Kinfauns Park and Ride Scheme
Environmental Impact Assessment
Non-Technical Summary

June 2015

Perth Council
INTRODUCTION

This ‘Non-Technical Summary of the Kinfauns Park and Ride Scheme Environmental Statement’ is a separate standalone document which presents a non-technical summary of the information from the Kinfauns Park and Ride Environmental Statement (ES).

The ES has been prepared as part of the Environmental Impact Assessment (EIA) for the proposed Kinfauns Park and Ride scheme.

A proposed Park and Ride scheme, known as Kinfauns Park and Ride, is being developed by Perth and Kinross Council (PKC). The scheme will accommodate 240 vehicle spaces and necessary bus interchange infrastructure.

The site will be accessed from the westbound link road between the A90 trunk road at junction 11 of the M90 and the A85 local road. The development, when operational, shall be accessible to traffic exiting junction 11 from the A90 (from the direction of Dundee) or from the M90 (from the direction of Edinburgh).

FURTHER INFORMATION AND CONTACT DETAILS

Requests for hard copies of this document or comments, queries or requests for further information can be made to and online, by email at DevelopmentManagement@pkc.gov.uk or forwarded to the address below: Pullar House, 35 Kinnoull Street, Perth, PH1 5GD.

PERTH'S TRANSPORT FUTURE

The proposed Development Site is identified as a key theme of the Perth’s Transport Future Project. Continuing growth in traffic volumes and significant additional growth as identified in the new Perth and Kinross Local Development Plan (2014) will see significant increases in population and consequently traffic volumes over the next 20 years.
Proposed Kinfauns Park and Ride Scheme Description

1.4.1 The proposed development is located on a Greenfield site on land adjacent to the A85 trunk road (westbound carriageway), south of Walnut Grove and to the south east of Perth’s urban area.

1.4.2 Site Description

1.4.3 The site is relatively flat and is bounded by the Perth to Dundee railway line to the south, the A85 Dundee Road westbound carriageway to the west and Kinfauns to the north and east. Beyond the railway line to the south is the River Tay.

1.4.4 Scheme Components

1.4.5 The proposed development will be able to accommodate 240 cars, two bus stances, bus turning area and a waiting area for bus passengers along with cycle storage facilities.

1.4.6 The selected site also is large enough to allow for future development of upgraded passenger waiting facilities such as public toilets and some office space if it is needed.

Access

1.4.7 The access road from the A90 westbound link road will include a footway linking the Development to the existing footway on the southern side of the westbound A90 link road. A footpath will be provided linking the north-eastern corner of the site with the existing footway on the southern side of Walnut Grove.

1.4.8 Disabled facilities will consist of 15 No. accessible parking bays. The site will comply with "The Disability Discrimination Act".

Water and Wastewater

1.4.10 There are currently no proposals for any clean or waste water facilities on the Development Site. Any water required will be brought in and out by tanker and surface water will then flow into the the River Tay following treatment.

Drainage

1.4.12 Drainage proposals have been considered for the Kinfauns Park and Ride Scheme Sustainable Urban Drainage System will be provided. The surface water will be treated before eventually flowing into the River Tay.
Consideration of Alternatives

Prior to the environmental assessment alternatives to the selected site were considered.

The *Tayside and Central Scotland Transport Partnership: Park and Ride Strategy and Action Plan* details six site locations for a proposed new Park and Ride development for Perth.

This is set within the wider context of identifying and assessing opportunities to expand Park and Ride in the region, extending to Dundee, Perth, Stirling and the wider urban catchment areas.

<table>
<thead>
<tr>
<th>Potential Site</th>
<th>Location</th>
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<tbody>
<tr>
<td>P1</td>
<td>A9 (NW) Ruthvenfield local buses</td>
</tr>
<tr>
<td>P2</td>
<td>A85 Huntingtower local buses</td>
</tr>
<tr>
<td>P3</td>
<td>A9 (N) North of city local buses</td>
</tr>
<tr>
<td>P4</td>
<td>M90 / A90 (E) local buses</td>
</tr>
<tr>
<td>P5</td>
<td>M90 / A90 (W) local buses</td>
</tr>
<tr>
<td>P6</td>
<td>A912 HMP Perth local buses</td>
</tr>
</tbody>
</table>

Site P4 and P5 are located in close proximity to the M90/A85 junction, with P4 being located south of Kinfauns and close to the A85. P5 is located between the two carriageways of A85.

Sites P4 and P5 were both assessed in terms of demand forecasting, bus operations, engineering and access. They were also both assessed against the Government’s five STAG objectives of Economy, Environment, Safety, Integration and Accessibility and Social Exclusion; P4 was selected as the preferred site.

**Land Ownership**

The land on which the proposed hydro scheme is to be located is under the ownership of Edrington.
An Environmental Impact Assessment (EIA) is a means of drawing together, in a systematic way, an assessment of the likely significant environmental effects (both positive and negative) arising from a proposed development.

An EIA has been undertaken to assess potential likely environmental effects of the Allt a’Choine Hydro scheme. The topics that have been considered in the Allt a’Choine Hydro Scheme EIA are:
- Air Quality
- Archaeology and Heritage
- Ecology and Nature Conservation
- Hydrology, Hydrogeology and Geology
- Landscape and Visual Assessment
- Noise and Vibration
- Traffic and Transport

Consultation

Stakeholder and Public Consultation has been undertaken by the Project Development team (Perth and Kinross Council, Dundee City Council and Mott MacDonald as part of the EIA process. The organisations that have been consulted include:
- Scottish Natural Heritage
- The Scottish Environment Protection Agency
- Scottish Water
- Transport Scotland
- Historic Scotland
- Perth and Kinross Archaeologist
- Tay Salmon Fishery Board
- Scottish Government
- RSPB

1.4.16 Two public consultation events at the proposed Development Site. The drop-in sessions were held on the 17th February and 10th March 2015 (10.00 - 11.30am and 2.00 - 7.30pm). These events were run by staff from both Dundee City Council undertaking the design and Mott MacDonald completing the Environmental Statement. A Report of the Consultation events will accompany the Planning Application.

Programme

Construction of the Kinfauns Park and Ride Scheme is anticipated to start
Air Quality

The Air Quality assessment considered the potential air quality impact of the proposed Kinfauns Park and Ride Scheme.

Consultation was undertaken with the Environmental Health Officer (EHO) of PKC responsible for Air Quality. During the consultation it was agreed that a Design Manual for Roads and Bridges screening assessment should be carried out to assess the impact of the Development Site and the Environmental Protection United Kingdom guidance would be used to describe the significance.

The potential key impacts associated with the construction and operational phases of the scheme that were assessed were:
- Nuisance, loss of amenity and health impacts caused by construction dust on sensitive receptors
- Changes in traffic related pollutant concentrations

The construction phase is predicted to have a ‘Low Risk’ of creating nuisance, loss of amenity or health impacts as a result of dust. In addition the implementation of mitigation measures identified in the Environmental Statement will manage any dust emissions in accordance with best practice during construction.

During the operational phase, changes in pollutant concentrations as a result of the Development Site are predicted to be negligible.

Archaeology

The archaeology assessment looked at the predicted impacts and significance of these of the construction and operation of the Scheme upon the historic environment.

This assessment considered all heritage assets; these included scheduled monuments, listed buildings, historic parks and gardens, non-designated below-ground archaeological remains, locally listed and other historically important buildings and historic landscapes.

During the assessment regular contact was made Perth and Kinross Heritage Trust and Historic Scotland. Consultation was undertaken with Historic Scotland regarding the scope of the assessment. With regards specifically to impacts on Kinfauns Castle and it was considered that impacts are unlikely to be significant, due to the distance from the site and the existing plants and the proposed screening planting.

The design proposals set out within the planning application seek to mitigate any potential visual impacts to the local designated assets. The landscaping proposals should reduce the visual impacts on the Scheduled Monuments to an acceptable level where there is no perceptible change.
Ecology

A number of ecological receptors have been considered within the EIA:
- Statutory designated sites;
- Terrestrial receptors: habitats and protected and notable flora, protected/notable animal species including birds; and,
- Aquatic receptors: fisheries, fresh water pearl mussels, aquatic flora, macro-invertebrates and protected species.

The overall residual effects are not expected to form any major or moderate adverse impacts (significant impacts) for any ecological receptor. Implementation of embedded mitigation and sympathetic scheme design, as well as current best practice construction activities will reduce most impacts to neutral and slight adverse (which are not significant).

There are no significant impacts anticipated upon ecological receptors relating to the development of the proposed Allt a’Choin hydro scheme and there are no cumulative effects expected with other projects and proposals.

A number of ecological receptors have been considered within the Ecology Assessment. These can be summarised as:
- Statutory designated sites within 2km of the site
- Terrestrial receptors: habitats and protected and notable flora, protected/notable animal species including birds and,
- Aquatic receptors: habitats and migratory fish.

Given the nature of the proposed scheme, the type of potential impacts upon these ecological receptors is varied. The areas that were included in the assessment include:
- Areas directly within the development footprint for the proposed car parking facilities and access
- Areas which will be temporarily affected during construction
- Areas where there is a risk of noise/vibration disturbance during construction and/or operation

Consultation with Scottish Natural Heritage, Royal Society for the Protection of Birds and the Scottish Badger Group was undertaken and none of these groups raised any concerns over the proposed development.

The assessment found that following the implementation of mitigation and best practice measures, no significant impacts are anticipated upon ecological receptors.
Hydrology, Hydrogeology and Geology

An assessment was completed looking at the potential hydrological, hydrogeological and geological effects of the proposed Kinfauns Park and Ride Scheme.

The effects associated with the construction and operational phase of the development were assessed.

Possible hydrological, hydrogeological and geological effects from the construction and operation of the proposed Development Site are related to:

- Groundwater and surface water quality – Oil/Fuel/Chemical pollution from for instance, accidental spillage during refuelling procedures, incorrect transport of materials, or from leaching of any concrete bases which could affect water quality and indirectly effect ecological receptors and human activities such as water abstraction;

- Erosion and sedimentation loading – Unmanaged erosion/sediment deposition and suspended solids generated from ground disturbance which could be mobilised by surface run-off causing modifications to stream channel morphology, with resulting damage to habitats. Sedimentation of watercourses has the potential to affect water abstraction for drinking supply.

- Changes in runoff volumes and rates – The introduction of large areas of hardstanding could lead to the alteration of groundwater recharge and natural drainage patterns, affecting pluvial and fluvial flood risk.

- Potential cumulative effects during construction and operation.

Consultation with Scottish Natural Heritage and the Scottish Environment Protection Agency determined how this assessment was undertaken.

The assessment concluded that the predicted potential effects of the proposed Kinfauns Park and Ride Scheme on the River Tay and groundwater were not significant hydrological during the construction or operational phases.
Landscape

A landscape and visual impact assessment was undertaken to assess the significance of landscape and visual effects arising from the Kinfauns Park and Ride Scheme.

Construction impacts may be short-term, long term, temporary or permanent in nature. Potential impacts and effects on landscape character and visual amenity during construction include:
- construction traffic, construction plant and equipment
- Construction activities
- Elevated noise affecting enjoyment of public open spaces
- Introduction of built structures
- Storage of topsoil mounds
- Temporary security fencing
- Construction compound
- Vehicle movements
- Removal of existing vegetation
- Presence and views of floodlighting, if night time works are required

Construction activity will take place at the bottom of the valley by the River Tay, in a field, in close proximity to the M90/A90 and the Friarton Bridge. The proposed Development Site is anticipated to be completed by 2016.

The Wooded Hills Landscape Character Area will be largely unaffected by the construction works.

Overall, there are predicted impacts on residents and workers in properties and businesses on A90, by the railway line and the River Tay including Lairwell House, Nether Lairwell and Stock Green Fishing which would reduce in around 15 years once the proposed mitigation planting matures sufficiently. There would also be significant effects predicted on views from the Kinnoull Hill viewpoint.

The proposed lighting for the scheme will be operated 07:00 to 19:00. It is anticipated that the lighting will only be required for a limited number of hours (with a peak use of 07:00 to 08:30 and 16:00 to 19:00) during the winter months. Due to existing highways, street and residential lighting and the lighting associated with the Edrington’s business park, the proposed lighting will not result in any significant visual effects. However, the proposed lighting will have an adverse effect upon visitors to Kinnoull Hill viewpoint beyond daylight hours into the times when the lighting is operational.
Noise and Vibration

1.4.28 The noise impact assessment includes:
- Results of the baseline sound level surveys around the vicinity of the Development Site
- Determination of appropriate sound target levels according to relevant standards, guidance, planning policy and consultation with the Principal Officer of Environmental Health at Perth and Kinross Council (PKC)
- Identification of the potential noise generating activities associated with the Development Site including traffic movements, operation of vehicles on site and construction activities
- Predicted sound levels from the development
- Assessment of the predicted sound levels against the target sound limits
- A recommendation of any sound mitigation measures which may be required to minimise any significant impacts

The baseline noise climate in the area of the Development Site is mainly comprised of road traffic noise from the M90, A90 and A85 roads, as well as railway noise from the Perth to Invergowrie railway line.

1.4.29 The Kinfauns Park and Ride Scheme will operate 12 hours a day between 07:00 and 19:00, seven days a week.

Noise and vibration impacts as a result of the construction works will be minimised by implementing the mitigation methods advised in best practice and standard guidance.

1.4.30 With mitigation, it is expected that the significance of the effects from the construction phase are not significant. Following the assessment and the results from the ambient sound level impact assessment the operational sound levels will have neutral impact on local receptors.
Cumulative Effects

Cumulative effects are those effects that may result from the combination of past, present or future actions of planned activities which are within local area. While a single activity or development may in itself result in an insignificant impact, it may, when combined with other impacts (significant or insignificant) in the same geographical area, occurring at the same time and result in a cumulative impact that is significant.

Three small scale planning applications have been consented within the area of the proposed Development Site including expansions to existing developments along the River Tay. There are no significant developments proposed around the Development Site that are currently under determination. There are no potential cumulative effects.

Summary - Considering the lack of cumulative effects of the Kinfauns Park and Ride Scheme in addition to the effects of other local projects there are no potentially significant negative effects.

1.4.31 For each negative effect identified during the EIA avoidance measures were introduced in the form of imbedded mitigation measures such as avoiding construction works in sensitive locations. For the identified effects that were unable to be designed out of the Kinfauns Park and Ride scheme mitigation measures have been identified.

1.4.32 The negative effects that have been identified within the EIA are mainly temporary and short-term in nature and relate specifically to the construction phase.

1.4.33 There are predicted long-term effects associated with the change to the landscape of the immediate car park area. Employees and visitors to Edrington’s office would have direct views of the Development Site. However, by implementing the proposed planting as proposed in the landscape chapter over time the car park will blend into its surroundings and be in keeping with the surrounding area.

Next Steps
Following the Planning Determination and if the proposed Scheme receives Planning Approval; in order to manage any residual environmental effects of the proposed Kinfauns Park and Ride scheme an Environmental Management Plan will be prepared. This will identify the actions that are required, when it should occur and who is responsible for the delivery of the specific action.