

**Department of Planning & Transport
Transport Section
Observations on Planning Application**

Our Ref: 32/04
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Planning Application No: 06/0602/PP Dated 28/10/2008 Received 28/10/08

Applicant	BAE Systems (Property Investments) Ltd/
Proposed Development	Regeneration of the site to form a mixed use community growth area. (NEW HOUSING DEVELOPMENT)
Location	Royal Ordnance, Station Road, Bishopton
Type of Consent	Planning Permission- in outline
Ref No(s) of Drg(s) submitted	*

RECOMMENDATION - NO OBJECTIONSSUBJECT TO CONDITIONS

Proposals Acceptable	Y or N	Proposals Acceptable	Y or N	Proposals Acceptable	Y or N
1. General		3. New Roads		4. Servicing & Car Parking	
(a) General impact of development	Y	(a) Widths *		(a) Drainage *	
		(b) Pedestrian Provision *		(b) Car Parking Provision *	
(b) Safety Audit Required	Y	(c) Layout (Horizontal/Vertical Alignment) *		(c) Layout of Parking Bays/ garages *	
(c) Traffic Impact Analysis	Y				
		(d) Turning facilities (Circles/ Hammerheads) *		(d) Servicing Arrangements *	
		(e) Junction Details (Locations/ Radii/sightlines) *			
		(f) Provision for P.U. Services *			
2. Existing Roads				5. Signing	
(a) Type of Connection (Road Junc/Footway Crossing)	*			(a) Location *	
(b) Locations(s) of Connection(s)	*			(b) Illumination *	
(c) Sightlines *					
(d) Pedestrian Provision *					

Comments
Refer to attached report

Conditions
Refer to attached report

Notes for intimation to Applicant

(i) Construction Consent (s21)	REQUIRED
(ii) Road Bond (S17)*	REQUIRED
(iii) Road Openings Permit (s56)*	REQUIRED

Signed  Date 7/11/08.....

PLANNING APPLICATION IN OUTLINE REF NO. 06/0602/PP

**PROPOSED REDEVELOPMENT OF THE ROYAL ORDNANCE FACTORY SITE
IN BISHOPTON**

I refer to the above planning application and the final transport assessment dated 1st September 2008 prepared by JMP for the developers. This document concludes an extensive period of discussion on the transport impact of redevelopment of the ROF site at Bishopton. From the material presented in the final transport assessment and the STAG 1 and 2 reports prepared for Transport Scotland, we offer the following comments on the planning application.

The planning application is broadly associated with 2,500 houses, 138,000 square metres of employment uses and 12,000 square metres of community based development.

In line with current guidance the transport assessment has evaluated people trips generated by this level of development and thereafter assigned trips to different modes of transport. Various assumptions have been made in this respect, both within and external to the development and we are satisfied that the analysis of this is robust. Significantly, the location of the development and the synergy amongst land uses results in a lower generation of road based traffic on the strategic road network than may otherwise have been the case.

The most significant impact of the development from a Roads perspective is the amount of additional traffic anticipated to be generated in the peak periods. Estimates in the transport assessment suggest a traffic generation in the AM peak of 2,447 vehicles per hour and in the PM peak 2,096 vehicles per hour. In consequence the development will have a significant impact on the surrounding roads, especially the M8.

Vehicle access to the development is proposed via distributor roads north and south of Bishopton, linking with the A8 via new roundabouts. Consequently strategic traffic movements to and from the site are not anticipated to have a significant impact on Bishopton. Vehicular access is facilitated to the station car park via Station Road but access will not be possible beyond this into the main development.

A new motorway junction is proposed for the A8 passes over the M8 providing a high standard strategic road connection for traffic to/from destinations east of Bishopton. This proposed junction is the subject of a separate planning application.

Commentary on roads impact

Analysis of the traffic impact of the development over a wide network indicates that all junctions in Bishopton operate satisfactorily within capacity with the exception of the junction off Kingston Road/Greenock Road. At this location traffic signals are proposed.

It is noted that the transport assessment assumes that the junction of Ferry Road/Old Greenock/Porton Place facilitates all movements. In practice, entry to Porton Place is prohibited at this junction. If this scenario was modelled however, junction performance would be improved over what is presented in the report.

Beyond Bishopton, the junctions within the local road network (falling within the responsibility of Renfrewshire Council) where the greatest traffic pressures are likely to occur are Red Smiddy roundabout and St. James interchange (Junction 29 on the M8).

At Red Smiddy slightly increased queue formation during the AM peak period, especially on the Southbar Road approach, may require a degree of mitigation. This is dependant on the timing of the proposed new motorway interchange where the A8 crosses the M8. It will require to be studied in detail in parallel with the design process associated with the new Interchange and may result in a requirement for a degree of mitigation involving widening on the Southbar Rd approach.

Analysis of St. James interchange (Junction 29) suggests that the impact of full development and traffic growth from other sources will significantly increase traffic on all approaches. On the A726 and A737 approaches, traffic queues in excess of 100 vehicles during peak periods are anticipated. In view of extensive improvements carried out to date at St. James interchange, an operational assessment will need to be carried out by the developer to consider this aspect further. Significantly however analysis has assumed a high rate of background traffic growth on the M8. Analysis also assumes that peak hour growth on all arms of the junction will grow without restraint. In practice, network constraints will slow peak hour traffic growth and result in the peak periods becoming longer, ie. traffic growth will be accommodated either side of the present peak periods.

It is not possible therefore to give a definitive view of the operation of Junction 29 following completion of all elements of the development. We are presently awaiting the outcome of the strategic projects review being undertaken by Transport Scotland for the Scottish Government. The M8 corridor between Junction 26 and 29 is identified in both the Structure Plan and the Strategic Transport Strategy as a location for action in view of its importance to the "corridor of growth". Whilst the outcome of the strategic projects review is not known, it is anticipated that proposals will be brought forward to improve traffic conditions in the M8 corridor.

At this stage therefore predicted traffic conditions at Junction 29 should not be considered a reason to oppose the development at the ROF site. It is important however that further detailed analysis of Junction 29 is carried out following publication of the strategic projects review. It is our understanding that the developer is committed to carrying out detailed traffic modelling of Junction 29 as part of the Design Manual for Roads and Bridges design process for the proposed new interchange.

With respect to operation of the trunk roads, analysis predicts that mainline flow conditions will deteriorate on the M8. It is recognised however that there are actions which can be taken to increase mainline capacity such as active traffic management and speed/flow control. Our understanding is that Transport Scotland have not objected to the development and are satisfied with the impact on the M8 subject to a contribution towards flow/capacity improvements. Again this is an issue which may be clarified when the strategic projects review is published. The scenario as presented however which represents essentially the worst case due to the assumption that background traffic growth will be high, suggests that future conditions on the M8 should not be a reason to oppose the development.

New junctions proposed by the development including roundabouts north and south of Bishopton on the A8 and the new interchange on the M8, are all predicted to operate well within capacity. At the north end of the site different alignment options A, B and C as described in the supporting document 'Response to Comments on the Environmental Statement Relating to the Landscape and Visual Resource, have been considered for the roundabout and distributor road. From a traffic perspective the choice of location has no impact on projected traffic distribution. In consideration of Options A, B and C, the report expresses a preference for Option C, the most northerly alternative. Part of the reasoning for this is the manner in which the alignment crosses Old Greenock Rd and the Perimeter Road. It is suggested that crossing these routes at grade would assist pedestrians and cyclists. Whilst we recognise the benefits 'at - grade' crossings bring, we consider that it would be relatively easy to introduce ramping to address this issue in Options A and B. From a roads perspective therefore we do not have a strong preference for a particular option and consider that all three are viable.

Public transport, walking and cycling

Proximity to the Bishopton Railway Station and the initial indications from Transport Scotland that existing 3 car train units will be incrementally replaced by 4 car units on the Ayrshire/Inverclyde lines commencing 2010 (Transport Scotland press release, 11th July 2008), supports the modal split allocated to rail in the assignment. Certainly the ROF site is exceptionally well situated to take advantage of the rail links.

Potential for bus patronage is high, dependent on bus routes being delivered as predicted in figure 5. This aspect of the development can be influenced through the Travel Plan.

Pedestrian and cycling links as indicated in figures 3 and 4 show good connectivity to the existing settlement and surrounding area.

Conclusion

In consideration of the above issues, the response of the Roads Authority to planning application ref no. 06/0602/PP is no objection subject to the following conditions:-

1. Before the submission of any of the reserved matters a scheme for off-site improvements to roads, junctions, footpaths and cycleways (including links into the site) shall be agreed in writing with the Local Planning Authority. This scheme shall be accompanied by a programme of improvement works and the development shall proceed solely in accordance with this programme. The scheme will inform the subsequent submission of reserved matters.
2. Prior to submission of Reserved Matters, a detailed operational assessment should be carried out of Junction 29 (St. James Interchange) and mitigation measures proposed to the satisfaction of the Council.
3. No dwelling shall be occupied (or new building floor space brought into use) until the southern access road and associated rail bridge is constructed and available for use in accordance with details to be agreed with the Local Planning Authority.
4. Prior to the occupation of the 401st residential unit or the bringing into use of the xxxm² of employment floor space (whichever is the sooner) the new junction at the intersection of the A8 Greenock Road and the M8 shall be constructed and brought into use.
5. No more than 900 dwellings shall be occupied or xxxm² of employment floor space brought into use (whichever is the sooner) until the northern access road is constructed and brought into use.
6. That, before any new building is occupied, a site wide Travel Plan for the development as a whole shall be submitted to and approved in writing by the Local Authority. The development shall proceed in full accordance with the agreed Travel Plan.

7. Before the submission of any reserved matters, a strategy shall be submitted to and approved by the Local Planning Authority to demonstrate how a linked network of roads, footpaths and cycleways will serve the new development. The approved strategy will inform reserved matters applications.
8. Before any of the proposed development is occupied, a Traffic Management Plan for the site shall be submitted to and approved in writing by the Local Planning Authority. This Plan shall address the movement and routes for construction vehicles and shall be reviewed on an annual basis at the anniversary of the date of this permission. Management of traffic shall be in accordance with the approved Plan and any subsequent amendments.
9. That, notwithstanding the fact that this permission is in outline only, the link from Station Road to the development on the west side of the railway shall be for the purpose of bus; pedestrian and cycle access only and appropriate measures to control the use of the access shall be submitted to and approved by the Local Planning Authority. The measures shall be implemented in accordance with a programme to be agreed in writing with the Local Planning Authority before any building is occupied.
10. Before any of the proposed development is occupied a bus and Park and Ride strategy will be submitted to and agreed in writing by the Local Planning Authority. This shall include measures for the phased introduction of bus services, details of bus infrastructure (including a bus turning area/layover) details of the phased construction of the Park and Ride facility. The development shall proceed in accordance with the approved strategy.