

Perth and Kinross Council
Development Management Committee –15 April 2015

Pre-Application Report by Development Quality Manager

**Park and ride facility with associated car parking at Walnut Grove, Kinfauns,
Perth, PH2 7XZ**

Ref No: 15/00008/PAN

Ward No: N1 - Carse

Summary

The aim of this report is to inform the Development Management Committee of the likelihood of a forthcoming major planning application for a proposed park and ride facility at Walnut Grove on the eastern edge of the city of Perth. The report also aims to highlight the key planning policies, the likely stakeholders who would be involved in the decision making process and to offer a brief overview of the key planning issues which are likely to be relevant to the proposal.

BACKGROUND AND DESCRIPTION

- 1 In accordance with the provisions of the Town & Country Planning (Scotland) Act 1997 (as amended), a Proposal of Application Notice (PAN) was served on the Council on 26 February 2015. The purpose of this report is to inform the Committee of a forthcoming major planning application for a new park and ride facility and associated works at Walnut Grove, on the eastern edge of the city of Perth. The presentation of this pre-application report to the Committee also allows the Committee an opportunity to highlight any additional issues which it would like to see addressed during the consideration of the planning application.
- 2 The whole development site covers an area of approx. 8 ha, however the area which would be subject to the actual park and ride facility would cover a smaller area of approx. 1.5 ha. The remainder of the site would be the subject of associated landscaping and a SUDS system.
- 3 The PAN suggests that the proposed park and ride facility would accommodate approx. 240 vehicle parking spaces and would include associated bus interchange infrastructure. The site would be accessed from the west bound link road between the A90 trunk road and the A85. The facility when operational would be accessible to traffic exiting junction 11 of the A90 (from the direction of Dundee) or from the M90 (from the direction of Edinburgh). The PAN also states that the proposal is to include appropriate pedestrian provision.

ENVIRONMENTAL IMPACT ASSESSMENT

- 4 The proposal has been screened and is considered to be an Environmental Impact Assessment (EIA) development under the EIA 2011 regulations. The proposal has also been through the EIA scoping process, which aims to narrow

the scope of the EIA to focus on the key issues which are specifically relevant to the development proposed. To this end, any formal planning application would be accompanied by an EIA and be processed as an EIA development.

PRE-APPLICATION PROCESS

- 5 The Proposal of Application Notice (reference 15/00008/PAN) outlined that a formal public exhibition was held on the 10 March 2015 at the Edrington Group Offices, Walnut Grove. The West Carse Community Council, local MPs/MSPs/Councillors and affected residents were made aware of the submission of the Proposal of Application Notice and provided with details of proposed public exhibition. The results of the community consultation are to be incorporated into a Pre-application Consultation report that would then be submitted as part of any formal planning application.

NATIONAL POLICY AND GUIDANCE

- 6 The Scottish Government expresses its planning policies through the National Planning Framework (NPF) 3, The National Roads Development Guide, the Scottish Planning Policy (SPP) 2014 and its series of Planning Advice Notes (PAN).

National Planning Framework

- 7 The NPF3 is a long-term strategy for Scotland and is a spatial expression of the Government's Economic Strategy and plans for development and investment in infrastructure. Under the Planning etc (Scotland) Act 2006 this is now a statutory document and material consideration in any planning application. The document provides a national context for development plans and planning decisions as well as informing the on-going programmes of the Scottish Government, public agencies and local authorities.

The Scottish Planning Policy 2014

- 8 The Scottish Planning Policy (SPP) was published on 23 June 2014 and sets out national planning policies which reflect Scottish Ministers' priorities for operation of the planning system and for the development and use of land. The SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances. It directly relates to:
 - the preparation of development plans;
 - the design of development, from initial concept through to delivery; and
 - the determination of planning applications and appeals.
- 9 The following sections of the SPP are likely to be of particular importance in the assessment of this proposal:-
 - Sustainability : paragraphs 24 - 35
 - Placemaking : paragraphs 36 – 57

- Supporting Business and Employment : paragraphs 92 - 108
- Valuing the Historic Environment : paragraphs 135 – 151
- Valuing the Natural Environment : paragraphs 193 – 218
- Maximising the Benefits of Green Infrastructure: paragraphs 219 – 233
- Managing Flood Risk and Drainage: paragraphs 254 – 268
- Promoting Sustainable Transport and Active Travel : paragraph 269 - 291

10 The following Scottish Government Planning Advice Notes (PAN are likely to be of relevance to the proposal,

- PAN 3/2010 Community Engagement
- PAN 1/2011 Planning and Noise
- PAN 2/2011 Planning and Archaeology
- PAN 1/2013 Environmental Impact Assessment
- PAN 40 Development Management
- PAN 51 Planning, Environmental Protection and Regulation
- PAN 61 Planning and Sustainable Urban Drainage Systems
- PAN 66 Best Practice in Handling Planning Applications affecting Trunk Roads
- PAN 75 Planning for Transport

REGIONAL TRANSPORT STRATEGIES

11 The following regional transport strategies are likely to be relevant to the proposal,

TACTRAN - Park and Ride Strategy and Action Plan

12 This action plan identified the proposal as a potential site for a new park and ride facility. The action plan states that the site is one of two potential sites to the east of Perth that have the potential to generate the largest demand of usage for Perth commuters. Although the corridor route for the bus service from the site to Perth city centre is congested with limited scope for bus priority measures in the short to medium term, it does offer a viable bus route into Perth city centre. In addition, in the longer term this route would benefit from the proposed A9 to A94 link road and Tay Crossing as this is forecast to reduce congestion in Perth city centre.

13 The action plan also states that the site at Walnut Grove should be given priority as it has potential to operate successfully in the short to medium term as well as being a longer term beneficiary of the A9 to A94 link road.

TACTRAN - Regional Transport Strategy 2008 – 2023

14 This Strategy has been prepared in partnership with the four constituent Councils and with input from a wide range of key stakeholders. TACTRAN's Vision is to deliver:

“a transport system shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable and which promotes the health and well-being of all.”

DEVELOPMENT PLAN

- 15 The Development Plan for the area comprises the TAYplan Strategic Development Plan 2012-2032 and the Perth and Kinross Local Development Plan 2014.

TAYPlan Strategic Development Plan 2012-2032

- 16 TAYPlan sets out a vision for how the region will be in 2032 and what must occur to bring about change to achieve this vision. The vision for the area as set out in the plans states that:

“By 2032 the TAYplan region will be sustainable, more attractive, competitive and vibrant without creating an unacceptable burden on our planet. The quality of life will make it a place of first choice where more people choose to live, work, study and visit, and where businesses choose to invest and create jobs”

- 17 The following sections of the TAYplan 2012 are of particular importance in the assessment of this application.

- Policy 1 – Location Priorities
- Policy 2 – Shaping better quality places
- Policy 3 – Managing TAYPlans Assets

PERTH AND KINROSS LOCAL DEVELOPMENT PLAN 2014

- 18 The Local Development Plan was adopted by Perth and Kinross Council on 3 February 2014. It is the most recent statement of Council policy and is augmented by Supplementary Guidance.

- 19 The LDP sets out a vision statement for the area and states that:

“Our vision is of a Perth and Kinross which is dynamic, attractive and effective which protects its assets whilst welcoming population and economic growth.”

- 20 Under the LDP the site lies within the settlement boundary of Kinfauns, where the following policies are likely to be applicable,

- PM1 – Placemaking
- PM2 – Design Statements
- TA1 – Transport Standards and Accessibility Requirements
- CF1 – Open Space retention and provision
- CF2 – Public Access
- HE1 - Scheduled Monuments and Non Designated Archaeology

- HE2 – Listed Buildings
- NE1 – Environment and Conservation Policies
- NE3 – Biodiversity
- NE4 – Green Infrastructure
- EP2 – New Development and Flooding
- EP3 – Water Environment and Drainage
- EP5 – Nuisance from Artificial light and Light Pollution
- EP8 – Noise Pollution
- EP11 – Air Quality Management Areas

21 In addition to these policies, part of the site has been identified within the LDP as the following transport infrastructure site,

Ref	Location	Size	Uses
RT1	West Kinfauns	N/A	Park and ride
<p>Site Specific Developer Requirements</p> <p>1. Enhanced landscape framework to be created incorporating biodiversity improvements.</p> <p>2. A transport assessment with appropriate attention to the impact of vehicular emissions, noise and light pollution on nearby properties.</p>			

OTHER COUNCIL POLICIES / DOCUMENTS

Enterprise and Infrastructure Committee Strategic Transport Network Issues - 26 August 2009 (09/405)

- 22 This report outlines the findings of a major review of transport issues in and around the city of Perth. The report in particular highlights the requirement for significant improvements in transport infrastructure, including a major new Cross Tay Link Road, in order to accommodate the future development of the city.
- 23 The report also states that as part of the strategy approach adopted through the previous studies carried out by the Council, options include the implementation of a sustainable package of measures including pedestrian and cycling improvements, additional park and ride sites and improved public transport would likely improve real and perceived road safety for vulnerable groups particularly within the city centre as traffic levels are reduced.

Shaping Perth's Transport Future: A Transport Strategy for Perth and the Wider Region 2010

- 24 This document sets out the Councils overarching vision for Perth's Transport Future which is to

“provide a transport system in and around Perth that will support sustainable economic growth, protect and improve the environment and improve social inclusion and accessibility.”

- 25 This vision is underpinned by a number of strategic objectives, including the need to improve accessibility to key facilities (e.g. health, education, leisure facilities, key employment areas, the City Centre and tourist attractions).

Perth Traffic and Transport Appraisal - October 2010

- 26 Against a backdrop of continued population growth and economic development, Perth and Kinross Council commissioned Halcrow Group Limited to assess the transport problems in and around Perth and consider potential solutions. Whilst economic conditions are still challenging, this appraisal states that it is fully expected that demand for development will return and the study looks at the transport problems in the context of Perth and its immediate surroundings, considering local transport issues and regional transport issues where appropriate.
- 27 Paragraphs 2.4.27/28 of the appraisal states that a major bottleneck occurs in Perth as traffic from the A93, A94 and A90 meets local traffic trying to cross the river Tay. The areas surrounding the bridges regularly experiences congestion in the morning and afternoon peak and the current road layout and topography of the area severely restricts the potential to introduce bus lanes or other bus priority measures on Dundee Road or on the bridges themselves. This is particularly true for Perth Bridge, which is a Scheduled Monument and therefore subject to very strict controls on its use. To overcome this problem, the appraisal states that a new Park and Ride site just off the A90 at Walnut Grove is proposed and feasibility studies are currently underway. The introduction of a park and ride facility at Walnut Grove would allow people from the Dundee, Invergowrie and Errol areas to park at the edge of the city centre and complete their journeys by bus removing traffic from the city centre.

PLANNING SITE HISTORY

- 28 The site has no formal planning history, with the exception of an EIA Scoping Opinion which was issued by the Council in 2011 (11/01054/PREAPP).

CONSULTATIONS

- 29 As part of the formal planning application and the associated EIA process, the following parties would likely be consulted. Other interested parties may be consulted at the discretion of the Council.

External

- SEPA
- Scottish Natural Heritage
- Scottish Water
- Historic Scotland

- Transport Scotland
- RSPB
- Tay Salmon Fisheries Board
- West Carse Community Council

Internal

- Perth and Kinross Heritage Trust
- Community Greenspace (*in relation to impact on existing open space and public access*)
- Biodiversity Officer
- Environmental Health (*in relation to Noise, light pollution and Air Quality*)
- Strategic Planning and Policy
- Transport Planning
- Structures and Flooding

KEY ISSUES ARISING FROM A FUTURE PLANNING APPLICATION

- 30 The key considerations likely to be arising from the submission of a formal planning application / Environmental Statement include,
- a) Landscape and Visual Assessment
 - b) Surface Water and Groundwater
 - c) Flooding Issues
 - d) Impact on Ecology and Wildlife
 - e) Impact on the Environmentally Sensitive River Tay
 - f) Noise issues
 - g) Impact on Air Quality
 - h) Lighting pollution
 - i) Access and Traffic considerations
 - j) Impact on archaeology
 - k) Impact on existing open space
 - l) Providing appropriate pedestrian links
 - m) Consideration of alternative sites

ADDITIONAL STATEMENTS REQUIRED

- 31 In order to support the planning application, the following supporting documents are likely be required,
- Environmental Statement (*including key chapters on landscape and visual impact, noise, air quality, ecology, traffic movements*)
 - Planning Statement
 - Design and Access Statement
 - Pre-Application Consultation Report
 - Construction and Environment Management Plan (CEMP)
 - Transport Assessment
 - Detailed Landscaping Schedule
 - Summary of alternative sites considered

CONCLUSION AND RECOMMENDATION

- 32 This report summarises the key issues which should be considered as part of the appraisal of any subsequent planning application which may be lodged in respect of this development and members are recommended to note these key issues and advise officers of any other issues which they consider should be included as part of formal submission and subsequent assessment.

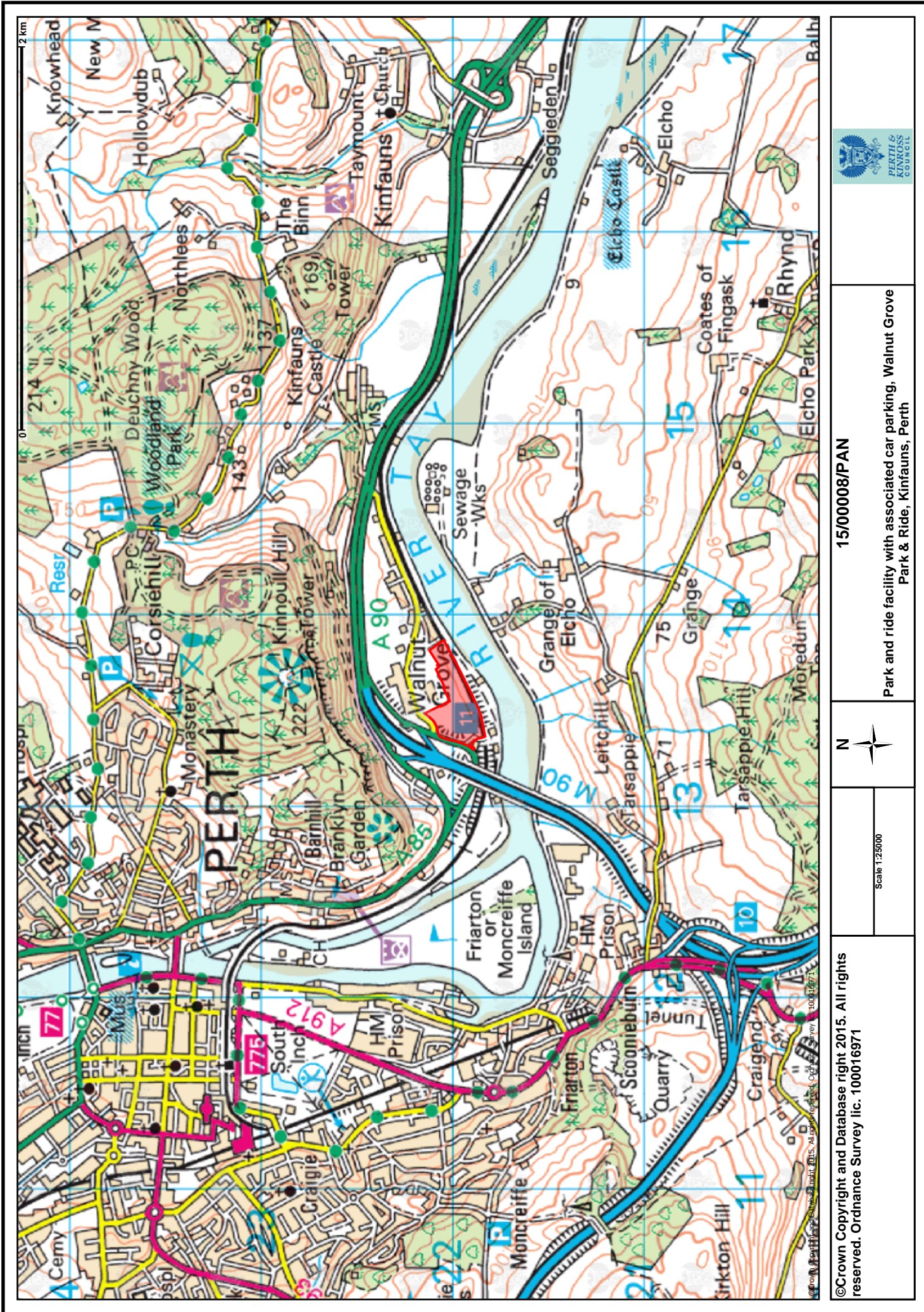
Background Papers: None
Contact Officer: Andy Baxter – Ext 75346
Date: 30 March 2015

Nick Brian
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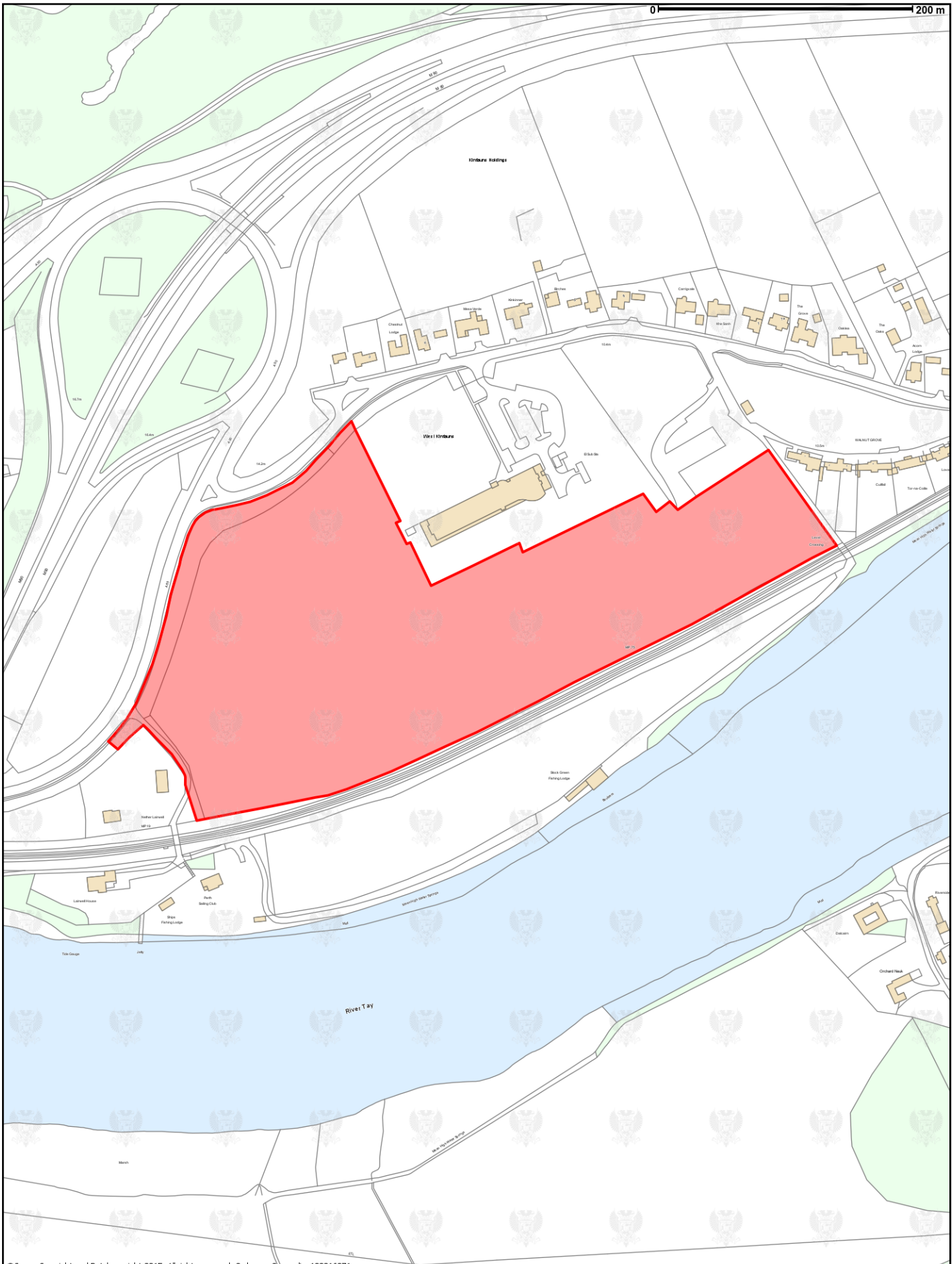
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Park & Ride, Kinfauns, Perth



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