Introduction

MOTO Hospitality Limited (the ‘Applicant’) is seeking full planning permission to redevelop the Kinross Motorway Service Area (the ‘Site’) located at Turfhills, near Kinross, west of Junction 6 of the M90 motorway. The Site location is shown in Figure 1.

The application scheme (the ‘Development’) comprises a new, larger, amenity building to include motorway service facilities, retail and food outlets, toilets and staff facilities. A new fuel filling station (FFS) and forecourt shop would replace the existing FFS and improvements would be made to landscaping, parking provision, servicing arrangements, vehicular access and road alignment. The existing Travelodge would remain as existing, with amendments to vehicular access and parking provision.

An Environmental Impact Assessment (EIA) of the proposed Development has been undertaken. The methods used in carrying out the EIA, and its results and conclusions, are reported in an Environmental Statement (ES), which has been prepared to accompany the application for planning permission in principle. The ES describes the likely significant beneficial and adverse environmental impacts of the Development, together with a range of mitigation measures that would be implemented to prevent, reduce or offset any adverse environmental impacts.

This document provides a summary of the ES findings in non-technical language.

EIA Methodology

EIA is a statutory process which aims to ensure that the potential environmental impacts, adverse and beneficial, of certain types of new development are taken into account when determining whether planning permission should be granted. The EIA of the proposed Development was undertaken in accordance with the Environmental Impact Assessment (Scotland) Regulations, 1999 (as amended) (the ‘EIA Regulations’) using established methods and criteria, including Site visits, surveys, data reviews, computer modelling and specialist assessments carried out by a qualified and experienced team of consultants.

EIA Scoping is an important component of the EIA process which focuses the study (and hence the ES) on those issues of greatest potential significance. Scoping also ensures that all of the potentially significant impacts of the construction and operational phases of the Development are assessed at the design stage to ensure that the appropriate mitigation options were considered and incorporated into the scheme, as appropriate.

Perth and Kinross Council (PKC) was consulted by Waterman about the scope of the EIA in August 2010. PKC confirmed the issues to be covered by the EIA following consultation with all relevant environmental bodies, including Scottish Natural Heritage (SNH) and the Scottish Environment Protection Agency (SEPA). The EIA subsequently focused on these key issues, and the following sections of this document summarise the findings.

Site Location and Setting

As illustrated in Figure 1, the Site is located approximately 1 kilometre (km) to the west of Kinross town centre, on the other side of the M90 motorway, and extends to approximately 4.95 hectares (ha). Perth is located approximately 18km to the north of the Site and Dunfermline is approximately 11km to the south.

The Site is generally surrounded to the north, west and south by agricultural land with some scattered woodland. A Dobbies garden centre is located approximately 50m to the west of the Site. Derelict
outbuildings associated with the former Turfhills Farm are located approximately 200m to the west. The A977 road lies immediately to the south of the Site and a PKC transfer depot is located approximately 50m to the south-east. The south-eastern and eastern boundaries of the Site follow the foot of an embankment, above which runs the northbound access slip road of Junction 6 of the M90. The main carriageway of the motorway runs within 40m of the eastern boundary of the Site at its closest point.

The closest residential properties to the Site are Turfhills House (a Category B listed building and currently a bed and breakfast establishment) approximately 150m west, and three properties approximately 250m to the west. A residence associated with a small trout fishery and restaurant is approximately 600m to the south. The western edge of the town of Kinross is located approximately 250m to the east of the Site, on the other side of the motorway.

Loch Leven, which is a National Nature Reserve (NNR) and a Ramsar Site (i.e. a wetland site of international importance), is located approximately 2.5km to the east of the Site.

**Previous Land Use**

An examination of historical maps indicates that the Site was undeveloped until the late 1930s/early 1940s when the former World War II Turfhills Military Camp was constructed. This was a temporary military camp which was erected in 1942 and existed into the post-war period. The camp extended across the Site itself and also to the north and east. During the 1970s the Site was cleared and a caravan park constructed. By 1984, the caravan park had been joined by a motorway service area and electricity substation, and during the early 1990s, a lorry park and FFS were added to the Site. Between this period and the present day, the caravan park was removed.

The surrounding area was largely agricultural in nature until the development of the M90 motorway to the east of the Site in the late 1960s. A sand and gravel pit was located approximately 20m to the south of the Site between 1973 and 1977 and a depot was constructed approximately 80m to the south in the 1980s. The remainder of the area remains largely agricultural although, as noted above, a garden centre is located approximately 50m to the west of the Site.

**Existing Land Use and Activities**

As illustrated in Figure 2, the Site currently contains a fuel filling station (FFS) in the south-west corner, comprising a forecourt area and a small retail building. A two-storey Travelodge is located in the western part of the Site. A single-storey motorway services building, operated by MOTO, is located in the centre of the Site. This building contains food and retail outlets, with associated car parking to the south of the building and a servicing yard to the north. Lorry parking is available to the northern part of the Site and coach parking to the east of the motorway services building.

Other buildings on the Site include a small vacant wooden building with a steeply pitched, slated roof; previously used as a tourist information kiosk, located in the southern part of the Site, and a brick workshop building in the south-east corner.

The central area of the Site (approximately 50% of the total Site area) is entirely occupied by either buildings or hardstanding. The peripheral areas of the Site are generally maintained as managed grassland with some scattered mature trees in the north and north-eastern parts of the Site and some picnic benches provided in the south-east. The north-west and north-east corners of the Site are currently vacant, unmanaged and roughly vegetated.
Alternatives

In accordance with the EIA Regulations, the ES includes a discussion of the alternative development options considered by the Applicant. These options included ‘no development’, whereby the Site would be left in its current condition, a consideration of alternative site locations, and an appraisal of alternative designs of the proposed Development.

‘No Development’ Alternative

The ‘no development’ alternative would entail the Site remaining in its ‘baseline’ state, i.e. with no change to the existing motorway service facilities. This is not considered desirable for a number of reasons, including:

- It is contrary to the aspirations of the Kinross Local Plan which gives support to the redevelopment of the Site;
- The opportunity to provide visitors with improved motorway service facilities, including a range of new retail outlets, would not be realised;
- There would be a loss of potential benefits from economic growth due to the proposed inward investment on the Site; and
- There would be a loss of potential increased employment opportunities in the retail and distribution sectors.

Alternative Site Locations

The Kinross Local Plan specifically encourages the improvement of the existing facilities for the travelling public at the Site rather than anywhere else. It goes on to state that no new roadside facilities would be permitted anywhere else along the M90 within the Local Plan area.

Therefore, no alternative site locations were considered by the Applicant.

Alternative Scheme Designs

A number of options for the proposed Development were considered by the Applicant during the design process. It was quickly established that the ideal location for the Amenity Building would be along the northern Site boundary to provide a convenient and safe link with the retained Travelodge.

Restructured vehicular access into the Site from the A977 would be required and a new roundabout was designed to provide adequate access to a new centrally located customer car parking area. Feeder roads for access to the newly configured Travelodge car park and dedicated areas for Heavy Goods Vehicle (HGV), caravan, coach and motorbike parking were also designed-in.

The proposed location of the relocated FFS in the south-eastern part of the Site was designed to enable easy access for all vehicles when exiting the Site. An area of new landscaping would also be provided along the southern Site boundary.

The initial design options provided a main customer entrance into the Amenity Building easily accessed from the main car park, together with dedicated entrances to some of the retail units, thus forming a terraced/mall frontage along an external pedestrian plaza.

Following subsequent consultation with PKC, it was determined that to avoid the Development being interpreted as a retail park, all facilities provided as part of the Amenity Building should be accessed through a single main entry point. Consultation with PKC’s Highways Department prompted amendments to the configuration of the proposed Site access roundabout.
At PKC’s request, consideration was also given to locating the Amenity Building on the eastern boundary of the Site. However, this option was rejected as it would significantly hamper vehicular circulation around the Site, creating a clash of different vehicle movements. In particular, it would be difficult to suitably locate the FFS in such a way as to easily allow traffic to access it when exiting the Site.

Further assessments were carried out with regards to the environmental and drainage requirements of the proposed Development. As a consequence, the parcel of land in the north-east of the Site was allocated as an ‘ecological area’, which would incorporate a managed wetland/grassland habitat as part of the Site’s sustainable drainage system (SUDS).

The Public Consultation process, which commenced in September 2010, and the ongoing environmental assessment of the Site and the proposals, prompted a series of further slight amendments to the design of the proposed Development. This included relocating the main internal access road a sufficient distance to the east of the Travelodge to avoid any significant adverse noise, vibration and air quality impacts as a result of the predicted increase in on-site traffic flows.

The general internal arrangements of the amenity building were amended to suit the Applicant’s operational requirements and the areas of public outdoor space, including picnic areas, were relocated to provide safe and secure areas closer to the amenity building. The landscaping proposals were refined to take account of proposed ecological enhancements. A pond was removed from the scheme design to avoid potentially onerous health and safety and maintenance issues. The locations and general layout of all parking areas were improved to ensure safe pedestrian routes across the Site.

These final amendments resulted in the proposed Development for which the Applicant is seeking full planning permission.

The Proposed Development

Amenity Building

The location and layout of the proposed Amenity Building are indicated in Figures 3 and 4 respectively and the external elevations of the building are presented in Figure 5.

The single-storey Amenity Building would be located in the northern part of the Site. A canopied landscaped area would be provided along the southern side of the building, including external seating, a picnic area and children’s play space. The main public entrance to the building would be included on the southern side.

The Amenity Building would contain:

- Food, hot drinks and retail facilities (currently anticipated to comprise Marks and Spencer ‘Simply Food’, WH Smith, Costa Coffee, Burger King and MOTO’s EDC-branded cafe/restaurant);
- Toilet and shower facilities, including baby change and disabled provision;
- Retail facilities (occupiers currently unconfirmed but intended to be non-food, tourist-related outlets);
- A tourist information point (unmanned but with potential to become manned in the future);
- Kitchen, storage and other ancillary facilities; and
- Seating and circulation areas and services.

The Amenity Building would be operational 24 hours per day, 365 days per year.

The retail units would be located in the eastern part of the building and would have a floor-to-ceiling height sufficient to allow additional storage space if required. The western part of the building would have
a slightly reduced elevation in order to minimise material use. An internal glass-fronted concourse would run to the south of the retail units and would include the main public entrance to the building.

The Amenity Building would provide 4,570 square metres ($m^2$) of new floorspace, of which 2,304$m^2$ would comprise the retail component.

The Amenity Building would have a maximum height of 7.5m above ground level (agl) for the retail units in the eastern part of the building, reducing to 4.7m agl in the western part of the building.

**Fuel Filling Station**

The location of the proposed FFS is also presented in Figure 3, and the layout and elevations of the facility are presented in Figures 6 and 7 respectively.

The FFS would be located in the south-east corner of the Site and would comprise two structures: a retail building and a forecourt canopy. The retail building would have a maximum height of approximately 4.1m agl and the forecourt canopy is currently envisaged to have a maximum height of approximately 6.3m agl. The retail building would extend to of 124.7$m^2$ and would incorporate front-of-house retail, toilet facilities and back-of-house office, kitchen and storage space. The external ground cover throughout the FFS would be hardstanding. The FFS would include refuelling facilities for cars, motorbikes and HGVs, as well as air pumps and vacuum facilities.

**Parking Proposals**

The proposed Development would provide the required amount of parking spaces for the proposed on-site uses, as shown on Figure 3 and detailed in Table 1.

**Table 1: Parking Proposals**

<table>
<thead>
<tr>
<th>Parking Type</th>
<th>Existing Number of Spaces</th>
<th>Proposed Number and Approximate Location of Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visitors (Main Car Park)</td>
<td>110</td>
<td>251 in the centre of the Site, immediately to the south of the Amenity Building</td>
</tr>
<tr>
<td>Staff</td>
<td>0</td>
<td>35 in the north-west corner of the Site and 2 within the main car park</td>
</tr>
<tr>
<td>Travelodge</td>
<td>37</td>
<td>37 in the west of the Site, adjacent to the Travelodge</td>
</tr>
<tr>
<td>Caravans</td>
<td>0</td>
<td>4 to the west of the Amenity Building</td>
</tr>
<tr>
<td>Motorbikes</td>
<td>0</td>
<td>10 to the west of the Amenity Building</td>
</tr>
<tr>
<td>Coaches</td>
<td>6</td>
<td>6 to the east of the main car park</td>
</tr>
<tr>
<td>HGVs</td>
<td>18</td>
<td>18 in the north-east of the Site</td>
</tr>
</tbody>
</table>

In addition, cycle parking stands with space for four bicycles would be provided for staff adjacent the western side of the Amenity Building.

**Public Realm, Landscaping and Ecological Enhancements**

An illustrative plan of the proposed hard and soft landscaping within the Development is provided in Figure 8.

A pedestrian plaza, including a play area, would be created to the south of the Amenity Building, creating an easy link into the main car park through the use of contrasting surface materials and the positioning of both soft and hard landscape elements such as planting beds and seating.
The car parks would be partially screened by low level mixed species hedges, including species such as hornbeam, hawthorn and beech, with small ornamental trees located at the ends of the hedge lines.

A belt of native whip planting (i.e. small trees) would be planted along the southern Site boundary to provide a visual screen and some ecological benefit to local wildlife (e.g. birds and bats). This would be reinforced with sporadic groupings of native trees and berry or fruit producing trees. All planting would be native to the local area where possible. The landscape proposals would introduce an avenue of trees along the new access road.

To compensate for the loss of the existing area of unmanaged grassland in the north-west corner of the Site, new areas of unmanaged grassland with a wildflower mix would be located in the south of the Site on either side of the main access. This would complement the whip planting mix, providing visual screening for the FFS.

A 4m wide buffer zone would be included along the northern Site boundary, accommodating a 2.5m wide drainage feature as part of the sustainable drainage system (SUDS) for the proposed Development, and a 1.5m wide root zone for native hedge planting. The hedge would provide screening of the Amenity Building for views from the north.

The proposals for the eastern and western boundaries are similar to the northern boundary and would include SUDS drainage infrastructure where possible. These hedges would be punctuated with medium to large native field trees.

The landscape proposals comprise the creation of an Ecological Area in the north-east corner of the Site, comprising a wetland-type habitat with areas of managed grassland, which would provide suitable habitat for reptiles and would encourage birds and bats. The boundaries would be a continuation of the eastern boundary treatment, i.e. native hedge planting with groups of trees.

**Demolition and Construction**

The demolition and construction activities associated with the proposed Development would comprise the following broad stages:

- Phase 1: Construction of new Site access roundabout and new or altered parking areas for staff, Travelodge guests, HGVs and coaches;
- Phase 2: Construction and fit-out of new Amenity Building, fuel filling station (FFS) and associated infrastructure;
- Phase 3: Demolition of existing amenity building; and
- Phase 4: Demolition of existing FFS and completion of external works including landscaping.

At this stage, the key dates for demolition and construction are anticipated to be as follows:

- Phase 1: October 2012 to January 2013 (approximately 12 weeks);
- Phase 2: January 2013 to July 2013 (approximately 28 weeks);
- Phase 3: July 2013 to September 2013 (approximately 8 weeks); and
- Phase 4: September 2013 to October 2013 (approximately 4 weeks).

The Contractor would be required to prepare a Site-specific Environmental Management Plan (EMP). The preparation of an EMP is an established method for managing potential environmental impacts of construction works and is consistent with methods adopted for other major schemes in urban areas. The EMP would be an operational manual for carrying out environmental controls and monitoring during works, and would include reference to essential standards for dealing with waste and materials, air quality
and noise. It would be discussed with PKC’s Environmental Health Department prior to being submitted for approval by PKC.

The EMP would include:

- Restrictions and targets for specific work activities to minimise environmental impacts, including disruption and disturbance to local residents, workers and the visitors to the Site;
- Details of the means by which appropriate environmental monitoring, record keeping and reporting would be managed to ensure the above targets are being met;
- Procedure(s) to deal with any necessary ‘abnormal’ works that could result in deviation from the agreed procedures and targets; and
- Provision of a programme of regular environmental audits and reviews at key stages in the construction programme.

**Transportation and Access**

A Transport Assessment has been undertaken for the proposed Development. This showed that the road network surrounding the Site is relatively lightly trafficked and currently operates below capacity.

No significant environmental impacts would be likely as a direct result of demolition and construction vehicles (e.g. HGVs) accessing the Site and the implementation of an EMP and a Traffic Management Plan would ensure that appropriate control measures are enforced.

Once the proposed Development is operational, a small adverse impact is predicted on the road link between the Site entrance and Junction 6 of the M90 motorway because of the inevitable increase in traffic wishing to access the new on-site facilities. There would, however, be no significant impacts on all other road links.

No significant issues would be likely in terms of accidents and safety; disruption and driver delay; fear, intimidation and pedestrian amenity; or severance during the demolition, construction and operational phases of the proposed Development.

**Noise and Vibration**

An assessment of the impacts of the demolition and construction works, together with the operation of the completed Development, was undertaken in relation to a number of existing noise and vibration-sensitive receptors in the vicinity of the Site (e.g. nearby residential properties and the on-site Travelodge).

Baseline noise surveys undertaken in September 2010 revealed that the existing noise climate on and in the vicinity of the Site is dominated by road traffic noise from the local highway network.

During the demolition and construction phases, measures to mitigate and control noise and vibration would be implemented in accordance with appropriate planning conditions. Additionally, further noise and vibration monitoring during demolition and construction would ensure compliance with national standards. As such, given the limited number of existing sensitive receptors in the vicinity of the Site and existing high noise levels, some worst-case minor adverse impacts would be likely during the demolition and construction phases of the Development.

With respect to operational traffic, the Development would not give rise to a significant increase in road traffic noise.
With the implementation of appropriate mitigation measures, new noise sources associated with the operation of the Development, such as fixed mechanical plant, service and delivery vehicles, would have negligible impacts on existing nearby receptors.

**Air Quality**

Impacts to sensitive receptors (e.g. nearby residential properties and the on-site Travelodge) from dust created by demolition and construction activities would be inevitable and cannot be entirely eliminated, particularly during dry and windy conditions. Construction vehicles would also give rise to temporary increases in emissions of pollutants. However, emissions from on-site plant would likely be insignificant. Any adverse impacts would be minimised and controlled through the implementation of an EMP.

Once the proposed Development is operational, no significant local air quality impacts would be likely to occur, either from building services plant or from vehicles.

**Landscape and Visual Impact**

The Site is currently very well enclosed by existing topography and woodland planting, such that there are very few opportunities for views of the existing facilities from the surrounding landscape. While the new Development would result in changes to the layout of the Site, the impacts would be minimal owing to the limited intervisibility between the Site and the local area. No impacts on the character of the surrounding landscape have been identified. The landscape character of the Site itself would experience some temporary minor adverse impacts during demolition and construction activities, but some permanent minor beneficial impacts would be expected once the completed Development is operational.

The Development proposals would not extend above the existing tree lines to the east, south and west, and visual impacts would therefore be limited to views from the north where the removal of existing planting would open up views of the proposed MSA building from Gallowhill Farm, Gallowhill Road and the southbound carriageway of the M90 over a short distance. Mitigation is proposed in the form of new, tall hedgerow planting along the northern boundary of the Site, which would ultimately reduce the significance of impacts to negligible in general, with some localised to minor adverse impacts remaining after approximately 10 years.

**Archaeology and Cultural Heritage**

The only element of any interest within the Site is a 1940s storage building in the south-eastern corner of the Site which survives from the temporary Turfhill’s military camp. This has local historical interest and it is recommended that it is recorded in advance of its demolition.

A number of listed buildings were identified in the wider area and Kinross Conservation Area lies approximately 1km to the east, on the other side of the M90 motorway. The closest listed building to the Site is the Category B Turfhill’s House, approximately 150m to the west. However, given topography and intervening buildings and vegetation, none of these designated buildings or areas would be subject to any adverse impacts to their fabric or settings as a result of the proposed Development.

There is very little potential for archaeological remains of the pre-modern era to survive across the Site, given the understanding of the area’s history, and any remains are likely to have been harmed by more recent activity. Any surviving deposits are unlikely to be of more than local importance. However, it is
recommended that a limited amount of further investigation, in the form of archaeological monitoring of initial intrusive site works, be undertaken to corroborate this assessment.

**Ground Conditions and Water Resources**

The implementation of an EMP would help to control and reduce potential impacts to surface water resources, soils, groundwater, buried structures and services, and visitors to the Site. However, some risks cannot be totally eliminated and minor risks from contaminants leaching into soils and groundwater and from accidental spillages would remain. The completion of a Foundation Works Risk Assessment prior to construction of the proposed Development would reduce the risk of adverse impacts to groundwater.

The results of intrusive site investigations would be used to avoid risks of direct contact with contaminated soils, contaminated groundwater or ground gas once the proposed Development is operational. Risks to soil and groundwater from the operation of the FFS, and from storage and handling of fuel and chemicals, would remain but would be minimised as much as practicable. The operation of the proposed Development is not considered to pose any risk to phosphate levels in the Loch Leven catchment. Appropriate ground gas protection measures would be incorporated in the scheme design if necessary. Risks from flooding are each assessed as being negligible once the proposed Development is operational.

**Ecology**

A desk-based study and subsequent surveys for reptiles and bats concluded that the Site currently contains habitats which range from negligible ecological value to, at best, ecological value within the context of the Site. The Site and its immediate vicinity are of local value for birds but of negligible value for bats and reptiles.

There would be changes to the existing habitats of ecological value at the Site as a result of the proposed Development. However, suitable mitigation measures in the form of habitat enhancement, creation and management (as described above), and the implementation of an Ecological Management Plan, would result in an overall improvement in the ecological value of the Site. This would include the introduction of suitable new species, whilst protecting the existing species of ecological value.

**Cumulative Impacts**

An assessment of the likely environmental impacts of the proposed Development in combination with the environmental impacts arising from two already consented schemes nearby was undertaken. These ‘cumulative schemes’ were agreed with PKC and comprise a new residential development of 84 houses (approximately 400m south-east of the Site), and a 60-bedroom residential care home (also approximately 400m south-east of the Site).

In assessing the cumulative impacts, two types of impact have been considered:

- **Type 1 impacts**: Combined impacts of individual impacts arising from the Development, for example noise, dust and visual impacts from the proposals on a particular receptor; and
- **Type 2 impacts**: the combined impacts from the Development and the other two 'cumulative schemes', which individually might be insignificant, but when considered together could amount to a significant cumulative impact.

For Type 1 cumulative impacts it is envisaged that during demolition and construction works, dust, noise, vibration and visual intrusion could arise in combination for visitors to the Site and for occupants of the Travelodge. However, these impacts would be reduced through effective Site management practices, implemented via an EMP for the proposals. Also, it is important to note that in line with the EMP, there would be no demolition and construction activities, and therefore no adverse impacts, during night-time hours when residents of the Travelodge would be sleeping.

Overall, it is considered unlikely that significant adverse Type 2 cumulative impacts would occur during demolition, construction or operation, with the exception of occasional temporary minor adverse impacts from dust and traffic emissions during demolition and construction activities. There could also be, at worst, temporary minor adverse impacts to local landscape character during demolition and construction. In terms of beneficial impacts, significant ecological benefits could be afforded by the cumulative schemes, in conjunction with the Development, through the inclusion of well designed and appropriate ecological enhancements.

**ES Availability and Comments**

The ES is available for viewing by the public during normal office hours at the PKC Planning Department. Comments on the planning application should be forwarded to PKC at the following address:

Perth and Kinross Council
Pullar House
35 Kinnoull Street
Perth
PH1 5GD

Tel: 01738 475 000

Additional copies of the NTS are available free of charge. Copies of the full ES are available for purchase in both CD-ROM and paper format (price on application). For copies of these documents, please contact:

Waterman Energy, Environment & Design Ltd
Cumbrae House
15 Carlton Court
Glasgow
G5 9JP

Tel: 0141 418 1900
email: eed@waterman-group.co.uk