

Black's Road Park & Ride Extension






Environmental Statement Volume 1: Non-Technical Summary



Document Control Sheet

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Issue

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1 Background

The Department for Infrastructure (DfI), Transport NI Eastern Division, has commissioned Amey to undertake an Environmental Statement to support the **planning application for an extension to the existing Black's Road Park and Ride car park** in Dunmurry. The Park and Ride site is being extended as it is approaching capacity. It is also expected that the site will constitute one of the mitigation measures to reduce traffic volumes in Belfast City Centre for the duration of the York Street Interchange upgrade works.

At present buses travel from the Black's Road Park and Ride directly into Belfast City Centre, Europa Bus Station and return using the same route. This service runs Monday to Friday; and is not operational on the weekends.

The scheme will provide an additional 307 parking spaces to the existing Park and Ride facility and will incorporate LED Street lighting at reduced heights.

2 EIA Screening

As the scheme falls within Category 10(b) of Schedule 2 of the Planning (Environmental Impact Assessment) Regulations (NI) 2015, Belfast City Council is obliged under Regulation 10 to make a determination as to whether the planning application should be accompanied by an Environmental Statement.

Following submission of the planning application to Belfast City Council, the council decided that the proposed development would be likely to have significant effects on the environment and it was therefore determined that the planning application must be accompanied by an Environmental Statement.

3 EIA Scoping and Consultation

Scoping is the process which determines those environmental topics where significant effects may occur and which therefore require further assessment.

An Environmental Study Report was produced in April 2016 to identify potential environmental constraints and determine if the scheme would result in any

significant effects. The Study Report concluded that there would be temporary impacts from construction for nature conservation, geology and soils, road drainage and water environment, noise and air quality as well as visual impacts, however, these were deemed temporary and none were considered to be significant.

The report concludes that with best practice measures and adherence to pollution prevention guidelines, once operational there will be no significant residual impacts on all topics with the exception of nature conservation.

Transport NI subsequently submitted the proposed scheme to the formal Pre Application Discussion Process. As part of this process Belfast City Council Planning Service consulted a number of statutory authorities. The main comments from these consultations are as follows:

- The application site is unlikely to have an impact on any sites of local/national/international importance for natural heritage and conservation areas.
- City and Neighbourhood Services; Environmental Health requested a Detailed Air Quality Assessment to be undertaken due to the close proximity of an Air Quality Management Area.
- A Transport Assessment is required to detail the effect additional/diverted traffic will have on the road network utilising the site.
- A Drainage Assessment, in accordance with PPS 15, **is required due to "additional hard-surfacing over 1000m²".**

Following submission of the planning application, Belfast City Council made the determination that an ES was required due to the potential air quality impacts. The ES addresses the responses received during the Pre Application Discussion process.

4 Planning Policy

The RDS 2035 highlights that Belfast has benefited from significant public transportation investment with the introduction of Park and Ride facilities as well as other public transport measures and supports development of this kind under

RG2: *Deliver a balanced approach to transport infrastructure.*

Use road space and railways more efficiently- Continued investment in public transport and in infrastructure such as the development of quality multi-modal facilities and park and ride sites will encourage motorists to take the bus or train for the main part of their journey and reduce the volume of traffic on the network.

The Belfast Metropolitan Area Plan 2015 seeks to reduce reliance on the car by a closer integration of transportation and land use, by promoting a significant improvement in public transport and by management measures to influence the choice of travel mode.

6 The Scheme

The proposed scheme is located approximately 6.4km south west of Belfast City Centre, in Dunmurry. **Black's Road is an arterial road for travellers moving from greater Belfast and commuters travelling in and out of Belfast via the M1.** The existing Park and Ride facility contains 247 parking spaces, 13 disabled spaces and 4 bicycle spaces (refer **NTS Figures 1** and **2** in **Appendix A**).

The improvements will extend the existing **Black's Road Park and Ride facility.** The proposed scheme will provide an additional 307 parking spaces to the existing facility.

The extension will require a drainage ditch to be culverted over a length of 125m connecting to an existing pipe flowing under the motorway. The culvert will be a precast 1200mm pipe sized to avoid any potential flood risk. Car park drainage will incorporate a Sustainable Drainage System (SuDS) with attenuation.

The new car park will require approximately 12,000m³ of fill material to be imported to the site. LED street lighting with no back lights at reduced heights are also

proposed for this scheme due to its location near the motorway. Site works are expected to take approximately 12 weeks to complete.

7 Alternatives

During the design process, three options were developed for the site. As each option involved the culverting of a watercourse, they were presented to the Rivers Agency in order to assess the viability of the culvert in order to optimise the existing land on which to construct the car park.

Options 1 and 2 were considered feasible, whereas option 3 was discounted by Rivers Agency due to flooding issues along the Glen River.

The design chosen was a revision of option 2 which resulted in the culverting of approximately 125m of the drainage ditch present on site with an additional 307 parking spaces. This option maximises the number of spaces in relation to the site constraints (need to culvert watercourse and existing topography).

8 Transport Assessment

Baseline conditions were determined by a desk top based study and a site visit on Wednesday 27th July 2016. This included junction modelling and computer analysis to determine the effect the traffic associated with the proposed Park and Ride extension will have on the neighbouring junctions.

A scoping study meeting was held on Monday 25th July 2016 between Amey and Transport NI. The meeting discussed the approach to the study and identified the potential impact that the development proposal is likely to have on the surrounding highway network.

Black's Road Park and Ride usage figures were received from Transport NI and identify that on average a total of 205 Park and Ride spaces are utilised per day with a total of 15 drop off trips. To profile this existing usage and apply to the Park and Ride extension, a survey was conducted at Black's Road Park and Ride site on Wednesday 27th July 2016.

There is limited cycling infrastructure in the vicinity of the scheme, however pedestrian facilities are considered to be of a good standard with direct pedestrian **access onto Black's Road available.**

No changes to the bus frequency have been proposed to service the extended Park and Ride as it is assumed that the capacity on the service is adequate to cope with demand. It is proposed that bus services will be monitored to assess the need for an increased number of buses and to adjust the timetable accordingly. As part of the scheme, space will be made available to accommodate 22 bicycle spaces.

In conclusion the assessment demonstrates that the Park and Ride extension at **Black's Road is not likely to have an adverse impact on the surrounding road network.**

9 Air Quality

Baseline conditions were determined by a combination of desk top study and air quality modelling. The desk top study identified Air Quality Management Areas (AQMAS), automatic monitoring stations and sensitive receptors located within the study area. The study area was a 350m boundary from the scheme footprint.

The desk top study identified four AQMAS within Belfast City Council area and one continuous monitoring station **located at Stockman's Lane**, monitoring levels of nitrogen dioxide and PM₁₀. The area immediately surrounding the scheme is suburban in nature with the majority of receptors being residential. There are no ecological designated sites within 50m of the proposed scheme.

Construction has the potential to generate dust emissions from earthworks including removal of topsoil, handling on site and deposition, construction of cuttings and embankments, stockpiling and handling of loose materials. Dust emissions may also be due to vehicle movements, however the dust risk during the construction phase is deemed to be low. Best practice and pollution prevention measures will be employed during construction and residual effects will not be significant.

Future air quality is expected to improve as a result of anticipated reductions in background air quality and improvement in the control of emissions from road

vehicles. Atmospheric dispersion modelling has shown that the permanent impact of the scheme on local air quality is predicted to be negligible at selected sensitive receptors close to the AQMA. Therefore, there is no evidence to suggest that amending the AQMA boundary should be considered as a result of traffic changes related to the scheme. This applies to both the opening year and ten years after opening. As a result, it is concluded that the scheme will not have a significant impact on air quality.

10 Ecology and Nature Conservation

Baseline conditions were determined from a combination of desk top study and field surveys. The desk top study identified any designated sites within 2km of the scheme. An extended phase 1 habitat survey was undertaken over two site visits, one in February 2016 and the other in August 2016. The study area for the phase 1 habitat survey was the scheme footprint with a 100m buffer. A targeted badger survey was also carried out on these dates within the development boundary.

The main habitats present within the development site are grassland, scrub and tall ruderal with trees along the ditch and on the slopes. These habitats are of value at a local scale for wildlife, particularly for foraging birds. Although relatively undisturbed, the study area lies immediately adjacent to the busiest section of the M1 motorway. There is some potential for the scrub habitat to be used by badgers, although no specific field signs for badgers were identified during either survey.

Construction impacts include the production of dust affecting vegetation, noise disturbance to local wildlife and water pollution. Best practice measures will be employed during construction and residual effects will be not significant.

The scheme will result in the loss of scrub, grassland and ruderal habitat as well as a number of trees. This will have a locally significant effect on birds by reducing available nesting and foraging habitat. Effects on bats are not considered to be significant given the proximity of the motorway and the availability of more suitable habitat elsewhere.

In order to ensure no significant effects on badgers and due to the inaccessible nature of part of the site, it is recommended that the main site clearance works be carried out under ecological supervision to ensure no setts are adversely affected.

11 Cumulative Impacts

During construction cumulative impacts may arise from a combination of noise and dust effects on local residents and wildlife. With mitigation measures in place, these cumulative impacts are not considered significant.

Planning permission has been granted for a residential development at the former Visteon factory, located approximately 0.75km north of the Park and Ride site. Should construction of this development coincide with the car park there is potential for increased temporary nuisance from noise and dust on local residents. However, with appropriate mitigation measures no significant cumulative environmental impacts are anticipated. Any increase in operational traffic from the two schemes is not considered to have an adverse effect on the surrounding road network.

12 Key Mitigation Measures

A Schedule of Environmental Commitments has been prepared and the following non exhaustive list provides key mitigation measures identified.

- Adherence to dust mitigation measures;
- Adherence to best practice measures by contractor;
- Adherence to Pollution Prevention Guidelines (PPGs) during construction;
- Replanting will be undertaken post construction.

13 Conclusion

With adherence to pollution prevention measures and the mitigation measures as set out in the Schedule of Environmental Commitments, construction effects from the extension of the existing Park and Ride facility will be reduced to not significant.

Habitat loss due to the removal of scrub, grassland/ruderal and trees on site will remain significant on a local scale as the habitat creation from replanting is small in relation to the amount of habitat that will be lost.

14 Further Information

The full Environmental Statement will be on display and available for inspection at:

- Transport NI, Eastern Division, Network Traffic and Transportation, Hydebank, 4 Hospital Road, Belfast, BT8 8JL.

The documents are also available to download from:

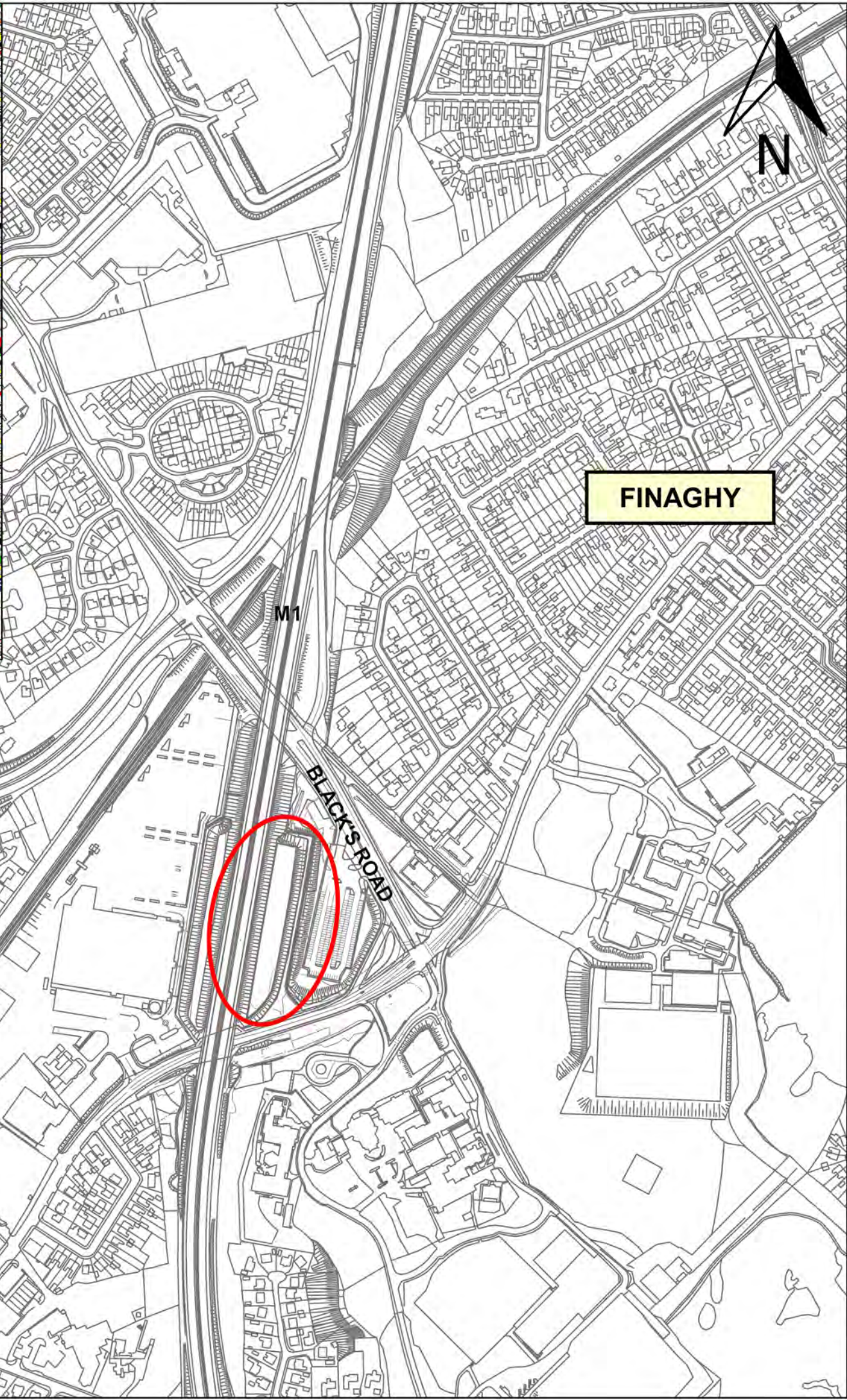
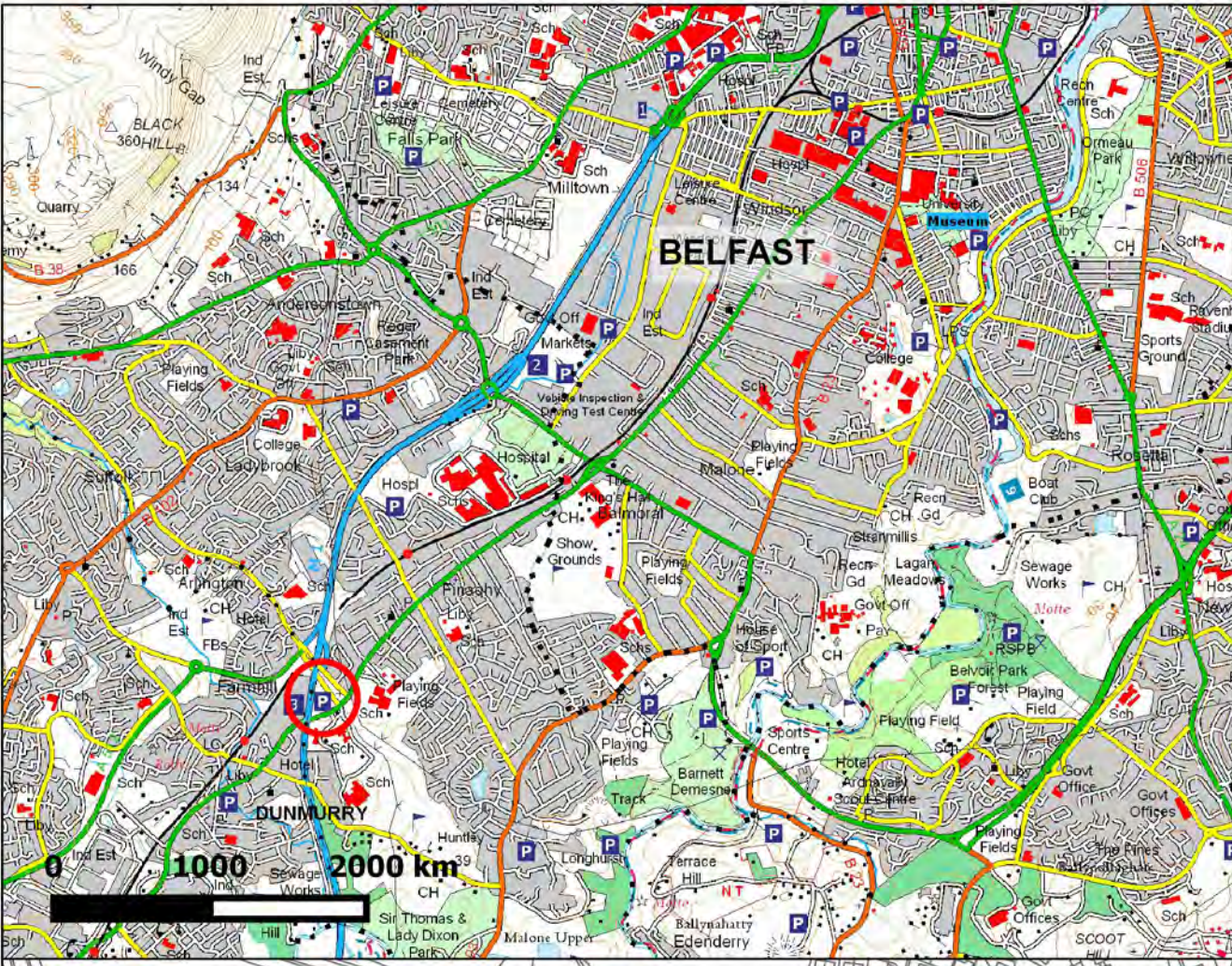
<https://www.infrastructure-ni.gov.uk/topics/road-improvement-schemes>

15 What Happens Next


Construction of the extension of Black's Road Park and Ride Extension will be dependent on approval from Belfast City Council Planning Service. This Environmental Statement will be considered by the Council in making their decision on whether or not to approve the extension to the existing Park and Ride facility.

APPENDIX A:

NTS FIGURES



Legend

 Scheme Location

Rev	Revision Details	Chkd	Appd	Date
Drawn:	JB			Preliminary
Design:	JB			For Comment
Chkd:	HC			For tender
Appd:	AW			For construction
Date:	SEP 2016			As constructed
				Other



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Client
 DFI Transport NI
 Eastern Division
 Hydebank 4 Hospital Road
 Belfast
 BT8 8JL
 (028) 9025 3000



Project Name
 Black's Road Park and Ride

Drawing Title
 Scheme Location

Original Drg Size : A3
 Scale : 5000
 Dimensions :
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Drawing N°
 NTS Figure 1
Rev
 1





Legend

- Scheme Design**
- Parking Space Lines
 - Surfacing
 - Grassed Verge

Rev	Revision Details	Chkd	Appd	Date
Drawn:	JB			Preliminary
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Project Name
 Black's Road Park and Ride

Drawing Title
 Scheme Layout

Original Drg Size : A3 Dimensions :
 Scale : 1:1000 Copyright © Amey

Drawing N°
 NTS Figure 2

Rev
 1