

# Perth Core Villages Infrastructure Report

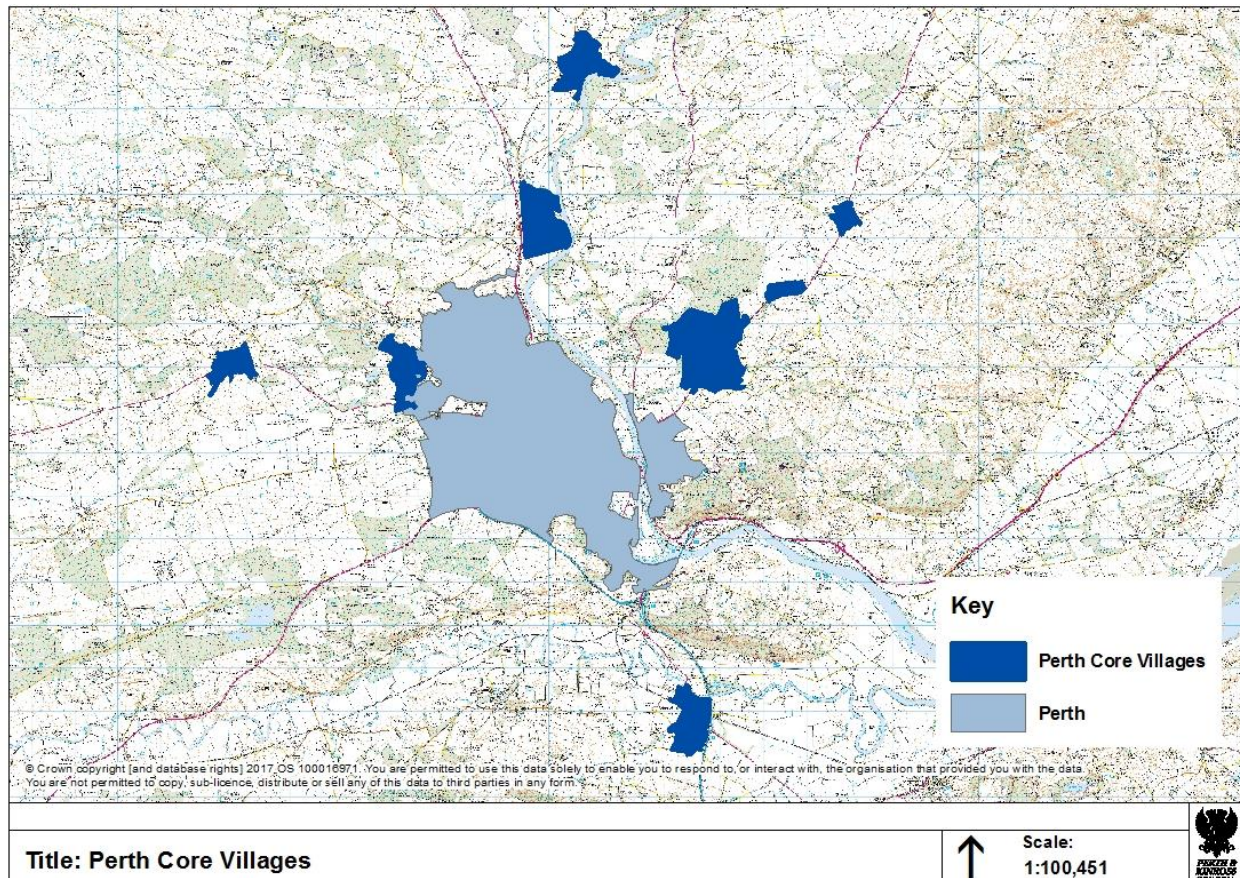
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Working Document

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## Introduction & Context

This infrastructure study has been undertaken to ensure that the infrastructure capacity within the area is adequate to support the level of growth envisaged within the LDP. This report will focus on the Perth Core Villages which consist of Scone, Almondbank, Bridge of Earn, Oudenarde, Methven, Stanley, Luncarty, Balbeggie and Perth Airport. These smaller settlements are being included within the study as together with Perth, they will accommodate the majority of new development in Perth and Kinross. The infrastructure report will comment on the local infrastructure within the villages and highlight their connection to the City of Perth. The report will also note expected improvements in infrastructure provided by new development in the area.



### 1. Almondbank

Almondbank lies approximately 4.5 miles to the west of Perth. With the establishment and expansion of the Royal Navy workshop and stores, Almondbank grew significantly during and after the Second World War. Many of the former store warehouses have been converted for use by small firms. Pitcairngreen is located just to the north of the village of Almondbank and is a planned estate village centred around an attractive village green.

The settlement appears as a principal settlement within the Perth Core. The Green Belt lies immediately outside the settlement boundary and it has been drawn in the current LDP to allow for some long term expansion. The settlement boundary includes the employment uses at Cromwell Park and along the banks of the River Almond.

In the Proposed Plan, Almondbank is included within the boundary of Perth City. The large scale expansion of Perth to the west includes Almond Valley with capacity for 700-1100 houses. The infrastructure improvements and new facilities created by this development will benefit Almondbank and enhance its links to the City Centre.

#### 1.1 Local Infrastructure:

- Key facilities: a Primary School; a Post Office
- Open Spaces: two playingfields; two playgrounds
- Services: one small convenience store, a few pubs

Almondbank is in the catchment area of Pitcairn Primary school which is currently not at capacity. The nearest GP surgery and pharmacy are in Perth.

New development at Bertha Park, Almond Valley and Perth West will provide a number of community facilities, services, public parks and other infrastructure improvements in the vicinity of Almondbank village.

### 1.2 Connections to Perth

Almondbank relies on Perth for accessing most services and facilities, employment, health care and shopping. In terms of secondary schools, Almondbank is in the catchment area for Perth Grammar School. However, all Perth city schools will be at capacity by 2021 and Almondbank will be closer to the new school to be developed at Bertha Park.

Almondbank is connected to Perth by the local bus services (service 14 & 15). This runs approximately with a twenty to thirty minute frequency. By bicycle, Perth City Centre is approximately 25 minutes away from Almondbank. The Almond Valley development has the potential to further improve the network of path and cycle routes between the settlements.

## **2. Methven**

Methven lies approximately 6.5 miles to the west of Perth. Originally it was a centre for flax production in the 18th and 19th centuries expanding along the A85 Perth to Crieff Road. There is a historic core to the settlement, which is focused on a market square which is surrounded by post-war housing, giving a semi-circular form to the built development.

More recent expansion has been to the north with a significant amount of small scale infill development compromising of a variety of house types which has created an interesting urban form. The Proposed Plan does not include any new allocation within the village.

### 2.1 Local Infrastructure:

- Key facilities: primary school; post office; GP surgery; pharmacy; a community centre & village hall
- Open Spaces: a public park with a playground and playing fields; a bowling club
- Services: one small convenience store, some cafes/restaurants

Methven Primary School was at capacity before 2010 however work took place to provide additional classroom accommodation and expand facilities at the school, to support a larger school role. Additionally Council run nursery classes are available at this school. Methven is in the catchment area for Perth High School.

### 2.2 Connections to Perth

Methven has some basic community facilities however it still relies on Perth for specialist services, employment and shopping. Methven is well connected to Perth by a local bus service (service 15) which runs approximately with a 30 minutes to one hour frequency. The Sunday service runs every two hours and there is a late night service from Perth to Muthill at 11pm.

## **3 Bridge of Earn & Oudenarde**

Bridge of Earn lies approximately 5 miles south of Perth. The considerable growth of Bridge of Earn during the 1980s expanded the settlement to the south and west away from its original form along what was the main road to Edinburgh.

Bridge of Earn appears as a principal settlement within the Perth Core in TAYplan but outside the Green Belt. The area is therefore identified for significant expansion, which is taking place on the opposite side of the M90, at Oudenarde. This area is identified as a strategic development area for 1600 homes and 52.3 ha of employment land.

The aim is to create a new sustainable community at Oudenarde with employment and housing supported by education and community facilities.

### 3.1 Local Infrastructure:

- Key facilities: two schools; a post office; GP surgery; pharmacy; a community hub and village halls
- Open Spaces: a public park, two playgrounds; two playing fields and some other sport facilities (e.g. tennis & bowling)
- Services: one small convenience store, some cafes/restaurants/pubs

Bridge of Earn is served by Dunbarney Primary School, and a new school is proposed at Oudenarde. There are some private schools around this area (Kilgraston School and Strathallan School) however for public secondary schools, Bridge of Earn is in the catchment area for Perth High School.

The study also notes that the GP surgery, is reaching capacity and there is need for new GP premises in the area. As dictated by the masterplan, the development at Oudenarde will also include new green spaces and a small town centre with space for small scale retail and leisure functions and community facilities (e.g. GP, dentists, social care).

### 3.2 Connections to Perth

Bridge of Earn has excellent connections to Perth by bus by three frequent services (service 17; 36; 56/56A; X56). These services run every 15 minutes. There is a late night service which runs from Perth to Bridge of Earn at 23:30. The Sunday service runs every 2 hours until the latest bus at 18:45. In the Oudenarde masterplan, land has been allocated for a rail halt facility and park and ride facility should this be required, which will have the potential to significantly improve connections to Perth as well as Glasgow and Edinburgh.

## **4. Luncarty**

Luncarty lies 4.5 miles to the north of Perth. The settlement originally grew around a bleach works which operated from the mid-18th century until final closure in 1996. There was planned expansion of Luncarty through the 1970s and 1980s which has created a pleasant network of development linked by substantial wooded green corridors. The settlement has a range of community facilities but the proximity and ease of access to Perth means the city provides many of the settlement needs.

Luncarty appears as a principal settlement within the Perth Core but outside the Green Belt. A large mixed use site has been identified to the south of the settlement which can accommodate for a 598-790 houses and 5ha of employment land.

### 4.1 Local Infrastructure:

- Key facilities: a Primary School; a Post Office; a Community Hall
- Open Spaces: a public park; one playing field (plus the school pitches); two playgrounds; a sport and recreation club
- Services: one small convenience store, one pub/restaurant

The Primary School currently has capacity and developer contributions will be sought in case it needs to be expanded to accommodate for future growth. The mixed use site identified in the Proposed Plan also includes 5ha employment land which provides opportunities to increase the number of local services.

### 4.2 Connections to Perth

Luncarty has some basic community facilities however it still relies on Perth for specialist services, employment and shopping. Public transport connection to Perth are frequent, running approximately every 30 minutes (service 23; 834). Perth City Centre can be accessed by bicycle in approximately 25-30 minutes utilising largely off road cycle

paths and there are Core Path links between the settlements. The Proposed Plan requires development on site MU27 to further improve active transport links between Luncarty and Perth.

## **5. Scone**

Scone is the largest village in the Council's area; the settlement was constructed as a planned village in 1805 to replace an older settlement nearer to Scone Palace and lies 3 miles to the north – east of Perth. The settlement has a range of community facilities and has good public transport links to Perth. The settlement has grown steadily with the most recent development at Balgarvie Mill balancing the more westerly expansion which occurred in the 1970s and 1980s. The identified Scone North housing will accommodate 700 new houses and there is also a mixed use site which will include a park and ride and a supermarket.

### 5.1 Local Infrastructure:

- Key facilities: a Primary School; a Post Office, a library, a GP, Community Halls
- Open Spaces: a public park; 2 playing fields; four playgrounds and some other sport facilities (e.g. bowling green & tennis court)
- Services: three small convenience store; some pubs, cafes and restaurants

As part of the H29 proposal, the development will have to support the facilitation of new sports pitches and enhance active travel links to the village centre. Furthermore, land will be safeguarded within the site for a new primary school if required.

### 5.2 Connections to Perth

Due to its size, Scone has a larger range of facilities than the other Perth Core Villages. However, it still relies on Perth for employment opportunities and specialist services. Scone is well connected to Perth by buses which run approximately every 10 minutes during the week and every half an hour on Sundays. The City Centre can be accessed through the Core Path Network by bicycle in 15 minutes and on foot in 40 minutes.

The main issue in the area is the traffic hotspot at Bridgend which traffic from Scone has to cross. Bridgend suffers from major peak hour congestion which negatively effects air quality and overall townscape. To prevent the further reduction in air quality and increased congestion in the Bridgend area of Perth, there will be an embargo on detailed planning consents for housing sites of 10 or more until such a time as the construction of the Cross Tay Link Road.

## **Stanley**

Stanley was built to house workers from the adjoining cotton mill and lies approximately 8 miles to the north of Perth. The mill closed completely in 1889 and were restored and converted to residential accommodation, offices and a visitor centre. The village has a good range of community facilities.

Stanley appears as a principal settlement within the Perth Core in TAYplan but outside the Green Belt and has the capacity to see considerable expansion. There is an in principle application currently being considered for the masterplan of Stanley's expansion. This proposal includes 1ha of employment land, a number of new public open spaces, an off-road cycle link to Luncarty.

### 6.1 Local Infrastructure:

- Key facilities: a Primary School; a Post Office, Community Halls
- Open Spaces: a public park; one playing field (plus the school pitches); two playgrounds and some other sport facilities (e.g. bowling green & tennis court)
- Services: two small convenience store, some pub/restaurant

The Proposed Plan requires the development of a masterplan for the 5 proposed sites in Stanley. This should incorporate new public open space, 1 ha of employment land as well as cycle path and core path. Furthermore contributions will be sought to enhance community facilities in the village. Currently there is an application for planning permission in principle being processed that sets out the required masterplan.

## 6.2 Connections to Perth

Buses (23; 34; 834) go to Perth every half an hour with the latest bus back from Perth at 22:15 on weekdays. Sunday service runs hourly or once every two hours. The Core Path network extends from Stanley all the way to Perth and by bicycle the centre can be reached in approximately 40 minutes.

## **6. Balbeggie**

Balbeggie lies approximately 5 miles to the north-east of Perth. The settlement has grown along the A94 to Coupar Angus and the minor road leading east and west. Balbeggie appears as a principal settlement within the Perth Core in TAYplan but outside the Green Belt. In addition to the existing planning permission for 8 houses at Green Road, a housing site has been identified on the south and west boundary of the village.

### 7.1 Local Infrastructure:

- Key facilities; primary school,
- Open Spaces: a public park; one playing field and one playgrounds
- Services: one small convenience store, one pub/restaurant

Balbeggie Primary School has capacity for future development in the town if the phased development links to the expansion of primary school capacity, then the school will be expanded to support additional population needs. The closest GP surgery and Pharmacy is in Scone which is less than 15 minutes by bus.

### 7.2 Connections to Perth

Due to its size, Balbeggie has very few local services and it relies on Perth for shopping, employment, community facilities and basic services. The village is also in the secondary school catchment area for Perth Academy.

Balbeggie is connected to Perth by frequent services that run every half an hour (service 57). Sunday service is less frequent however there is an evening service from Perth to Balbeggie at 22.40. Service 57 also goes to Dundee bus station, although the journey takes an hour and a half. Balbeggie is connected to Scone and Perth through the Core Paths network and new development will be required to create links to existing paths. Perth City Centre is approximately 25 minutes away by bicycle following the Core Paths.

Similarly to Scone, until the completion of the Cross Tay Link Road, development on the allocated site will be limited in order to avoid increasing congestion in the Bridgend area.

## **7. Perth Airport**

Perth Airport was opened in 1936 as a military flight training school and lies 3.5 miles to the north- east of Perth. The airport expanded into training civilian pilots and became an important centre for this in the 1970s and 80s, with a considerable number of students living on it.

The main commercial training operation stopped on 1996 and now the main use of the site is for employment. The site also contains a hotel and residential accommodation. There is 5.2 hectares of land allocated for a mixed use development site including general employment use and housing.

Perth Airport does not have any community facilities or services. There are regular bus services (57; 7) to Perth and Core Path connections through Scone to the City Centre.

Similarly to Scone, until the completion of the Cross Tay Link Road, development on the allocated site will be limited in order to avoid increasing congestion in the Bridgend area.

## **Conclusion**

The report shows that Perth Core Villages have limited local infrastructure so they rely heavily on Perth for employment opportunities, shopping and accessing services. Smaller villages such as Luncarty, Almondbank and Balbeggie lack even more basic facilities locally such as a GP surgery or Pharmacy.

The Perth Core Villages are identified as the main focus for new development beside Perth City. In some cases, new development will include not only housing but employment land and provide new facilities for the community (e.g Scone, Bridge of Earn). On other locations, financial contributions are sought for the enhancement of community facilities and road infrastructure improvements.

Nevertheless, connections to Perth will remain important and it is crucial to ensure that sustainable travel patterns are encouraged. New development has a role in strengthening active travel connections to Perth by extending the Core Path Network, and providing infrastructure for cycling. Frequent and direct bus services are also important to provide a feasible alternative to car travel for commuters.

## APPEDICES

### Appendix A: List of local facilities

Settlements	GP	Pharmacy	Post Office	Library	Halls	Playingfields	Playgrounds	Parks
Scone	1	1	1	1	3	2	4	1
Bridge of Earn	1	1	1	0	2	2	2	1
Luncarty	0	0	1	0	1	1*	2	1
Stanley	1	1	1	0	3	1*	2	0
Methven	1	1	1	0	2	1	1	1
Almondbank	0	0	1	0	0	1	1	0
Balbeggie	0	0	0	0	0	1	1	1
Perth Airport	0	0	0	0	0	0	0	0

\* There is an additional playing pitch belonging to the local school

### Appendix B: Residential Property and Population Estimates

Settlement	Current population estimate	Population estimate by 2028	Current residential properties estimate	Residential properties estimate by 2028 **
Scone	5456	7109	2538	3338
Bridge of Earn	2745	3099*	1248	1409*
Luncarty	1640	3258	695	1369
Stanley	1484	1938	735	1015
Methven	1229	1355	577	658
Almondbank	1175	n/a	552	n/a
Balbeggie	438	622	214	316
Perth Airport	129	223	69	119

\*excluding Oudenarde

\*\* It should be noted that future estimates are based on the amount of houses that land is allocated for in the Proposed Plan and the number of houses currently under construction. Market evidence suggests a slower build rate and this supply is likely to last well beyond 2028.