

RENFREWSHIRE COUNCIL

Application No: 06/1065/PP

A3

DEPARTMENT OF PLANNING AND TRANSPORT  
RECOMMENDATION ON PLANNING APPLICATION

Regd: 09/10/2006

Applicant

Agent

BAE Systems (Property Investments) Ltd/  
Redrow Homes (Scotland) Ltd  
C/O AgentCass Associates  
Studio 104,  
The Tea Factory  
82 Wood Street  
Liverpool  
L1 4DQ

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Nature of proposals:

The construction of a motorway junction.

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Site:

Land at intersection with M8 Motorway, Greenock Road, Inchinnan

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Application for:

Planning Permission-Full

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**Description**

Full planning permission is sought for the construction of a motorway junction on land at the intersection of the M8 motorway and the A8 Greenock Road, to the east of Bishopton.

The proposals involve the construction of east facing on and off ramps connecting the M8 motorway to the A8 Greenock Road, together with two roundabouts, one each immediately east and west of the intersection where the A8 crosses the M8. The eastern roundabout would be only slightly off-set southwards from the existing A8 carriageway whilst the western roundabout would mainly lie to the north of the existing carriageway, towards Craigmuir Farm. The proposed junction would permit westbound traffic to exit the M8 via the off-ramp and thereafter enter the A8 Greenock Road to access the proposed Southern Link Road which forms part of the proposed redevelopment of the former Royal Ordnance Factory site as a community growth area comprising residential, business/industry, community, leisure and recreational uses. The on-ramp would accommodate traffic generated by the redevelopment of the ROF site accessing the M8 in an eastbound direction from the A8 Greenock Road.

The site comprises an irregularly shaped area of ground comprising the A8 Greenock Road and M8 road corridors together with adjoining land to either side at the point where the A8 crosses the M8 in bridge form including the former landfill and where the former slip road between the M8 and A8 was located. The A8 gently rises in both directions as it approaches the M8 overbridge. In addition to the existing carriageways, the site and its surroundings are characterised by farmland to the north of the A8 and east of the M8 and a former landfill (Southbar) to the south of the A8 and west of the M8. The Southbar landfill site is now closed and has been capped, re-seeded and the land restored to agricultural use with settlement ponds running generally parallel to the M8 motorway. When operating, it was licensed to deposit inert material, mainly rubble, demolition wastes and soils. A Site of Importance for Nature Conservation lies to the south of the application site and the proposals lie within the Glasgow and the Clyde Valley green belt.

The submitted information includes the following supporting material:-

1. Detailed drawings showing road layouts including vertical and horizontal alignments;
2. Environmental Statement Non-technical Summary;

3. Environmental Statement;
4. Public Consultation Statement;
5. Transport Assessment;
6. Flood Risk and Surface Water Drainage Impact Assessment.

Amended and additional information was also subsequently lodged including a revised Transport Assessment, revised Flood Risk and Surface Water Drainage Impact Assessment, Supplementary Environmental Information and Supplementary Note to the Environmental Statement Non -Technical Summary. These addressed matters resulting from revisions undertaken to the junction design and layout arrangement in response to audit comments received from Transport Scotland. The changes generally comprise the western roundabout being enlarged with a central oval and both roundabouts being located closer to the existing A8 carriageway. Consequential changes are also indicated to the SUDS arrangements and associated landscaping.

The application currently under consideration comprised one of a suite of four applications concerned with the proposed redevelopment of the former Royal Ordnance Factory site at Bishopton. The other three comprise the following:-

06/0602/PP - Outline planning application for the redevelopment of the site to form a mixed use community growth area.

06/1119/PP - Application for full planning permission for engineering operations comprising remediation and earthworks. This application has since been withdrawn with an anticipated resubmission following further investigative works.

06/1154/PP - Application for full planning permission for the construction of a landfill facility. This application has since been withdrawn with an intention to resubmit following further investigative works.

### **History**

Previous studies carried out regarding the redevelopment of the ROF site raised traffic access as a key issue. An earlier study considered that the proposals would only be viable and acceptable with improved access to the site via a new link from the M8. In order to progress this element of the proposals BAE Systems submitted a Scottish Transport Appraisal Guidance Part 1 (STAG) application to the Scottish Executive in early 2003, seeking agreement to construct a motorway access which would serve the site. The Scottish Executive confirmed their approval in principle to a new motorway junction in January, 2005. The STAG Part 1 assessment considered a range of transport options to address the proposed redevelopment of the former ROF site for a mix of uses. The study concluded that a range of improvements to the road network including strategies for walking, cycling and public transport were required. The STAG Part 1 concluded that a new junction between the M8 and A8 would be an integral part of this strategy. Following on from this, a STAG Part 2 study has been progressed to examine the impacts on the wider transport network. This STAG Part 2 audit was completed in May 2008 by Transport Scotland. This indicated that Option 4 (A8/M8 half diamond) and Option 5 (M8/M898 Erskine Bridge arrangement) had been assessed against the five Government criteria (environment, safety, economy, integration, and accessibility/social inclusion). Both options were shown to pass this assessment. Following the completion of the STAG Part 2 an Option Selection report was subsequently completed to the satisfaction of the Transport Scotland which enabled them to respond to the current planning application and related outline masterplan application.

An Examination in Public of the Glasgow and Clyde Valley Joint Structure Plan 2006 Third Alteration was held in April/May 2007 to consider aspects of the plan identifying Bishopton as a community growth area. Ministers decided that, before reaching a decision on whether to approve the plan, they required additional information on two matters, namely:

1. Whether the presence of contamination within the former Royal Ordnance Factory site at Bishopton, or the measures required for its remediation, raise issues of sufficient concern to preclude the identification of Bishopton as a Community Growth Area; and
2. Whether the capacity of the road and rail networks preclude the identification of

### Bishopton as a Community Growth Area.

The Reporter concluded that there are transport capacity issues that ought to be addressed in order for a Community Growth Area at Bishopton to proceed. In that regard the Reporter noted that implications for the local road network and improvements to station infrastructure, and their timing, are local issues that can be addressed in the context of planning applications for the site. The Reporter acknowledged that Strategic Policy 9C(i) of the Third Alteration places the onus on developers, in the context of the consideration of such applications, to provide the infrastructure necessary for their developments. However, the Reporter equally acknowledged that capacity on the M8 and rail services have wider, strategic implications. After considering the report on the EIP, the Scottish Ministers approved the Structure Plan subject to modifications.

### Policy

#### Glasgow and Clyde Valley Structure Plan Third Alteration (2006)

Strategic Policy 1 'Strategic Development Locations'  
 Strategic Policy 3 'Strategic Management of Travel Demands'  
 Strategic Policy 4 'Strategic Transport Network'  
 Strategic Policy 5 'Competitive Economic Framework'  
 Strategic Policy 6 'Quality of Life and Health of Local Communities'  
 Strategic Policy 9 'Assessment of Development Proposals'

#### Renfrewshire Local Plan

Strategic Policy 5 'Integration of Planning and Transport' through

- ensuring that transportation issues are considered in the location of new development;
- addressing the full range of transportation issues when assessing development proposals;
- the inclusion of policies which will aim to reduce the need to rely on private cars and encourage an increase in the use of public transport and in walking and cycling

Policy SS2 'Royal Ordnance Bishopton'. This indicates that the Council:-

- (a) requires the environmental renewal and future development potential of the Royal Ordnance Bishopton site to be assessed;
- (b) will require the proposed development of the site to be the subject of a masterplan;
- (c) will require the masterplan to be compatible with the Structure Plan's strategic planning framework and with Local Plan policies;
- (d) will assess the acceptability of the master plan and will consider, among other things:
  - the extent of the remediation of the Royal Ordnance site which will be achieved,
  - infrastructure provision including community facilities and services, and
  - the impact of the proposals on the existing settlement of Bishopton.

Pending the Council's decision on the future use and development of the land, the site will be safeguarded for its established use.

Other relevant aspects of the local plan include:-

Policy T1 'Policy on the Assessment of New Development'  
 Policy T5 'Policy on Trunk Roads'  
 Policy GB1 'Green Belt'  
 Panel GB1 'Green Belt Development Criteria'  
 Policy ENV3 'Local Designations: Sites of Importance for Nature Conservation (SINCs)'  
 Policies F1-F4 in respect of Flooding and Drainage  
 Policy C1 'Consideration of Development Proposals involving Land which may be Contaminated'  
 Policy N1 'Noise Protection'  
 Policy Haz 2 'Control of Development Near to Hazardous Installations'

National Planning Framework for Scotland

Scottish Planning Policy, Guidance and Advice are also material planning considerations.

### **Publicity**

The applicants agents have confirmed that the necessary notification procedures have been undertaken. In addition the proposals have been subject to press advertisement in accordance with the planning and environmental impact assessment regulations.

### **Objections**

Three letters of objection have been received as follows:-

A holding objection on behalf of the owners of a substantive portion of the site pending a more detailed evaluation of the proposals and their impact on the value of the land, adjoining land and its future development potential. The potential basis for objection was identified as being impact on natural and built environment; drainage and infrastructure proposals; appearance and design; traffic and access arrangements to the objectors ownership; compliance with the development plan; and impact on potential residential amenity on the objectors land holdings in the area.

Abercorn Angling Club expressed concern over using the Linn Burn for the purpose of run-off rain water and general drainage. It was noted that the Linn Burn is an important part of the River Gryffe system and provides fish spawning areas and invertebrate habitat. Comment was made in respect of the impact on spawning areas of upgrading to cope with extra water and the opportunity to provide this area with an environment for the benefits of wildlife.

Bishopton Action Group (BAG) objected to the original submission on the grounds that the M8 motorway is already congested between junctions 26 and 30; the proposed motorway junction at Bishopton will exacerbate the existing congestion on the M8; Transport Assessment has not taken into account the housing development in Inverclyde and hence the increase in traffic from Inverclyde; data used in Transport Assessment is out of date and does not accurately reflect the current traffic load on the M8 motorway; AM rush hour tailbacks on M8 from St James to proposed Bishopton junction are likely to compromise safety of the junction. BAG believe that the general increase in traffic plus the extra traffic generated by Bishopton and Inverclyde developments will effectively take up one motorway lane and the effects of losing one lane were demonstrated by the recent roadworks on the M8 and tailbacks on the M8 from St James to the proposed junction at Bishopton were a regular occurrence. A further letter of objection was submitted in respect of the amended and additional information and stating that it should be refused on the grounds that:-

- determining the application in the absence of the detailed applications for remediation and earthworks and a landfill would be contrary to previously given assurances that all applications would be considered together;
- that transport capacity constraints have not been addressed;
- that transport capacity constraints have not been satisfactorily addressed and the application does not therefore comply with Structure Plan Policy;
- that the application does not comply with SPP 17;
- that the applicant has not provided sufficient information to determine the effects of the proposed development on the M8 motorway between junctions 28 and 29;
- that it would have a detrimental effect on the capacity of the M8, and that if granted, it should be conditional on active traffic management measures being introduced prior to any works starting on site;
- that the applicant should be required to submit accurate evidence of the queues at junction 29 so that the effects can be properly assessed;
- that the applicant has not provided evidence that there will be improved access to the site via a new link road from the M8;
- that errors in the Transport Assessment and the 'draft' form of the appendix require that an amended and final copy be submitted;
- that the application takes no cognisance of the condition of the land currently at the

- location of the new junctions which is subject to flooding;
- that the loss of agricultural land will have a negative impact on the community; and,
- the ground investigation for the application has been inadequate.

Having regard to the grounds of objection that are not addressed elsewhere in the report, it may be commented that in respect of transport issues, Transport Scotland have endorsed the STAG Part 1 and STAG Part 2 processes and the Option Selection report has been completed to their satisfaction and they have indicated no objection subject to the incorporation of conditions. In respect of site investigation, both SEPA and the Director of Environmental Services are satisfied that additional detailed information can be secured by the attachment of conditions. In respect of determining the application in the absence of the detailed applications for the ROF site, these would not be reasonable grounds to defer decision on the motorway junction. In respect of flooding and the impact of the works on the water environment, I am satisfied that the flood risk and drainage impact assessments have addressed the relevant matters and that there are controls separate from the planning system, under SEPAS's licensing regime that will ensure the necessary level of regulatory control.

### **Consultations**

**Scottish Government** - Historic Scotland commented that they were satisfied that the Environmental Statement adequately assesses the impact of the proposed development on their statutory interests. The Environment Group responded with no comment to make.

**Scottish Environmental Protection Agency** - No objection subject to conditions. It was commented that although having no objections to the principle of this proposal there were concerns regarding the Environmental Statements identification of contaminated soils and management of waste material excavated. It was commented that these concerns would be addressed by the provision of further information and SEPA would be satisfied for this to be addressed as conditions of planning permission should it be granted. SEPA further commented that a number of the environmental issues identified within the Environmental Statement fall within their (SEPA's) regulatory remit including the footprint of the former Southbar Landfill site; drainage/surface water runoff from new areas of hardstanding created by the road construction; effects on air and climate; and, effects on water. Conditions were recommended relating to the submission of supplementary information and a method statement for approval in respect of elevated levels of ammonia and the removal of 'natural soils'; additional monitoring in respect of construction activities in proximity to the former landfill site; and, SUDS systems.

In response to the amended and additional information submitted, SEPA acknowledged that the alterations are primarily driven by the requirements of Transport Scotland and that these changes necessitated the provision of additional information on specific issues, inclusive of air quality and SUDS. SEPA confirmed that whilst not objecting to the proposals concerns remained regarding the identification of contaminated soils and management of waste material excavated. These concerns required to be addressed and SEPA confirmed that it was satisfied for this issue to be addressed by the provision of further information through the attachment of a conditions should planning permission be granted. SEPA reiterated that all matters relating to the storage, transportation, and disposal etc of wastes (inclusive of leachate) must be undertaken in terms of the Waste Management Licensing (Scotland) Regulations 1994 and in respect of watercourses, through the legislative framework relating to the authorisations required under the Water Environment (Controlled Activities)(Scotland) Regulations 2005, and for construction activities the Water Environment and Water Services (Scotland) Act 2003.

**Scottish Natural Heritage** - No objection subject to conditions that any permission is made subject to conditions that address the potential for significant natural heritage impacts. To this end SNH advise that an 'Ecological Design and Management Plan' should be adopted as a means of addressing the ecological impacts in addition to the applicants proposed mitigation measures. Conditions were also recommended in respect of surveying for bats, otters and badgers; clearance or felling taking place outwith the bird breeding season; and, measures to ensure the protection of the southern raised bog. Advisory conditions were also

recommended in respect of badger tunnels; the planting of native species; and, an investigation into reducing the extent of lighting. In response to the amended and revised information SNH were of the view that although the development footprint has been slightly altered the proposed changes will not fundamentally alter the natural heritage impacts likely to arise from the development. Accordingly, SNH re-confirmed their position as no objection subject to conditions that address the potential for significant natural heritage impacts as previously advised.

**Scottish Water** - No objection. It was commented that a separate application should be made to Scottish Water for connection to their infrastructure. It was further noted that a totally separate drainage system will be required with the surface water discharging to a suitable outlet and that Scottish Water supports the principle of a sustainable urban drainage system (SUDS) and the developer should consider utilising this in the surface water drainage design. Scottish Water further commented that their assets in the area must be protected against the risk of contamination or damage and recommended precautions including method statements and risk assessments being submitted to Scottish Water, structures being sited a minimum distance from water mains, and care being taken when working in the vicinity of Scottish Water's assets.

**Health and Safety Executive** - No objection.

**Bishopton Community Council** - No specific response to the proposed motorway junction. General concerns were expressed in their response to the proposed redevelopment of the former ROF site as a community growth area and are considered in the context of that application.

**Houston Community Council** - No response at time of writing.

**Linwood Community Council** - No response at time of writing.

**Inchinnan Community Council** - No response at time of writing.

**Transport Scotland** - No objection subject to conditions in respect of the submission and implementation of a contribution framework for improvements to the M8 between junctions 26 and 29a and the proposed junction being constructed to the required standards. Transport Scotland commented that they have been fully engaged in extensive discussions with both the applicant and Renfrewshire Council regarding the likely impact of this development and the measures proposed to mitigate these impacts to deliver a development that complies with the policies contained within SPP 17 Planning for Transport. Based on these discussions Transport Scotland advised that they did not propose to object to the application, subject to their recommended conditions being attached to any permissions granted. Transport Scotland expressed their view that the provision of a new motorway junction is predicated on the delivery of a functioning mixed use development. It was noted that the cost benefit traffic work completed for the motorway junction indicated that traffic capacity at the eastern roundabout may exceed capacity and that transport analysis has not been presented to Transport Scotland to demonstrate that the proposed design will operate safely and efficiently. The condition associated with the delivery of the motorway junction requires it to be generally in accordance with the submitted design although Transport Scotland would require further traffic analysis/junction design before a Minute of Agreement is signed. Transport Scotland noted that revisions to the junction design may be required to ensure compliance with the Design Manual for Roads and Bridges and if this was required outwith the land in the ownership of the applicant, any risks associated with this would have to be dealt with by the applicant. Additional comments were made in respect of capacity on the M8 and that a contribution mechanism would be required for the developer to fund measures to mitigate the impacts.

**Amey Highways Ltd** - No response.

**British Airports Authority** - No objection subject to conditions in respect of landscaping details and SUDS details.

**Strathclyde Partnership for Transport** - No objections. It was commented that whilst the junction proposals are slightly different from previous proposals for a junction to/from the M8, they are considered to be acceptable as part of the overall transport strategy for the regeneration of the Ordnance factory site at Bishopton.

**Network Rail** - No response.

**Scottish Civic Trust** - No response.

**Scottish Enterprise Renfrewshire** - No comment.

**West of Scotland Archaeology Service** - No objection subject to conditions in respect of a programme of archaeological works to ensure that any sensitive archaeological remains or artefacts, affected by the proposed works, could be adequately recorded before their destruction, by the archaeologist retained by the developer. It was noted there is in the surrounding area a number of archaeological monuments of national importance and whilst no known prehistoric sites exist within the boundary of the proposed development, there have been a number of stray artefact finds that suggest that there is the potential for unrecorded archaeological remains to survive. It is accepted that previous land use will have caused some ground disturbance but before further development the presence and state of survival of any archaeological remains needs to be evaluated across the site. The impact of the development on the setting of nationally important sites in the surrounding area, such as Barochan Hill Roman Fort and Dargavel House listed building should be considered. It noted that these will not be directly impacted by the proposals but there will be an alteration to their visual setting and mitigation of this impact might be considered through the landscape design plans or through the provision of interpretive material.

**Forestry Commission** - No objection. It was commented that part of the development appears to impact on a small area of semi-natural woodland resulting in a loss of woodland cover and it was strongly recommended that no felling takes place prior to a felling licence being issued or the granting of planning permission. It was also recommended that all proposals for the establishment of woodland under the proposed mitigation measures for the development meet the sustainable standards stated in the UK Forestry Standard (2004) and all woodland operations should be carried out using the specified best practice techniques. It was commented generally that the management and establishment of woodland and other habitats should contribute where possible towards the protection, enhancement and expansion of the Glasgow and Clyde Valley Green Network outlined in the Glasgow and the Clyde Valley Structure Plan.

**West Dunbartonshire Council** - No objection. It was commented that the junction will be located on the Paisley, Erskine Bridge, Dumbarton, Clydebank circumferential corridor which is recognised as a strategic priority corridor for the management of travel demands. A traffic assessment should therefore be carried out to demonstrate that there will be no detrimental effect on traffic flows along this corridor when the Bishopton development is completed. In response to the amended and revised submission, West Dunbartonshire Council had no comments to make.

**Inverclyde Council** - No response.

**Director of Environmental Services** - No objection subject to conditions in respect of detailed aspects of the works including noise and air quality, soil and waste removal, working method statements, water management and logistic management plans, materials handling method statement, and materials sampling and analysis. It was commented that consultants were appointed to undertake a review of the submission and advise on the proposals. It was commented that the reports submitted in support of the application are generally of good quality and have been written in accordance with relevant guidance. The physical site investigations and the associated reports and risk assessment provide suitable information to assist in progressing the planning application. It was acknowledged that further information is required and that the attachment of appropriate conditions to any consent granted would be a means of obtaining this information. Conditions were recommended to ensure that potential contamination issues were properly addressed from a policy and regulatory perspective.

**Royal Society for the Protection of Birds** - No objection. It was commented that the potential impacts on the SINC, reed beds, hedgerows and woodland caused by the construction of this motorway junction can be mitigated for through the proposals in Chapter 9 of the Environmental Impact Assessment. However, it was further commented that it is not stated how much new hedgerow will be created to mitigate the loss of the 300m mature hedgerow and a similar amount should be created to replace this important habitat especially for breeding yellowhammer, found in the area. Further, it should be ensured that the sides of the SUDS ponds are gentle sloping to allow easy access to these wet areas for a wide range

of species.

**Scottish Wildlife Trust** - No response.

**Head of Roads (Traffic and Transport)** - No objection subject to a condition that the works are implemented in accordance with the Scottish Executive's Design Manual for Roads and Bridges and that they address cycling requirements in terms of the Scottish Executive's 'Cycling By Design Manual'.

**Head of Roads (Design Services)** - No objection. It was commented that the relevant aspects of the Council's flooding and drainage policies have been appropriately addressed for planning requirements.

**Transco (Scotland Gas Networks)** - Noted that there is High Pressure apparatus in the vicinity, accordingly a copy of the correspondence has been forwarded to the responsible engineer for the section who will forward a separate reply in due course. Scotland Gas Networks subsequently advised that it is essential that no works or crossings of this high pressure pipeline are carried out until detailed consultation has taken place and measures identified as necessary to safeguard the security of the pipeline.

**Civil Contingencies** - No comment.

**NATS** - No objection. The proposal has been examined from a technical safeguarding aspect and does not conflict with NATS safeguarding criteria.

**Architecture and Design Scotland** - No response.

### **Assessment**

Planning legislation requires that decisions on planning applications be made in accordance with the development plan unless material considerations indicate otherwise. The Environmental Assessment submitted in conjunction with the planning application has been considered and its results and conclusions are accepted as a material consideration and informs the basis for the appraisal of the proposals against other material planning considerations.

### **Environmental Statement**

The Environmental Statement has identified the key issues associated with these proposals as the effects on air and climate; the effects on noise and vibration; effects on cultural heritage; effects on flora and fauna; effects on landscape and visual impact; effects on water; effects on geology and soils; and effects on pedestrians, cyclists, equestrians and road safety.

With regard to each of the key issues; the assessment concluded:-

- in terms of air and climate, that the impact on air quality resulting from increases in road traffic movements associated with the proposed ROF development and the proposed motorway junction would be unlikely to lead to a significant impact on local air quality. However, mitigation proposals are considered necessary to control dust emissions associated with construction activities.
- in terms of noise and vibration, that noise from the proposed junction development will not have a significant impact on the noise levels at nearby receptors.
- in terms of cultural heritage, that there is predicted to be a direct impact on the post-medieval farmstead at Lin Burn but that this site is judged to be of low cultural value, given its unknown extent of survival and any remains may have been disturbed by construction associated with the M8 and A8. The impact on the setting of Dargavel House and other listed buildings and Scheduled Ancient Monuments is assessed to be negligible.
- in terms of flora and fauna, that the effects would be minimal and mitigation measures could be utilised to address any impacts.
- in terms of landscape and visual impacts, that impacts will vary to differing degrees but that they can be largely mitigated through appropriate boundary treatments, compensatory planting, landscape management and screening strategies.
- in terms of effects on water, that the significance of adverse effects will vary from low to medium depending on the activities being undertaken, that the main risk will result during the construction phase, and that mitigation measures such as silt control and good

working practice methods should be employed.

- in terms of geology and soils, that in respect of the construction of the off-ramp, the majority of the road will be on the line of the existing tarmac road and there will be negligible impact. In respect of the other parts of the road and the on-ramp impacts are not considered to be significant. Mitigation is however proposed in the form of selection of suitable plant and equipment, selective working in wet weather, handling and storage of soils.
- in terms of effects on pedestrians, cyclists, equestrians and road safety, that for pedestrians the effect would be positive or at worst neutral, that there is no obvious equestrian use, and for cyclists slightly positive or neutral.

In general the Environmental Statement concluded that there will be both positive and negative impacts and that some of the negative impacts will be of short duration through the construction stage of the development. During the operational stage, the negative impacts are largely associated with changes in air quality and noise associated with the increase in traffic generation. The EA notes that these impacts would not exceed recognised objectives for air quality and be below the Noise Insulation Regulations trigger value for noise abatement schemes.

The Environmental Statement has been reviewed in terms of the Environmental Impact Assessment (Scotland) Regulations 1999 and the advice contained in PAN 58 and Circular 8/2007 and the consultation responses received. The outcome can be summarised as follows:-

Elements of the Project - The EA is considered to have properly described the physical characteristics of the development.

Policy Framework - The EA is considered to have properly identified and considered the relevant planning designations and policies.

Environmental Effects - The EA is considered to have referred to all the salient and relevant potential effects including humans, flora, fauna, geology, effects on land, water, air and climate.

Mitigating Measures - The EA is considered to have identified the necessary mitigatory measures where required to address the environmental effects of the proposed development.

Risks and Hazardous Development - The EA is considered to have appropriately addressed the risks of accident and requisite preventative measures.

I am satisfied that having reviewed and evaluated the Environmental Statement and taken into consideration the consultees responses, the characteristics of the development, the location of the development and the character of the identified impacts, that the proposals would not result in a significant or unacceptable effect on the environment.

### **Planning Assessment**

The principle of redeveloping the former Royal Ordnance Factory site at Bishopton for mixed use community growth is addressed in detail in respect of that particular planning application. In the circumstances, and on the basis that the principle is established as being acceptable, this assessment concentrates on the specific elements of the proposed motorway junction which is required to serve redevelopment of the former R.O.F. site.

### **National Planning Framework**

The National Planning Framework (NPF) identifies the Governments transport policy as being based on supporting the promotion of economic growth, promoting social inclusion and accessibility, ensuring that the development of transport is sustainable and minimising the environmental impact of travel. The National Planning Framework comments that "good transport connections make Gartcosh and Bishopton the preferred locations for long-term expansion to the east and west of Glasgow".

National Planning Framework 2 Consultation Draft recognises that investment in transport

will be needed to enhance essential infrastructure, support urban expansion, improve access to facilities and services, facilitate sustainable economic growth, and strengthen international gateways for passengers and freight. It recognises transport as one of the drivers of change and that improved connectivity can help unlock the potential of priority areas for regeneration such as the Clyde Corridor enabling more people to become economically active. NPF 2 Consultation Draft notes that where new transport infrastructure is needed to support economic growth, delivery mechanisms which maintain the balance between the scale of development and the capacity of the network will be needed and identifies the Governments strategies and commitments for doing so.

The identification of Bishopton as a Community Growth Area which satisfies all the salient criteria including re-using derelict or degraded land and being well placed for rail transport opportunities and walking and cycling networks is underpinned by a requirement to have appropriate access to the trunk road network for road based traffic. The National Planning Framework recognised Bishopton's transport connections and opportunities and the proposed motorway junction is therefore considered to generally accord with both the National Planning Framework and that which is emerging in NPF 2.

### **Scottish Planning Policy (SPP)**

The proposals have been considered against the principles, aims, objectives and policies contained in national planning policy, guidance and advice and are considered to be acceptable in all salient respects. This consideration is contained in Appendix 1.

### **Glasgow and Clyde Valley Structure Plan**

#### **Strategic Policy 1 'Strategic Development Locations'**

This requires that priority will be given to investment in the identified locations in order to maximise the scale of urban renewal. The identified locations include Community Growth Areas, one of which includes Bishopton with an indicative capacity of 2500 houses. The proposed motorway junction would serve an identified CGA and would therefore accord with this element of the structure plan.

#### **Strategic Policy 3 'Strategic Management of Travel Demands'**

This relies on the selection of sustainable locations for development which reflect their function and relative transport accessibility and management plans for strategic transportation corridors. The development to which this application relates adheres to the principles of being highly accessible reflective of its function and the opportunities for providing for individual travel by walking, cycling, public transport and private cars

#### **Strategic Policy 4 'Strategic Transport Network'**

This confirms that the sustainable development of the Glasgow and Clyde Valley Metropolitan Area will be supported through the development of the strategic transport network including improvements to the M8 between junctions 26 and 29. The proposals are conditional on a contribution framework for mitigation measures to improve the capacity on the M8 and on this basis are considered to accord with the requirements of this policy.

#### **Strategic Policy 5 'Competitive Economic Framework'**

Confirms that the economic competitiveness of the Glasgow and the Clyde Valley Metropolitan area will be supported through measures including maintaining a supply of marketable and serviceable land and the proposals to which this development relates will make provision for a rolling supply of such land.

#### **Strategic Policy 6 'Quality of Life and Health of Local Communities'**

This policy confirms that the life and health of the communities in the structure plan area will be supported through a variety of measures and the proposed development to which this proposal relates addresses these through providing local employment opportunities, providing housing opportunities to meet the requirement for a continuing owner-occupied land supply, environmental improvement and the provision of open space and facilities for

sport and recreation.

### **Strategic Policy 9 'Assessment of Development Proposals'**

The proposals satisfy the terms of this policy as the thresholds set out in Schedule 9 are not breached, the location of the development is acceptable and the works relate to the requirement for appropriate provision being made by the developer for the infrastructure or facilities required to make the development acceptable and the proposals are directly related to the development of the community growth area at Bishopton.

### **Renfrewshire Local Plan**

#### **Strategic Policy 5: Integration of Planning and Transport**

This requires that transportation issues are considered in the location of new development; that the full range of transportation issues are addressed when assessing development proposals; and, the inclusion of policies to reduce the need to rely on private cars and encourage an increase in the use of public transport. The development to which the proposed motorway junction relates is well located to optimise travel by alternative modes including rail and bus and as an expansion to an existing settlement, offers opportunities to maximise walking and cycling, and reduce trips to various facilities including work, home, shops and leisure.

#### **Policy SS2: Royal Ordnance Bishopton**

This requires an assessment of environmental renewal and future development potential to be undertaken, in the context of the structure plan's strategic planning framework including its potential to contribute to development land post 2006 and to include infrastructure provision being considered. The merits of the development of ROF Bishopton as a community growth area have been confirmed within the structure plan and are considered in detail in the report on the outline masterplan application. The motorway junction to serve the development accords with this approach.

#### **Policy T1 ' Policy on the Assessment of New Development'**

The motorway junction is assessed to be consistent with locational requirements set out in planning policy and advice and in terms of the development plan. Its formation is predicated on the redevelopment of the former ROF site as a community growth area which in locational terms accords with the objectives of re-using brownfield land in preference to greenfield or green belt land, which is well placed for travel by alternative modes of transport including rail and bus links, and which offers the opportunity to improve economic competitiveness through the creation of serviced employment land. The proposals are therefore considered to be acceptable in locational and transport impact terms, that walking and cycling provision can be suitably accommodated within the overall design, and that detailed design and environmental and visual impacts can be appropriately catered for.

#### **Policy T5 'Policy on Trunk Roads'**

The proposals have been the subject of consultation and discussion with Transport Scotland who are the national transport agency for Scotland responsible for the delivery of the Government's capital investment programme and overseeing the safe and efficient running of Scotland's trunk roads network. The proposal has also been the subject of STAG Part 1 and STAG Part 2 Appraisal. Transport Scotland have confirmed that they do not object to the proposed motorway junction subject to the imposition of conditions relating to detailed design matters and a contribution framework for mitigation measures on the wider trunk road network. In such circumstances I am satisfied that the proposals accord with the requirements of Policy T5 through inter alia, it having been demonstrated that the development is necessary to serve the redevelopment of the former ROF site, that mitigation has considered mechanisms to reduce the private car travel demand, and the developer being required to enter into an appropriate agreement to ensure the delivery of the mitigation measures.

**Policy GB1 'Green Belt'**

The siting of the junction is constrained by a number of factors including the safe positioning on the trunk road network, proximity to the development that it would serve, separation from sensitive land uses and landscape, visual and ecological considerations. Taking these matters into account I am satisfied that the motorway junction requires to have a green belt location and that it would not be appropriate in land use planning terms to site it elsewhere without unacceptably impacting on these other considerations.

**Panel GB1 'Green Belt Development Criteria'**

The environmental statement and other supporting information, when taken into consideration with the responses of the statutory and other consultees, confirms that the proposals, subject to the attachment of safeguarding conditions, generally satisfy the detailed requirements of Policy GB1 in that they do not result in the loss of prime quality agricultural land; that traffic and access requirements have been addressed to the satisfaction of the Head of Roads and Transport Scotland and that provision is made for existing users which will require alternative connections to the road network; that pollution has been properly considered; that the effects on public water supply and water courses has been satisfactorily considered and addressed; that the siting of the junction at the intersection of two existing roads and where a former slip road was site, not unacceptably impact on landscape character; that appropriate landscaping can be achieved; and, that any effects on identified nature conservation interests have been properly considered in the submission and can be addressed through the attachment of conditions. This view is supported by the statutory and other consultees insofar as it is relevant to their particular interests or remits.

**Policy ENV3 'Local Designations: Sites of Importance for Nature Conservation (SINCs)'**

I am satisfied that there will be a relatively limited impact of the proposals on nature conservation interests and that these impacts are capable of being acceptably mitigated. The social and economic benefits of the proposals relate to wider benefits which are likely to accrue to the Council's area generally, including releasing the potential for development which would achieve the remediation and re-use of brownfield land, which would trigger nature conservation benefits elsewhere, particularly within the former ROF site and which would secure the development of degraded, formerly developed land in preference to greenfield sites.

**Policies F1-F4 in respect of Flooding and Drainage**

These require that development proposals be assessed in terms of flood risk, flood prevention and sustainable urban drainage requirements, and standards of flood protection. The proposals have been assessed against the detailed requirements and are considered to be satisfactory in all material regards. The Head of Roads (Design Services) has indicated that the proposals are acceptable and SEPA has similarly responded indicating no objection subject to safeguarding conditions.

**Policy C1 'Consideration of Development Proposals involving Land which may be Contaminated'**

The supporting information has been considered by the Director of Environmental Services and SEPA and neither have indicated that permission should be withheld. Subject to the attachment of appropriate conditions governing detailed matters relating to how the development would be implemented and the manner in which construction and related activities would be undertaken, I am satisfied that the possible effects on the health of the population and the general environment have and can be properly addressed and that the resultant site will be suitable for its proposed use as a motorway junction in line with national and local planning policy guidance.

**Policy N1 'Noise Protection'**

Confirms that the Council will protect noise sensitive developments from sources including transport related. The proposals have been assessed in this regard and the views of the Director of Environmental Services are noted. There are a limited number of noise sensitive properties in the immediate vicinity of the proposed junction and I am satisfied that taking into account the prevailing situation regarding the existing intersection of two major roads, the limitations imposed on siting the junction in a position that is well placed to service the development to which it relates; and the potential for mitigation through the attachment of conditions, that the proposals would not have an unacceptable impact.

### **Policy Haz 2 'Control of Development Near to Hazardous Installations'**

Confirms that the Council will take advice from the Health and Safety Executive in respect of any development proposals located within the consultation distance from a potentially hazardous installation. The Health and Safety Executive have confirmed that they have no objection to the proposals and in the circumstances I am satisfied that the objective of this policy, which is to minimise the risk to the public of a major accident posed by installations involved in the storage or processing of hazardous substances, has been met.

### **Summary and Conclusion**

This application, although in detail, is complementary to, and supports the outline application for the redevelopment of the Royal Ordnance factory site. In providing a direct link to the motorway it ensures that the traffic generated by the ROF development will not cause problems on the local road network.

Having assessed the proposals against the relevant provisions of the development plan and to National Planning Policy, advice and guidance, I consider that the proposals are acceptable subject to the incorporation of necessary safeguarding conditions to address matters of detail and to ensure an appropriate contribution is made to mitigate any impacts on the wider trunk road network.

The proposal has been reviewed in terms of the Environmental Assessment Regulations and it has been found that the impacts will have no unacceptable effects on the environment.

The comments of consultees have been considered, in particular those of Transport Scotland as the national agency responsible for the trunk road network, who have no objections subject to conditions and the requirement of a contribution to the improvement of the M8 motorway.

The issues raised by objectors have been assessed and taken into account but these are countered by the opinions of Transport Scotland and the other consultees who have not offered any objections to the proposal. Other outstanding matters can be adequately addressed through the imposition of conditions.

In conclusion therefore, taking all matters into account, I recommend that the Board be disposed to grant planning permission subject to the conditions listed.

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### **RECOMMENDATION**

Disposed to grant

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### **Other Action**

- 1 This application requires to be referred to the Scottish Ministers in accordance with the Town and Country Planning (Notification of Applications)(Scotland) Direction 2007.

### **Conditions and Reasons**

- 1 That the development hereby permitted shall be started within five years of the date

of this permission.

Reason: To accord with the provisions of the Town and Country Planning (Scotland) Act 1972.

- 2 That the development hereby permitted shall be implemented in accordance with the drawings detailed on the attached drawing schedule.

Reason: As these drawings represent the approved development and to ensure that the proposals remain consistent with the supporting Environmental Statement.

- 3 That all mature trees shall be checked for bat roosts immediately prior to any works affecting them commence. Even where roosts are not identified works affecting suitable trees should be carried out in such a way as to minimise the potential effects on bats. Should any bats be encountered while undertaking these works, operations must cease immediately and advice be sought from Scottish Natural Heritage.

Reason: In the interests of ecology and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

- 4 That all water bodies shall be checked for otters immediately prior to any works commencing that will encroach to within 50 metres of such water bodies.

Reason: In the interests of ecology and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

- 5 That the area of trees/woodland identified as Site B on Drawing No. 715-P-01 be checked for badgers immediately prior to felling operations commencing.

Reason: In the interests of ecology and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

- 6 That all works involving the clearance or felling of vegetation be undertaken outwith the bird breeding season of March to July inclusive. Where this is not operationally possible, a survey of birds breeding should be undertaken prior to the commencement of works. Works will only proceed where this survey has identified that no nesting bird species will be affected.

Reason: In the interests of ecology and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

- 7 That prior to works commencing the applicant identifies any requirement to protect the hydrological unit of the southern raised bog Site of Importance for Nature Conservation (SINC) and, if required, produce plans to ensure its protection, which shall be agreed by the Planning Authority in consultation with Scottish Natural Heritage.

Reason: In the interests of ecology and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

- 8 That in keeping with the mitigation proposed in Chapter 9 of the supporting Environmental Statement, dry tunnels shall be incorporated into the new roadworks to allow for the passage of badgers. Details of the location, form and finish of the tunnels shall be submitted for the prior written approval of the Planning Authority before works commence on site.

Reason: In the interests of ecology and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

- 9 That the planting proposals indicated in Chapter 10 of the supporting Environmental Statement and on Drawing No. 715-P-01 are introduced to mitigate the visual impact of the development, using only native species. The particular species mix to be used and the programme for planting shall be submitted for the approval of the Planning Authority, in consultation with SNH, prior to works on this aspect commencing on site. The details thereafter agreed shall be implemented in the approved manner and to the agreed timescales.

Reason: In the interests of ecology and visual amenity and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

- 10 That prior to any works commencing, an investigation into the possibility of reducing the extent of lighting infrastructure that is associated with the scheme shall be carried and the results presented to the Planning Authority. The investigation shall include the method of selecting lighting infrastructure that demonstrates that it shall minimise the visual impacts of the lighting used whilst remaining consistent with road traffic safety. The results of the investigation shall be agreed by the Planning Authority and the agreed lighting infrastructure shall thereafter be implemented in the approved manner.

Reason: In the interests of visual amenity.

- 11 That prior to works commencing on site, an Ecological Design and Management Plan shall be prepared to address the ecological impacts of the development which shall thereafter be submitted for the approval of the Planning Authority in consultation with Scottish Natural Heritage. The Ecological Design and Management Plan shall incorporate the ecological mitigation proposals contained in the Environmental Statement and shall include:-

- mitigation during site preparation and demolition/construction works to ensure minimal impact upon habitats and wildlife, such as timing and methodology of work;
- management measures including a work programme to maintain and enhance the value of the site for wildlife once site clearance/demolition/construction works are completed;
- planting plans including appropriate locally native species that will be of benefit to wildlife including details for providing plants of a local provenance, ideally from seed collected from suitable habitats in the surrounding area;
- a monitoring programme that establishes appropriate baseline information on species including fish and aquatic invertebrates, in order to ensure that mitigation and enhancement is successful, and to guide future management of the site against agreed objectives for key species and habitats;
- the appointment of an Ecological Clerk of Works to ensure that all staff working on site are familiar with appropriate Environmental and Wildlife legislation and are suitably briefed of the site's sensitivities.

Following approval the Ecological Design and Management Plan shall be implemented in the agreed manner.

Reason: In the interests of ecology and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

- 12 No development shall take place within the development site as outline in red on the approved plans until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the West of Scotland archaeology

Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.

Reason: To ensure that any sensitive archaeological remains or artefacts affected by the proposed works can be adequately recorded.

- 13 Prior to any works commencing on site, a method statement shall be submitted for the prior written approval of the Planning Authority in consultation with the Scottish Environmental Protection Agency, which shall include the identification of contaminated soils and the management of waste material excavated. The method statement shall include the methodology to be used for the removal of wastes and the proposed post construction drainage and capping strategy for the road/landfill corridor; shall address methods to prevent leachate breakout entering the small watercourses in the area; and, shall also address the need for continued use of the settlement ponds to treat any contaminated drainage arising from the closed landfill.

Reason: In the interests of amenity and to mitigate any environmental effects associated with the proposals.

- 14 No construction activities shall take place within the boundary (or zone of influence) of the former landfill site until additional monitoring has been undertaken to demonstrate to the satisfaction and written approval of the Planning Authority in consultation with the Scottish Environmental Protection Agency (SEPA) that the construction of the development hereby approved will not encroach on the former landfill site or any wastes contained therein. Should any encroachment be proposed or any wastes associated with the former landfill be encountered, a method statement dealing with such matters shall be submitted for the prior written approval of the Planning Authority in consultation with SEPA and shall thereafter be carried out in the agreed form.

Reason: In the interests of the amenity of the site and the surrounding area and to mitigate any environmental effects associated with the proposals.

- 15 That prior to the commencement of any works on site details of the proposed drainage system shall be submitted for the written approval of the Planning Authority in consultation with the Scottish Environmental Protection Agency (SEPA). The system shall demonstrate that all surface water will be treated in accordance with the principles of Sustainable Urban Drainage Systems Design Manual C697, published by CIRIA in March 2007 and in a manner consistent with the safe operation of Glasgow Airport.

Reason: In the interests of the amenity of the site and the surrounding area and to safeguard the safe operation of Glasgow Airport.

- 16 That before any development of the site commences a scheme of landscaping shall be submitted to and approved by the Planning Authority ; the scheme shall include:-
- (a) details of any earth moulding and hard landscaping, grass seeding and turfing;
  - (b) a scheme of tree and shrub planting, incorporating details of the number, variety and size of trees and shrubs to be planted;
  - (c) an indication of all existing trees and hedgerows, plus details of those to be retained, and measures for their protection in the course of development, and
  - (d) details of the phasing of these works.

Reason: In the interests of the visual amenity of the area and to ensure that the proposed development remains consistent with the supporting Environmental Statement.

- 17 No work or other activities involving the use of heavy plant and equipment shall take place on site on Sundays or Bank Holidays, and all work and other activities involving the use of heavy plant and equipment on other days shall be confined to the following hours:  
7.30 a.m. until 6.00 p.m. Monday to Friday  
7.30 a.m. until 1.00 p.m. Saturdays  
unless otherwise agreed in writing with the Planning Authority. Permission to extend these hours is unlikely to be granted unless it can be demonstrated that the additional working hours are necessary for limited periods to minimise traffic disruption on the adjacent A8 and M8.

Reason: To safeguard the amenity of nearby residents during development.

- 18 Prior to any works commencing on site, details shall be submitted for the written approval of the Planning Authority which demonstrates that the design of the proposed development has taken into consideration its interaction with any residual contamination left in situ so that significant pollutant linkages are not created to human health, the Water Environment, proposed structures, services, hard and soft landscaping, existing features that are proposed to remain on site, and any other receptor. The details thereafter agreed shall be implemented in the approved manner and shall be maintained as such for the duration of the development hereby approved.

Reason: To ensure that existing and proposed structures, drainage schemes and networks, utility equipment, landscaping, existing local water features, etc are not impacted during and after the development by any residual contamination proposed to be left in situ.

- 19 Prior to the commencement of development, a Monitoring Plan shall be submitted for the written approval of the Planning Authority. This shall cover all works being proposed and shall include; groundwater and surface water sampling and monitoring proposals; drainage details, location of air, dust, vapour, gas, odour and noise monitoring equipment, type of equipment to be used, frequency of monitoring, and details of an Action Plan to be implemented should monitoring indicate conditions likely to cause disamenity to local residents and/or the Water Environment.

Reason: To safeguard the amenities of nearby residents and the Water Environment during development.

- 20 Prior to the commencement of development, or any demolition, clearance, building or other works a scheme, in the form of a Water Management Plan, to protect the groundwater and the local surface water features on and immediately surrounding the site from materials during remediation, excavation, demolition and construction shall be submitted to and approved in writing by the Planning Authority in consultation with SEPA. This scheme shall thereafter be implemented in accordance with the details approved, and shall be compliant with the Water Environment (Controlled Activities) (Scotland) Regulations 2005, and shall be maintained as such for the duration of the remediation, excavation, demolition and constructions works.

Reason: To ensure satisfactory means of drainage and prevent pollution of local water features and be protective of the general Water Environment.

- 21 Prior to the commencement of development, a Scheme for the Provision and Implementation of Pollution Control of The Water Environment, which shall include drainage, shall be submitted to and approved in writing by the Planning Authority. The works/scheme shall thereafter be constructed and completed in accordance with the approved plans and shall be maintained as such for the duration of the development hereby approved.

Reason: To ensure a satisfactory method of drainage and to prevent the increased risk of pollution to the water environment.

- 22 Prior to the commencement of development a Logistic Management Plan shall be submitted to and approved in writing by the Planning Authority. This plan shall detail the controls and monitoring of vehicle deliveries to the site including vehicle routing and the use of wheel washing equipment and material removals from the site. The Logistic Management Plan shall thereafter be implemented in the approved manner for the duration of the activities contained within the Plan.

Reason: To protect the amenity of local residents and businesses and in accordance with the proposals in the Final Detailed Method Statement.

- 23 Prior to any works commencing on site, details shall be submitted to and approved in writing by the Planning Authority specifying points of construction access, the parts of the site to be used for site huts, storage of materials, and plant and parking of employees cars during the demolition and construction period, and any proposed fencing of a site compound. The details thereafter agreed shall be maintained in the agreed manner for the duration of the construction activities.

Reason: To ensure satisfactory provision in relation to adjoining properties and circulation within the site.

- 24 A Materials Handling Method Statement detailing the provisions for the storage of any demolition materials generated, excavated spoil and imported materials shall be submitted to and approved in writing by the Planning Authority prior to any works commencing on site. Thereafter all works and activities contained within the Plan shall be undertaken in a manner consistent with the approved method statement.

Reason: To prevent the increased risk of cross contamination of materials during remediation and development; to reduce any potential impact of storage of materials on the water environment, and to reduce any potential impact of storage of materials on the local community via airborne dust generation and surface water run-off on to adjacent properties.

- 25 Prior to the importation of any topsoil materials, details of the supplier and confirmation on the source(s) of any topsoil material should be supplied in writing to the Planning Authority. The topsoil should be free from metals, plastic, wood, glass, tarmac, paper and odours associated with contaminated soils as specified in BS 3882:2007 – Specification of Topsoil. A description of the soil materials shall be forwarded to the Planning Authority based on BS5930: Code of Practice of Site Investigations.

Reason: To ensure that no contaminated materials are brought onto the site.

- 26 Any earthwork materials brought onto the site shall be subject to appropriate sampling and analysis by a suitably qualified person. Details of the sampling and analysis shall be submitted to the Planning Authority for approval as part of the Validation Report. Sampling and analysis certificates submitted by the supplier of

the soil material will not be accepted.

Reason: to ensure that any materials brought onto the site are not contaminated.

- 27 Sampling of earthwork material imported onto the site of the development site shall comprise a random sample for every 500m<sup>3</sup> of material from a single source\* (see soil source definition below). A record of soil sampling shall be kept and presented to the Planning Authority on request.  
\*Material Source – the location at which the material was loaded onto the truck prior to delivery at the site.

Reason: To check the quality of soils and materials being imported onto the site.

- 28 No development shall commence until a Final Detailed Method Statement has been submitted to and approved in writing by the Planning Authority in liaison with SEPA. This shall contain all details regarding the excavation and removal of soils, spoil and waste materials from the site, transportation of materials, the reinstatement of the land where the development hereby approved encroaches on the existing landfill, proposed drainage, proposals for additional monitoring, and working methods for the construction of the motorway junction. All activities contained within the Final Detailed Method Statement shall thereafter be undertaken in accordance with those agreed methods.

Reason: In the interests of amenity and to ensure that consideration is given to construction close to and across the existing landfill and that works are undertaken accordingly.

- 29 Prior to the commencement of development, details of an appropriate accredited laboratory, the analytical suite to be utilised in testing, and the appropriate target levels, shall be submitted to and approved in writing by the Planning Authority and such details shall thereafter be submitted in accordance with the Final Detailed Method Statement.

Reason: To check the quality of soils and materials being imported onto the site.

- 30 The applicant or their successors carrying out the development, shall undertake noise assessments to determine the impact of road traffic noise on existing residential properties (relevant properties) using the principles set out in "Calculation of Road Traffic Noise" (DoT/Welsh Office, HMSO, 1988). The assessments shall be carried out at intervals coincidental with the completion of each phase of development (as defined within Table 3.1 Proposed Development Phasing of the Transport Assessment) or after 15 years of the completion of the motorway junction whichever is the sooner. The assessments shall take account of the assessment criteria as set out in extant Noise Insulation (Scotland) Regulations, to determine the entitlement of relevant properties to noise insulation treatment.

Reason: To ensure that residents of existing properties are not affected by excessive traffic noise as a consequence of the development.

- 31 At any time as may be specified by the Planning Authority before completion of the proposed development in application 06/0602/PP, the applicant shall undertake an Air Quality Survey which satisfies the Planning Authority that the Local Air Quality Management Objectives for the pollutants specified in the Air Quality Regulations, made under Part IV of the Environment Act 1995, will not be exceeded at any relevant location as a consequence of this application or application 06/0602/PP. The survey and report shall use a method based on the principles set out in the Scottish Government Publication "Local Air Quality Management technical

Guidance LAQM.TG(03)" or a method that has been agreed with the Planning Authority.

Reason: To protect Local Air Quality and to safeguard neighbouring residential amenity.

- 32 Prior to any works commencing on site, revised details shall be submitted for the written approval of the Planning Authority which demonstrates that the intersection shall comply with the Scottish Executive's 'Design Manual for Roads and Bridges' and the Scottish Executive's 'Cycling By Design Manual'. The details thereafter agreed shall be implemented on site in the approved manner.

Reason: In the interests of vehicular and cyclist safety.

- 33 The construction of the motorway junction shall not commence until a contribution framework for mitigation measures which improves the capacity on the M8 between Jnct 26 Hillington and Jnct 29a Bishopton or any other agreed works has been submitted to, and agreed in writing by the Planning Authority, in consultation with Transport Scotland Trunk Road Network Management Directorate. The contribution framework thereafter agreed shall be fully implemented in the approved manner.

Reason: To minimise interference with the safety and free flow of traffic on the trunk road.

- 34 The motorway junction (as generally set out in DBA Drwg 06614/100/100 Rev C), shall be constructed to the satisfaction of the planning authority, in consultation with the Transport Scotland, Trunk Roads – Network Management Directorate to a design commensurate with the demand identified through an agreed Transport Assessment

Reason: To ensure that the standard of junction layout complies with the current standards and that the safety of the traffic on the trunk road is not diminished.

- 35 No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Planning Authority, details must comply with Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

These details shall include:

- The species, number and spacing of trees and shrubs\*

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.


\*For a site in this location, less than 5% berry/fruit bearing species should be included in the planting palette. Those species must be distributed throughout the planting palette so as pockets of exploitable habitat are not formed. Tree planting centres must be at 4m or greater so as continuous canopies are not formed as they will be attractive to pigeons and corvids for nesting and roosting. Oak and Scots Pine species should not be included in the planting palette as they are broad canopy forming species and will be attractive to pigeons and corvids.

- 36 Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 6 'Potential Bird Hazards from

Sustainable Urban Drainage Schemes (SUDS)'. The submitted plan shall include details of:

- Plans showing that all the proposed water bodies, including the swales, will be planted with Common Reed Phragmites Australis, so that there is no open water. No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Glasgow Airport through the attraction of birds and an increase in the bird hazard risk of the application site. For further information please refer to Advice Note 6 'Potential Hazards from Sustainable Urban Drainage Schemes (SUDS) available at [www.aoa.org.uk/publications/safeguarding/asp](http://www.aoa.org.uk/publications/safeguarding/asp)



Director of Planning and Transport

Local Government (Access to Information) Act 1985 - Background Papers  
For further information or to inspect any letters of objection and other background papers, please contact John Smart at extension 5252.

## APPENDIX 1: NATIONAL PLANNING POLICY GUIDANCE AND ADVICE

Scottish Planning Policy sets out the Scottish Government's view of the purpose of the planning system and the core principles for the operation of the system. The purpose of planning is to guide the future development and use of land; where it should happen and how it interacts with its surroundings. It requires promoting and facilitating development while protecting the natural and built environment. It confirms that its central purpose is to increase sustainable economic growth; that planning has a critical balancing role to play when competing interests emerge in the consideration of future development; that the resolution of those issues will inevitably disappoint some parties; and that while planning cannot be expected to satisfy all interests all of the time, it should operate speedily, fairly and transparently.

The core principles are identified as being a plan-led system; with primary responsibility resting with local authorities; decision making being transparent; that the constraints and requirements that planning imposes being necessary and proportionate; that all interests should be engaged as fully as possible to inform decisions; and clear outcomes focusing on sustainable land use and the protection of the natural and built environment.

### **Scottish Planning Policy 2**

SPP 2 sets out the general principles with regard to planning and economic development as providing strong support for economic development, both new and expanding businesses, where it is consistent with other national and local policies, including securing and supporting the delivery of sites for economic development in sustainable locations and promoting the re-use of previously developed sites. SPP 2 recognises that a successful economy requires an effective and efficient transport infrastructure with development located in areas that are accessible by walking, cycling and public transport. The proposals currently under consideration relate directly to the redevelopment of the former ROF site as part of the Bishopton Community Growth Area and which are considered to be consistent with national, strategic and local planning policies. The outline proposals for the former ROF site indicate a site for industrial and business development which is accessible by public transport, walking and cycling and the proposed motorway junction is an integral part of securing the scheme.

### **Scottish Planning Policy 17**

SPP 17 confirms that the national focus on transport is on the delivery of projects and integration of land use and transport planning can play a positive role in supporting the Scottish Executive's transport delivery agenda. It advocates that land allocations should take account of transport opportunities and impacts alongside consideration of economic competitiveness, social justice, environmental quality and design objectives as set out in the National Planning Framework and Scottish Planning Policy. It also notes that new motorway or trunk road junctions will only be considered exceptionally and will require significant developer funding. As noted above, NPF 1 acknowledged the good transport connections which indicated Bishopton as a preferred location for long-term expansion. Similarly, the proposed motorway junction has been the subject of both STAG Part 1 and Part 2 appraisals which have been audited by Transport Scotland and the principle of a motorway junction to serve the redevelopment of the ROF site has been accepted. The costs of implementing the junction will also be borne by the developer.

### **Planning Advice Note 66**

PAN 66 notes that the primary purpose of the trunk road network is to provide safe and effective movement of long-distance through traffic but recognises that in some cases, the trunk road forms an important and inseparable part of the local road network. In such cases, it advises that care is needed to ensure a balance is struck between local and wider interests when assessing proposals. These procedures have been adopted in this instance and the consultation response from Transport Scotland confirms the general acceptability of a

motorway junction at this location and within the overall context of the community growth area.

#### **Planning Advice Note 75**

PAN 75 accompanies SPP 17 and sets out good practice with regard to planning and transport including the use of transport assessments in the consideration of development proposals; the use of planning agreements to fund essential but less directly linked infrastructure; and environmental assessment.

Renfrewshire Local Plan Policies T1 and T5 mirror the policy and advice set out at national and strategic level.

The supporting transport assessment and environmental statement are considered to address the principles set out in national planning policy and advice, and the more specific local aspects set out in the Transportation Policies of the Renfrewshire Local Plan.

#### **Planning Advice Note 61**

PAN 61 advocates a multi-disciplinary approach for dealing with the drainage of land to make it suitable for development, to protect existing and proposed development from the effects of flooding, and to deal with pollution arising from the interaction of rainwater and the development. PAN 61 recognises that the use of land gives rise to a number of pollutants and further recognises that development proposals on contaminated land may also pose problems because of the risk that soil and debris may be washed onto other land or into surface waters at times of flooding. PAN 61 advises that SUDS aims to deal in an integrated way with the issues of water quantity, water quality and amenity through the principles of managing surface water run-off on-site as near to source as possible; slowing down run-off; treating it naturally; and releasing good quality surface water to watercourses or groundwater. The overall objective is to return excess water to the natural water cycle with minimal adverse impact on people and the environment.

The proposals demonstrate an integrated SUDS approach which is consistent with the guidance contained in PAN 61. The proposals demonstrate that appropriate provision has been made for surface water drainage including collection, treatment, attenuation and discharge. The SUDS would generally take the form of a wetland/reedbed arrangement, irregularly shaped and planted to provide water treatment and mitigation of visual impact.

#### **Scottish Planning Policy 7**

SPP 7 establishes the general principles which includes giving consideration to flooding from all sources; new development being free from significant flood risk; new development not materially increasing the risk of flooding elsewhere; and not add to the area of land which requires protection by flood prevention measures. SPP 7 recommends that for large scale proposals, a comprehensive drainage assessment may be required and that this should address groundwater issues and discharges to watercourses.

Renfrewshire Local Plan Policies F1 - F4 generally mirror the advice contained within PAN 61 and SPP 7 in respect of the approach to flooding and drainage matters.

The applicants supporting Flood Risk and Surface Water Drainage Impact Assessment has been considered in the context of the required parameters including that run-off arising from developed areas should undergo appropriate stages of SUDS treatment; the development should have no adverse effect on flood risk within, upstream or downstream of the development; and surface water run-off should be attenuated on-site up to the 1:200 year storm event plus and allowance for climate change.

The proposals are therefore considered to satisfactorily address the requirements of SPP 7, PAN 61 and Renfrewshire Local Plan Policies F1 - F4.

**Scottish Planning Policy 21**

SPP 21 confirms that there is a strong presumption against inappropriate development in green belts and notes that where it is necessary, the proposed release of green belt land should be taken forward as part of a longer-term settlement strategy in the development plan. In the context of managing the growth of towns and cities, SPP 21 identifies the key objectives of green belt policy as including the direction of planned growth to the most appropriate locations and support regeneration; protecting and enhancing the character and setting of towns; and give wider access to open space within and around towns. Other mechanisms related to green belt policy include the re-use of previously developed land. The SPP confirms that the role of green belts is to direct development to suitable locations, not to prevent development from happening in general. SPP 21 also requires that new development within the green belt is of a suitable scale and form for the location. The proposals relate directly to a development site identified within the structure plan as being a sustainable location for a community growth area, which would effect the re-use of a brownfield site and which would contribute to a substantial amount of land for housing without encroaching into green belt or greenfield locations. The proposals are therefore considered to adhere to the principles set out in SPP21.

**Planning Advice Note 33**

PAN 33 'Development of Contaminated Land' sets out the approach to contaminated land as being the 'suitable for use' which includes ensuring that land is made suitable for any new use, as planning permission is given for that new use. This involves assessing the potential risks from contamination, on the basis of the proposed future use and circumstances, before permission is given for the development and, where necessary, to avoid unacceptable risks to human health and the environment, remediating the land before the new use commences; and limiting requirements for remediation to the work necessary to prevent unacceptable risks to human health or the environment in relation to the current use or future use of the land for which planning permission is being sought. The proposals themselves and the development to which they relate follow the principles set out in PAN 33 and are therefore acceptable in this regard.

**PAN 51 'Planning, Environmental Protection and Regulation'**

PAN 51 outlines the role of the planning system in relation to environmental protection regimes. It states that planning decisions should be made on planning grounds in the public interest and should not be used to secure objectives achievable under other legislation or powers and that a grant of planning permission can be said to establish the principle of development but this is only relevant to planning. It carries no weight so far as environmental protection regimes are concerned. The granting of planning consent does not therefore establish anything so far as other licences, permissions or authorisations are concerned, and they have to be determined according to their own requirements. The PAN makes clear that the planning regime has to take into account a wide range of non-environmental factors and therefore it will not always deliver environmental protection above any other consideration. It notes that the planning system is probably most able to protect aspects of the environment which are expressed in spatial terms. It is probably less suited to protecting the environment when the effect arises from a process rather than from the presence of the development itself.

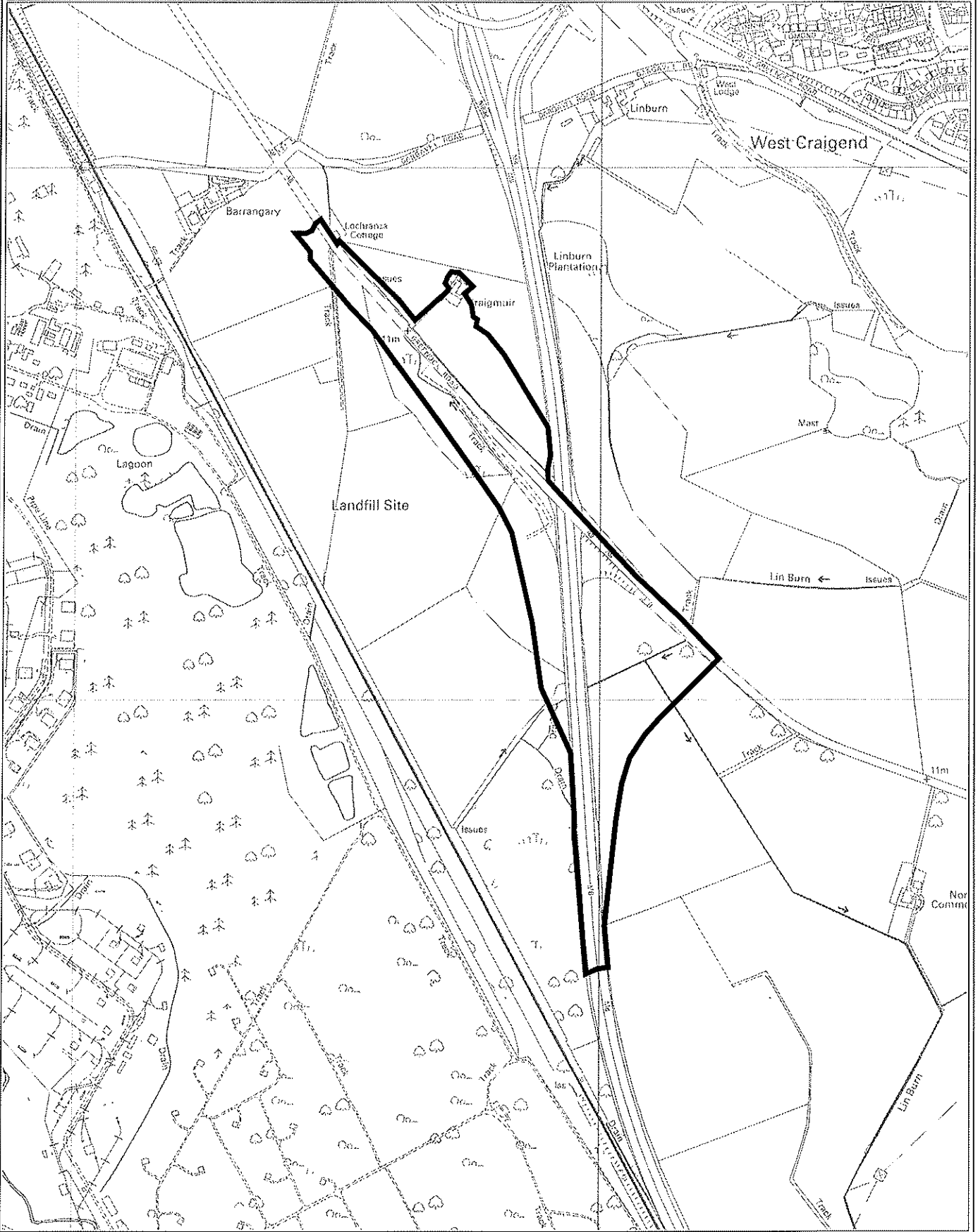
The views of the Director of Environmental Services and SEPA are noted and in particular, that no objection is offered and that safeguarding conditions are recommended. SEPA has also confirmed that aspects of the development will be subject to separate controls under their regulatory regimes and I am therefore satisfied that there are no land use planning reasons to contradict such a position. I am mindful of national planning advice which states that it would only be in exceptional circumstances that such situation would occur, that I do not consider this to be such a situation and there are no clear demonstrable planning reasons for rejecting the proposals.

**PAN 56 'Planning for Noise'**

PAN 56 recognises that the redevelopment of brownfield sites for housing, a concentration of transport on existing transport corridors and the increasing emphasis upon mixed use developments are likely to make noise issues an increasingly important consideration in planning decisions. It notes that whilst the planning system cannot tackle existing noise problems directly, it can guide development to the most suitable locations and regulate the design and layout of new development. The proposed junction location is constrained by the requirement to be close to the development that it is required to serve and the operational requirements of the trunk road. I am satisfied that balancing these matters against its rural location and the limited number of noise sensitive buildings that may be affected, that the proposals accord with national planning advice regarding directing development to the most suitable locations.

**Conclusion**

Having considered the proposals within the context of the core principles of Scottish Planning Policy, against statements of Government policy, guidance and advice, and the aims and objectives set out in these documents I am satisfied that the proposals accord in all salient and material respects.



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