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RENFREWSHIRE COUNCIL									
DEPARTMENT OF PLANNING & TRANSPORT									
14 FEB 2007									
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For the attention of David Bryce

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Our ref: 06/00498

13 February 2007

Dear Sir,

Town and Country Planning (Scotland) Act 1997

06/0602/PP: Redevelopment of Royal Ordnance Factory, Bishopston

Further to your letter of 24 January please accept this letter as an update on our comments of 14 August (copy enclosed), following a meeting with the developers/their agents. I have highlighted the issues about which we remain concerned and the solutions which might be secured by condition, Section 75 agreement or other local authority powers.

UB 55, Station Road

We remain concerned about the danger of bridge strike as a result of increased traffic using UB55 Station Road as an access point to the development and recommend that:

- Network Rail is consulted on detailed proposals for traffic calming measures;
- larger vehicles, including buses, should be prohibited from using the bridge in perpetuity; and
- no construction traffic should be permitted to use the bridge.

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Parking

While additional Station parking is proposed we do not believe the assessment adequately forecasts demand and our experience elsewhere shows the high level of demand for Station car parks in similar circumstances. We therefore recommend that:

- the new car park is provided prior to occupation of any part of Phase One;
- the land identified for future car parking should be developed for that purpose prior to completion of Phase 6; and the new areas of Station car parking should be managed and maintained by the same operator as the existing car park or at the least the new car park should be managed in such a way as to preclude parking by non-station users.

Bishopton Station

Given the significant increase in usage of the Station as a result of the development of the site we would recommend that:

- Station improvement works are carried out at an early stage of Phase One;
- full DDA compliance should be achieved. This should include provision of an upgraded or replacement footbridge with lifts. Without a DDA compliant footbridge passengers who are unable to use stairs would have easy access to trains heading south to Paisley and Glasgow. However on the return in order to reach the car park adjacent to the Station building from Platform 2 a journey of over 200 metres down a ramp from Platform 2, onto Station Road, through the bridge with the pedestrian phase of the signals, uphill on Station Road and through the car park and drop-off area in front of the Station building;
- a larger number of disabled car parking spaces should be better located adjacent to the Station building; and
- detailed discussion is required with Network Rail in respect of alterations to the Station, the existing car parks and embankments to the eastern part of Station Road as these are in the ownership of Network Rail.

In addition due to the close proximity of the development to the operational railway, we would request that the additional points raised in our letter of 14 August are taken into account, and if necessary and appropriate included as conditions or advisory notes, if granting the application.

trust these additional comments are of assistance.

Yours sincerely



Sandra Heberton
Senior Town Planner

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