which will greatly contribute to quality of place.

Bertha Park woodland and Bertha Loch located in the north of the Bertha Park site.

Map 3 indicates existing core paths within and between the strategic development areas.

Map 3: Existing core paths



Following the adoption of the LDP in 2014, further supplementary guidance was prepared on Green Infrastructure. The Strategic Development Areas are identified in the [Green Infrastructure Supplementary Guidance](#) as a key mechanism for the delivery of green infrastructure as they provide an opportunity to affect change in areas where development is likely to occur in the near future and to integrate green infrastructure opportunities at the outset.⁴ The guidance identifies the following specific green infrastructure opportunities for the North West Perth area:

⁴ Full methodology contained within the associated [Green Infrastructure SG Technical Appendix](#)

- The creation of habitat corridors to enhance the existing Integrated Habitat Network particularly along the perimeter of Bertha Park and along the south boundary of the Ruthvenfield Road site (E38)
- Opportunities for an open space corridor through Bertha Park along the Cross Tay Link Road proposed route. The network could be extended to the north and west in conjunction with development – these sites contain areas of ancient woodland, wetland and are traversed by the River Almond and the adjacent recreational trail
- Opportunities for green infrastructure to help mitigate the effects of climate change by providing flood water storage and also deliver water quality improvements

The ultimate aim is a connected network of paths and other green infrastructure elements to ensure the free and easy movement of wildlife as well as people. Further work will be needed to assess the specific green infrastructure functions of each of the sites, for example, whilst a green buffer along the Cross Tay Link Road may improve the amenity of adjacent residential areas, it's potential as a quality recreational space or contribution towards good air quality may be limited due to the volume and speed of traffic using the road.

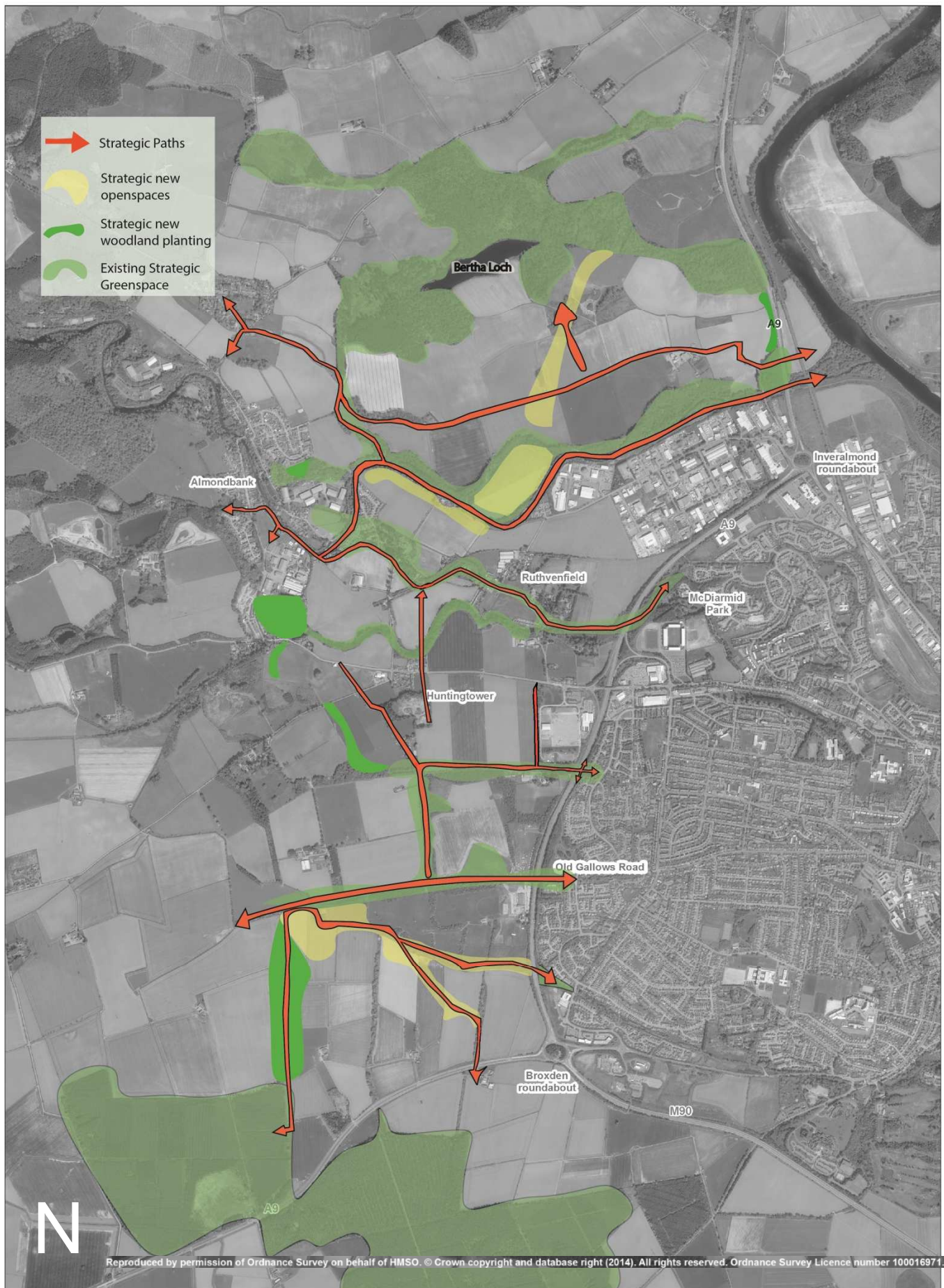
The specific developer requirements identified in the adopted LDP for the allocated sites are set out in the table below:

Site	Adopted LDP site specific developer requirements
Bertha Park (H7)	<ul style="list-style-type: none"> • Network of paths and cycle routes providing good active travel links to Perth and Almondbank. • Green corridors in particular networks to link site with Perth and the wider countryside. • Protection and enhancement of biodiversity • Integration of existing landscape framework into the development, the site and in particular the protection of ancient woodland so that it forms the backdrop to the development
Perth West (H70)	<ul style="list-style-type: none"> • Network of paths and cycle routes providing good active travel links to Perth. • Green corridors in particular networks to link site with Perth and the wider countryside. • Enhancement of biodiversity • Integration of existing landscape framework into the development
Almond Valley Village (H73)	<ul style="list-style-type: none"> • Network of paths and cycle routes providing good active travel links to Perth and Almondbank. • Green corridors in particular networks to link site with Perth and the wider countryside. • Enhancement of biodiversity • Integration of existing landscape framework into the development
Ruthvenfield Road (E38)	<ul style="list-style-type: none"> • Network of paths and cycle routes providing good active travel links to Perth and Almondbank. • Green corridors in particular along the Lade and River Tay to link the site with Perth and wider countryside • Enhancement of biodiversity • Integration of existing landscape framework into the development to the site and in particular the protection of woodland so that it forms the backdrop to the development

The emphasis in the Green Infrastructure Supplementary Guidance is on the connectivity of green infrastructure but also the benefits to be achieved from the multi-functionality of such spaces. LDP policy requires the provision of appropriate areas of informal and formal open space as an integral part of development where existing provision is not adequate. Given this emphasis on multi-functionality the Council is likely to resist proposals for small dispersed areas of open space in favour of large areas which have the scope for providing multifunctional uses. This may lead to opportunities for shared provision across the sites, between Bertha Park and Almond Valley, and between Almond Valley and Perth West. Combining resources to provide shared facilities, including changing facilities, between sites may allow the provision of better quality facilities with a higher degree of multi-functionality to the benefit of developers and future residents alike. There is likely to also be scope for sharing open space provision and facilities with schools.

The following map shows on a strategic basis the proposed pathway connections, and new open spaces and new planting, along with strategic areas of existing greenspace using information from masterplans submitted for Almond Valley and Bertha Park, and the draft masterplan for Perth West.

Map 4 : Strategic Greenspace and pathways (existing and proposed)



In light of the above, the table below identifies those issues which LDP2 will need to consider as potential site specific developer requirements for the wider Perth West site.

Site	Proposed LDP2 considerations
Wider Perth West	<p>Strategic green infrastructure, active travel routes, and open spaces</p> <ul style="list-style-type: none"> - Preparation of an urban design framework for the A85 corridor. - Preparation of a Landscape Framework with a Greenspace network management plan to accompany the Masterplan to provide: <ul style="list-style-type: none"> - A range of multi-functional formal and informal green spaces including allotment provision - Major and significant public parks complexes in both north and south areas which will include between them: leisure facilities including equipped play areas and concrete skate park within landscaped parkland, including an appropriate planting scheme which will also link into green networks. - Sports facilities to be a shared resource for community and school including full sized grass pitches (numbers of pitches to be confirmed through the masterplanning process), floodlit synthetic turf pitch and multi user games areas (MUGA) with changing facilities. Provision of suitable pedestrian and vehicular access to these facilities and cycle and car parking - Retain, enhance and secure mechanisms for the long term management of existing native woodland. Fragmentation of woodland habitat corridors should be mitigated through new woodland planting. - A connected framework of woodlands, tree belts and new native planting areas to link green spaces, and create a new western woodland edge with a robust native and functional woodland structure to help integrate the new development into the landscape - Access into the site to limit the loss of the Ancient Woodland at Lamberkine and to compensate for loss by extending native planting to the north and south. The structure of the felling programme should tie in with maintaining and strengthening robust boundaries and facilitating wider public amenity use of the woodland (thus ensuring it achieves the significant net public benefit required by Scottish Government's Policy on Control of Woodland Removal). - Access into the site to take into account the route of the Blue-Green corridor identified through the charrette process. - A green corridor along the A9 to control outward views where appropriate. - A Blue-Green Network along the watercourse, with green network connection to the Scouring Burn. This will be a key green link across the site that needs to connect with the wider green network and provide pedestrian and cycling access into the City. The existing corridor, including the Burn, will need to be wide enough to provide attractive and safe cycling and pedestrian access as well as new native planting, and riparian enhancement as a key wildlife corridor. - Provision and / or enhancement of active travel linkages to existing settlements, especially to Perth City; connections to neighbouring core paths, in particular the Sustrans route 77

	<p>which runs along the River Almond and connects south through the Perth West site.</p> <ul style="list-style-type: none"> - A green corridor incorporating path and cycling provision north from Perth West, through Almond Valley and into Bertha Park including a link to the secondary school. Landowners / and developers would need to work together to deliver this strategic link. - Pedestrian / cycleway provision over the A9 near Newhouse Farm into Perth City - An integrated surface water and drainage strategy based on surface water flow patterns, aligning SUDS locations with the green network across the site wherever possible. - Strategic green network opportunities should be informed by the output of strategic flood risk assessment work
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School provision⁵

Site	Adopted LDP site specific developer requirements
Bertha Park (H7)	New secondary school with potential to provide an all-through school / campus
Perth West (H70)	New primary school provision to be considered
Almond Valley Village (H73)	New primary school provision

Based on current pupil number projections and anticipated house building it is expected that there will be a need for a new secondary school in Perth. This new secondary school will have a capacity of 1,100 pupils and will serve all of the long term strategic development sites and the wider Perth area. The Strategic Development sites alone may require space for 750 pupils on completion. Bertha Park has been identified as the preferred location for this new school and this is identified as a site specific requirement in the LDP. The land for the new school at Bertha Park has been acquired and funding is in place. The new school is due to open in August 2019.

The LDP also requires new primary school provision. Given the long term nature of these developments, the size and location of schools needed is likely to change over time. Based on the current projected pupil numbers it is currently anticipated that there will be a need for one primary school to serve the Bertha Park development although, depending on the speed of delivery of the houses, a second primary may be required in the longer term and land will be reserved for this in case it is needed. At Almond Valley there is expected to be a need for a single primary school in addition to the existing Ruthvenfield Primary School. Primary school provision may be needed at the allocated H70 Perth West site but should the wider Perth West site come forward it is anticipated that there would be a need for two primary schools to serve this area. Depending on the timescales it may be appropriate to consider the requirements for the whole Perth West site together.

Site	Proposed LDP2 considerations
Wider Perth West	2 double stream primary schools

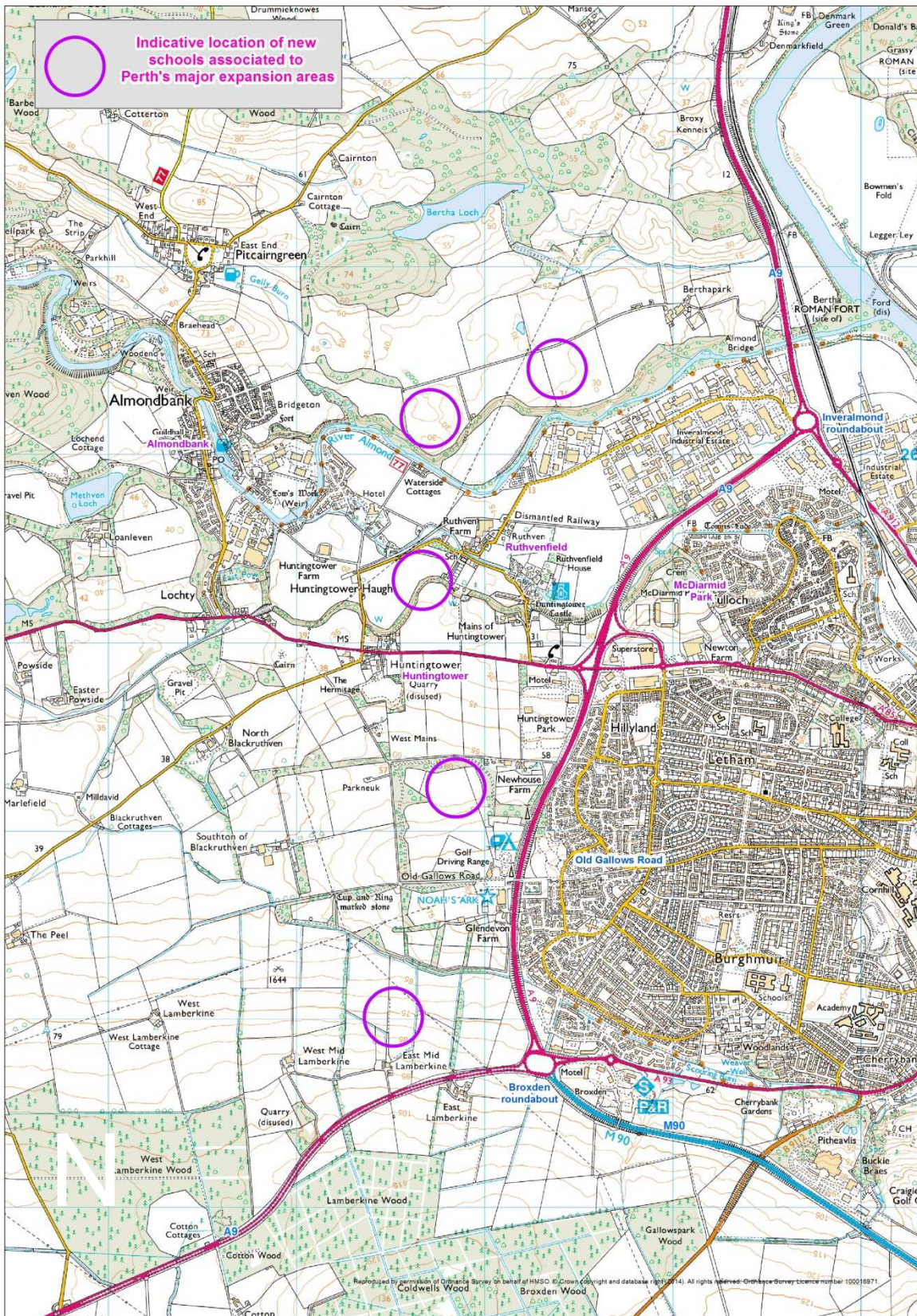
⁵ Reports to: [Lifelong Learning Executive Sub-Committee on 6 Feb 2013 \(13/67\)](#) and [Council on 7 May 2014 \(14/193\)](#)

Table 1 and map 5 below gives an indication of the number and location of schools which may be needed in each site. This information is based on the assumption that a single stream school accommodates 217 pupils or 804 houses, and a double stream school accommodates 434 pupils or 1,608 houses both based on the pupil product ratio of 0.27.

Table 1: Potential number and location of new schools

Site	No. houses	Secondary school	Primary school
Bertha Park (H7)	3,000+	1	1 double stream (may increase)
Perth West (H70)	550	0	1 single stream
OR			OR
Perth West (unallocated site + H70)	3,200	0	Increase H70 to double stream and provide one additional double stream
Almond Valley (H73)	1,500	0	1 double stream

Map 5: Indicative locations of new schools



Depending on the final number of dwellings which are proposed the school requirement will change with options to add or remove classrooms at schools where required. To date, Perth & Kinross Council's largest school is 18 classrooms (2 ½ stream) at Kinross. The Council's Education and Children's Services are unlikely to support a larger school.

At Bertha Park an all-through school is proposed with the funding for the secondary element in place. The primary element will be funded from developer contributions. In the long term it is expected that the new secondary school at Bertha Park will also accommodate pupils from catchment primary schools to the south west and south of Perth including Dunbarney, Forteviot, Forgandenny and Oudenarde. As with the housing development, the opening of the school will be dependent on the provision of the road link from the A9/A85 to Bertha Park.

In terms of good asset and financial planning the new schools at Bertha Park, Almond Valley and Perth West will be delivered in line with the agreed phasing plans for each strategic site through discussions with the developers progressing each site. Ultimately the catchment for each primary school is most likely to correspond with the individual housing areas but it is likely that in the early years some sharing of primary school provision will be required. For example, should the first primary school be built at Almond Valley it may be that this will also accommodate children from Bertha Park until such time as there are sufficient pupils generated to populate a school at Bertha Park. There will be need for flexibility as the speed with which each site progresses will influence when and where the new schools will be built. For Perth West in particular it is likely that the final decision on primary school provision will need to be delayed until it has been determined whether the larger currently unallocated site is going to come forward.

Developers will be expected to provide safe, attractive off road routes to new schools, using strategic green infrastructure provision where appropriate. In the case of the secondary school, this will need access provision which is suitable for walking and cycling from Perth West and Almond Valley, north to the school at Bertha Park. Developing sustainable travel patterns e.g. walking or cycling rather than car travel, are far more effective if provision is there from the outset so active travel routes to the secondary school need to be planned early.

Design and Placemaking

Whilst separate masterplans have or will be prepared for individual sites, each will be required to accord with the over-arching Placemaking principles as set out in LDP policy PM1: Placemaking, TAYplan policy 2: Shaping Better Quality Places, and the Scottish Government's *Designing Places* policy.

The Council is also currently preparing a 'Placemaking Guide' as supplementary guidance to the LDP. This Guide will set out detailed placemaking principles including the Council's design vision and the core design themes which are to be applied to all development types across the Council area. It will include specific guidance for larger developments and sites that require masterplanning to test development against LDP placemaking policy and the *Designing Places* qualities of successful places.

Successful placemaking for development sites of this scale relies on the creation of a spatial landscape framework that complements the existing landscape by making use of existing landscape components such as woodland, hedgerows, topography and natural drainage patterns. These elements should be identified / enhanced and used to form a defined settlement edge towards the rural landscape and integrate urban development in the landscape.

On the Perth West site there is a need to incorporate national grid ‘Sense of Place’ guidelines for development that is located near high voltage overhead power lines which considers the following:

- Streets should be narrower with taller buildings no more than 4 storeys.
- Streets should be offset from the pylons to make them less prominent and blocks should be orientated perpendicular to the route.
- Development design should not reinforce the linear nature of the overhead lines, and should incorporate a strong mix of greenspace and housing with meandering paths and varied planting in the open spaces beneath the overhead powerlines

Pylons are also a site constraint at Bertha Park as overhead power lines cross through the site approximately south-west to north-east. The masterplan for Bertha Park has been designed to minimise the visual impact of the pylons through the orientation of buildings and landscape design.

Site	Proposed LDP2 considerations
Wider Perth West	<ul style="list-style-type: none"> • Incorporate national grid ‘Sense of Place’ guidelines • Consideration of local air quality issues in placemaking

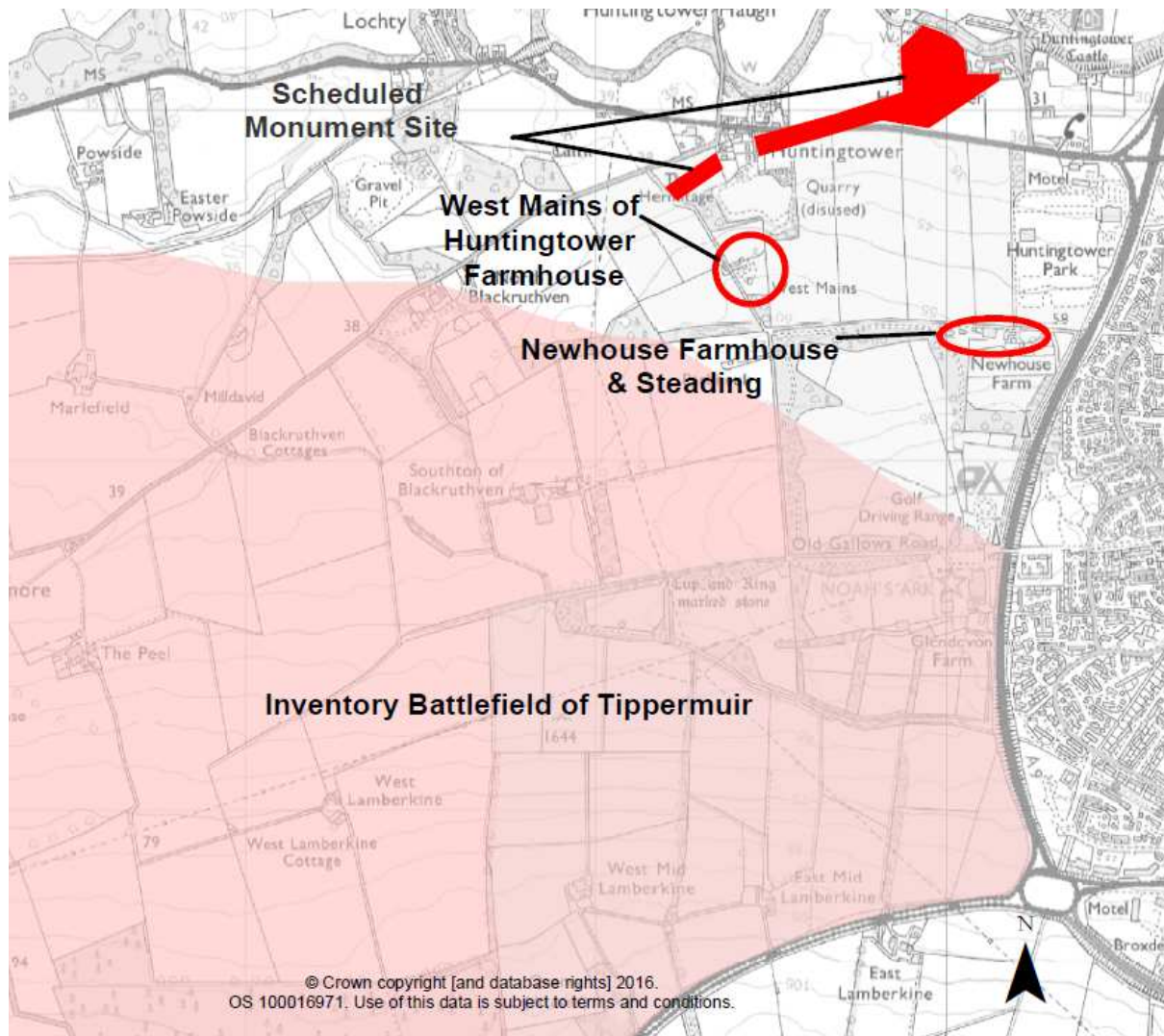
Cultural Heritage

More than just promoting better urban design, placemaking looks to connect the cultural identities around which strong neighbourhoods are established. Masterplans for Bertha Park and Almond Valley identify the cultural heritage features to be taken into account in the development of these areas.

The Perth West area is rich in cultural assets that will need to be incorporated into the detailed masterplanning of the area. The Battle of Tippermuir is identified within Historic Environment Scotland’s Inventory of Battlefields as a nationally significant battlefield. Part of the Perth West Masterplan Framework area is within this battlefield area. A Conservation Masterplan will be completed prior to the detailed masterplan stage. This will provide detailed information in relation to the battlefield, how it can be protected and enhanced within the development, and agree any mitigation to lessen the development’s impact. It will also consider opportunities for converting the existing farm steadings, potential community involvement in battlefield research, and enhancement of historic features such as the Old Gallows Road.

Within the boundaries of the Perth West area there are a number of listed buildings. These are incorporated into the Perth West Masterplan Framework: West Mains of Huntingtower Farmhouse (Category B) (Reference:18313); Newhouse Farmhouse (Category B) (Reference: 18312); and Newhouse Steading (Category C) (Reference: 19872). A Scheduled Monument identified as “Mains of Huntingtower, henge, enclosures, pits and road” (Index Number 3630), traverses the site in a north easterly to north westerly direction adjacent to the A85. This area is preserved within the development to protect the archaeological remains of a Roman Road and associated pits. Development should avoid the ancient monument and it’s setting; any development proposed within a scheduled monument area will require consent from Historic Environment Scotland. Other known heritage include an early Bronze Age cist burial, a cup and ring marked stone, a Roman watchtower, a Roman camp and sites relating to medieval and later rural settlement. The potential for sub-surface archaeological deposits is considered to be moderate to high. Future investigation will therefore be required to refine areas of archaeological sensitivity.

Map 6: Cultural Heritage Features Perth West



Site	Proposed LDP2 considerations
Wider Perth West	<p>Cultural Heritage</p> <ul style="list-style-type: none"> • A Battlefield Conservation Plan to be completed prior to the detailed masterplan stage to inform the future Masterplan and Landscape Framework / Greenspace Network Management Plan • Preserve the integrity of the setting of Huntingtower Castle • As part of any detailed application for each phase of development, following consultation with Perth & Kinross Heritage Trust and Historic Environment Scotland, a plan detailing the sensitive design of the development to protect and maintain the setting of a key scheduled monument at Huntingtower Cairn shall be required • An archaeological programme of works with results feeding into a mitigation strategy for the preservation of heritage assets in situ or by record.

Neighbourhood centres

Whilst the sites which make up the TAYplan Strategic Development Area are within the Perth City boundary, they should not be mere extensions of the City but rather places in their own right. An important means of achieving this will be through the incorporation of 'neighbourhood centres' in the individual masterplans. The Mixed Use Supplementary Guidance highlights the importance of providing centres for Perth West and Bertha Park. Whilst not specifically mentioned in relation to Almond Valley the following would also apply to the development of this site, albeit perhaps on a smaller scale:

'Local, neighbourhood and village centres are an important focus for communities. They provide an essential mix of services and facilities, in a location which is conveniently accessible by a variety of different means, including on foot and public transport. Such centres should provide a focus for a range of uses including: retailing, professional offices, surgeries, places to eat and drink, commercial and public offices, entertainment and leisure, hotels, housing and community uses. Each centre should contain community facilities such as a primary school...shop, public house, community hall, place of worship and recreation facilities.' The Supplementary Guidance also refers to the potential for a 1,500 square metres (gross) supermarket at Bertha Park. LDP2 will need to consider whether it would be appropriate for there to be similar provision at Perth West. Any such provision would be to serve the development rather than the wider area, and would come in a later phase once a large enough customer base has built up.

Site	Proposed LDP2 considerations
Wider Perth West	Proposed LDP2 to consider whether it would be appropriate to include provision for a supermarket (of 1,500 square metres (gross)) within the neighbourhood centre at the wider Perth West site.

At Bertha Park the village centre will be located on the spinal road which is crossed by Cross Tay Link Road. On the eastern side the village centre will incorporate the new secondary school which is expected to serve as an important focus for community activity. The western side is likely to be the main focus for commercial and other services.

The preferred option identified in the Main Issues Report is the inclusion of the former Auction Mart site within the Perth West site boundary. There is planning permission for a superstore on this site. It is however likely that there are more sequentially preferable opportunities for retail proposals as per policy RC4 of the LDP and in terms of meeting the future retail need/capacity generated by a wider Perth West it is considered that this need would be better served in the identified neighbourhood centres of the Perth West [Masterplan Framework](#). These neighbourhood centres are more central to the proposed new housing areas and concentrating the facilities/amenities/services within these areas will help create a sense of place.

Should the larger Perth West site come forward it is therefore considered that the most appropriate locations for the neighbourhood centres, or focus for services and facilities, will be in central locations within the currently unallocated part of the larger site (either side of Noah's Ark). However in case the larger site does not come forward an area of land should be set aside within Perth West (H70) which could be used to provide such a function if necessary.

NHS requirements

NHS Tayside has indicated a Health/Social Care Hub is required within Bertha Park and one would also be required within the southern Perth West neighbourhood centre if the wider Perth West site were to go ahead. NHS Tayside request land measuring 5,000m² in order to potentially create Health/Social Care Hubs at each development. These hubs will provide health care services as well as other services supplied by the Community Planning Partnership. Both will also service the new Almond Valley village and provide additional support for increased housing in Luncarty. Developers will be expected to enter into an agreement to transfer at nil value the required serviced site for the Health/Social Care Hub either through a Section 75 agreement or a separate legal agreement with the Community Planning Partnership.

Site	Proposed LDP2 considerations
Wider Perth West	A 5,000m ² serviced site will be required within the southern neighbourhood centre for the provision of a healthcare hub. Land should be transferred at nil value.

Employment land

Site	Adopted LDP site specific developer requirements
Bertha Park (H7)	In excess of 25ha employment land
Perth West (H70)	Employment space and / or primary school
Almond Valley Village (H73)	No specific requirement
Ruthvenfield Road (E38)	25ha general employment uses

Increasing sustainable economic growth in order to create a more successful Scotland with opportunities for all to flourish is a key priority for the Scottish Government. The adopted Local Development Plan therefore seeks to identify new opportunities for employment land. The Plan promotes mixed use sites that will help minimise the need to travel by car and encourage travel by walking, cycling and public transport and the developers of these sites need to be proactive in identifying the opportunities for creating sustainable economic growth within their sites. The West / North West Perth Strategic Development Area is one of the main opportunities in the Plan to make a significant contribution to increasing sustainable economic growth in Perth and Kinross and in recognition of this TAYplan requires the provision of 50ha employment land across the Strategic Development Area. 25+ha of this is allocated through the LDP to the Bertha Park site. Ruthvenfield (E38) is allocated entirely for general employment uses and contributes a further 25ha. Given the proximity of Almond Valley to the Ruthvenfield site there is no specific employment land allocation directed towards Almond Valley.

Development of the wider Perth West site, should it come forward, will extend beyond the next TAYplan. There will therefore be a further requirement for additional employment land to support the development of further housing on this site of a similar scale to that required at Bertha Park i.e. 25+ha and this must be taken into account in bringing forward proposals for this site. This requirement will form a longer term supply of employment land to serve Perth which is likely to extend well beyond the life of the housing development. The share of the 25+ha which will be directed to the H70 allocated site is 4.2ha. This is calculated on the percentage of the total Perth West site which is allocated as H70.

At the H70 site there is a requirement for employment space and / or a primary school. To clarify, this means that there will be a requirement for employment space and a primary school or, if a primary school is not required, a larger allocation of employment land (the

employment land allocation of 4.2ha plus land of an equal amount that would have been needed for a school). As abovementioned, should the wider Perth West site go ahead the share of employment land to be directed to the H70 site is 4.2ha. It is considered that this is an appropriate employment land allocation for the H70 site regardless of whether or not the wider Perth West site goes ahead.

Site	Proposed LDP2 considerations
Wider Perth West	In excess of 25ha employment land which will form a longer term supply of employment land to serve Perth

It is expected that the demand for particular types of employment / office space and the nature of that demand will change over the 25-30 year lifespan of these sites. It is not therefore anticipated that in Bertha Park and the larger Perth West site the employment land allocations will be met through the identification of a single large business park or industrial estate. It is therefore suggested that in each site no more than 50% of the employment land allocation should be identified in a single block. For Bertha Park this is likely to be best located either close to the existing Inveralmond industrial estate or to the North East close to the future A9 junction which will be developed through the CTRLR project. At Perth West the best location is likely to be either to the southwest of the larger site via a new grade-separated junction off the A9 or to the south east adjacent to the Broxden roundabout.

A range of different types of employment land provision are sought. Modern ways of working suggest that it is likely to be appropriate and desirable to have some employment provision interspersed throughout the residential areas e.g. taking the form of workhubs which provide office and meeting spaces for people who work flexibly and utilise the space as and when they need it. It is acknowledged that until people start living in these areas the demand for some types of employment space, such as workhubs, may be limited. However it is essential that the provision of employment land keeps pace with the development of housing. The provision of the employment land will therefore require to be phased in line with house completions. This will be set out in the Section 75 Agreement for each site.

The Mixed Use Supplementary Guidance gives a guide as to what will be considered acceptable uses for each site although this will be dependent on other matters including design and compatibility between different uses.

For Bertha Park and Perth West the Mixed Use Supplementary Guidance identifies the potential use classes which could be acceptable on the site. These include: Class 2 – Financial, professional services & other services; Class 4 – Business; Class 5 – General Industrial; and Class 6 – Storage / Distribution. For the avoidance of doubt, the provision of Class 1 Shops will be encouraged within the neighbourhood centres but their floorspace will not count towards the employment land allocation.

Table 2 gives some further detail as to what specific uses / development types will and will not be considered as contributing towards the employment land allocation. This will be applicable across the whole of the West / North West Perth Strategic Development Area as identified in TAYplan:

Table 2: Uses within Employment Land Allocation

Will contribute towards allocation	Will <u>not</u> contribute towards allocation
Financial, professional and other services expected in shopping areas (Class 2) including: health centres, doctors and dentist surgeries, and estate agents – offices above shops will also count towards the allocation	Shops (Class 1)
	Restaurants (Class 3) and pubs (sui generis)
	Hotels (Class 7)
Business uses including offices and light industry (Class 4) – workhub units will also count towards the allocation	Homeworking space provided within individual houses (Class 9)
General Industrial uses (Class 5)	
Storage or Distribution (Class 6)	Schools (Class 10)

The following uses may also contribute towards the employment land allocation depending on the details of the individual proposal:

- Commercial leisure uses (Class 11) including gyms
- Nursing or other residential home

Other key infrastructure

For the Bertha Park site, Scottish Water have indicated that network investigation is required for both water and wastewater and they are liaising with the developer on this. Similarly at Almond Valley, network investigations and growth will be required to accommodate the development and early contact with Scottish Water is recommended. At Perth West suitable connection point(s) within the Scottish Water system will be identified following detailed water impact assessment work. Given the size and nature of the development it is likely network upgrades will be required. A full network model and Water Impact Assessment is required to assess impact and possible ways to serve the development. A Drainage Impact Assessment study will also be required in order to assess the impacts of the development on the existing sewer network. It is anticipated that upgrades to the existing network and treatment works will be required as a result of the proposed development.

Whilst not a direct requirement of the LDP the co-ordination between sites of other key infrastructure such as water supply and waste-water treatment may offer economies of scale and is encouraged where practicable.

PHASING AND DELIVERY

The anticipated phasing for various elements of individual sites and the CTRLR are noted below, correct as at September 2016. The Main Issues Report for Local Development Plan 2 also proposes a new policy RD7: Delivery of Housing Sites. This proposed new policy would require landowners / developers of every allocated site in the Plan to produce a Delivery Strategy, agreed with the Council and other essential infrastructure providers, which sets out a realistic programme of delivery of the site through the Plan period. Such an approach will ensure that sites are brought forward timeously and that any constraints or difficulties likely to impact on delivery are identified and resolved.

2016	2017	2017-18	2019	2021-23	TBC	2024	2027	2029-33	2037	2037-43
Start construction of A9/A85 junction enhancements and link to Bertha Park	Start construction of school at Bertha Park (October) Commencement of phase 1 Bertha Park – total of 1,061 houses, class 1, 2, 3 & 10 uses in East village and part of West village, section of the CTRLR, central pond area, open space and associated landscaping including perimeter structural planting, cycle and footpath links including pedestrian underpass, drainage attenuation features including SUDS ponds. The principal woodland belts between phases and at the southern and western boundaries will also be established in Phase 1.	A9/A85 junction upgrade works complete Cross Almond link from new A9/A85 junction over River Almond Anticipated start of development at Almond Valley	New school at Bertha Park operational (August) Commence phase 1 Perth West, which once finished should deliver: housing development (of around 750 units), vehicular underpass to connect new development to Lamberkine Drive and A85 access/es, around 16 ha employment land, and advance woodland planting at West Lamberkine	Commence phase 2 Perth West: around a further 750 homes with access provided to A9 and 2 local centres, and around 4.4 hectares employment land	New primary school at Almond Valley Village	Completion of up to 700 houses at Almond Valley (remainder post 2024)	Commence phase 2 Bertha Park (based on an estimated 100 homes per annum)	Commence phase 3 Perth West: around a further 1,000 homes, around 4.4 hectares employment land, and Lamberkine Woodland park	Commence phase 3 Bertha Park (based on an estimated 100 homes per annum)	Commence phase 4 Perth West: around a further 500 homes