

**Development Management & Strategic Road Safety
Trunk Roads: Network Management**

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DXB



Your ref:

Our ref:
SW/150/2006 &
SW/283/2006

Date:
12 November 2008

Renfrewshire Council
South Building
Cotton Street
Paisley
PA1 1LL

FAO Mr David Bryce

RENFREWSHIRE COUNCIL									
DEPARTMENT OF PLANNING & TRANSPORT									
13 NOV 2008									
DIR	HR	HP	HED	DM	CM	CSM	URT	M+L	
TRA	RA	PA	BC	DC	PI	RE	FILE	OTHER	
COPIED TO:									

Dear David

**M8 MIXED USE DEVELOPMENT, ROYAL ORDNANCE SITE, BISHOPTON
PLANNING APPLICATIONS**

The planning applications associated with the above mentioned development were referred to the Trunk Road Network Management Directorate (TRNMD) for consideration, due to the proposed scale of the development and the potential impact this may have on the M8 motorway.

While these proposals have been tabled for quite some time there are a number of reasons why determination of the application has been somewhat protracted. Throughout this period Transport Scotland and our term consultants, 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 SPP17 Planning for Transport.

Based on these discussions I would advise that TRNMD do not propose to object to the applications, subject to the planning conditions detailed on the enclosed TR/NPA/2 forms being attached to any permissions granted by Renfrewshire Council.

The proposed Transport Scotland conditions associated with the mixed use development planning application reflect the need to deliver both the employment and residential zones in tandem. The provision of a new motorway junction (Junction 29a Bishopton) is predicated on the delivery of a functioning mixed use development.

The cost benefit traffic work completed for the motorway junction indicated that traffic capacity at the eastern roundabout may exceed capacity. Traffic 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 states that the junction will 'generally be in accordance with' the Dougall Baillie design (Drwg No. 06614/100/100 Rev C). Further traffic analysis/junction design will be required prior to the Minute of Agreement being signed.

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If the traffic analysis continues to identify capacity issues at the eastern roundabout it may be necessary to increase the overall size of the roundabout. This may require land outwith the red line boundary and possibly outwith the ownership of the applicant. The risk associated with this will have to be dealt with by the applicant.

From the junction design and red line boundary drawings, it is not clear if adequate land is to be made available by the developer to permanently achieve the required visibility splays on the slip roads and associated junctions. A certificate will be provided by the designer specifying the status of the design with regards to compliance with the Design Manual for Roads and Bridges.

Capacity on the M8 motorway between Junction 26 Hillington and Junction 29a Bishopton will exceed design standards once the development trips are realised. A contribution mechanism has been discussed for the section between Junction Hillington 26 and Junction 29 St James. This is outlined in the JMP memo dated 1 August 2008 entitled 'Developer Contributions' although it should be noted that this exercise has not been concluded. The section of motorway between Junction 29 St James and Junction 29a Bishopton will also require consideration as this section will also exceed the capacity for a two lane motorway link. The payment of these contributions will be included in the Section 75 Agreement.

Transport Scotland accepts that payment of such a contribution could be on a phased basis, either based on building completions at specified dates (6 or 12 monthly), or possibly a series of equal payments again on pre-determined dates. On the basis of such an arrangement and its inclusion within the Section 75 Agreement, Transport Scotland would then consider the Condition to be fully discharged.

Transport Scotland also accepts that in the event of the non delivery of a scheme it may be appropriate to channel the contributions to other defined transport measures, such as public transport. The emerging Strategic Transport Projects Review may provide more details on the likely intervention measures.

I have also included conditions that relate to the provision of public transport facilities and a comprehensive travel plan covering all areas within the development. I consider that it is appropriate to ensure that these issues are addressed prior to occupation and would note the level of detail provided within the TA is not considered sufficient to demonstrate how this will be achieved. I however would accept that, if appropriate provision is made within the Section 75 Agreement for these items, the conditions can also be discharged or withdrawn.

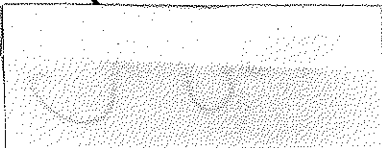
Objective 9 within the STAG was that 'Capacity of the M8 between J31 and J29 should not be exceeded due to development traffic'. The rail mode share within the Transport Assessment is around 10% and 11% which does not meet STAG objective 4 that '15% of development generated trips to be made by rail'. These will have to be reconciled through the Travel Plan Framework and the Design Manual for Roads and Bridges Stage 3 Assessment.

continued...

Transport Scotland has not identified any improvements that are required to the adjacent rail network to mitigate the rail passenger trips that will be generated by the community growth area. No planning conditions are therefore proposed that would relate to the rail network.

I trust the above confirms Transport Scotland's position with regard to these planning applications, explains the reasoning behind the conditions that have been requested, reflects the discussions which have already taken place and enables you to progress towards an appropriate Planning Committee.

Yours sincerely



John Swanson
Development Management (South)

Enc.

(copy letters - all letter only)

cc	Graham Vincent	BAE Systems (Property Investments) Ltd (Warwick Hse, PO Box 87, Farnborough Aerospace Centre, Farnborough, Hants, GU14 6YU)
	Stuart Milligan	Redrow Housing (Scotland) Ltd (3 Central Park Avenue, Larbert, Falkirk, FK5 4RX)
	Graham Trehwella	Cass Associates (Studio 104, The Tea Factory, 82 Wood Road, Liverpool, L1 4DQ)
	Gordon Baker	JMP Consultants
	Claire Keggie	Transport Scotland - S&I Rail Policy (Objective link)
	Paul Reid	Transport Scotland - TRNM Projects (Objective link)
	Ian McFetridge	Transport Scotland - TRNM Networks (Objective link)
	Gordon Henderson	Amey Infrastructure Services
	Julia Gillies	Halcrow

DXB

**Transport Scotland
Trunk Roads Network Management**



**TR/NPA/2
Form of Notification on Development Affecting
Trunk Roads and Special Roads**

The Town and Country Planning (Scotland) Act 1997

**The Town and Country Planning (General Development Procedure)
(Scotland) Order 1992 S.I. 1992 No 224 (S.18)**

To: Renfrewshire Council
South Building
Cotton Street
Paisley
PA1 1LL

Council Reference:-

06/1065/PP

TS Reference:-

SW/283/2006

Application made by BAE Systems Ltd and received by the Council on 3 October 2006 requesting permission for a new motorway junction on land adjacent to the M8 at Bishopton.

Type of application:- Planning permission
Outline Planning Permission
Approval of Reserved Matters
Notice of Intended Development



Type of development:- Building or Engineering Operation
Mining or Quarrying Operation
Other Operation
Material Change in use of land or building



Director, Trunk Roads Network Management Directorate Advice

1. The Director does not propose to advise against the granting of permission
2. The Director advises that planning permission be refused (see overleaf for reasons).
3. The Director advises that the conditions shown overleaf be attached to any permission the Council may give (see overleaf for reasons).
4. In issuing planning permission the applicant should be informed that the consent does not carry with it the right to carry out works within the trunk road boundary and that he must consult with Transport Scotland, Trunk Roads Network Management Directorate through its Management Organisation (see below) on the terms and conditions, under Roads legislation, that require to be agreed to enable works within the trunk road boundary to be approved (see overleaf for trunk road details).



Management Organisation:-
Address:-

Amey Infrastructure Services
Langmuir Way
Bargeddie
Glasgow, G69 7RW

NB - SDD Circular 29/1988 - Notification of Applications - Annex D.

Planning Authorities are requested to provide Transport Scotland, Trunk Roads Network Management Directorate with a copy of the decision notice. Reference should be made to the General Development Order regarding procedures to be adopted in the event that Trunk Roads Network Management Directorate advice is not accepted.

(July 1999)

CONDITIONS to be attached to any permission the Council may give:-

1. The construction of the motorway junction shall not commence until a contribution framework for mitigation measures which improves the capacity on the M8 between Jct 26 Hillington and Jct 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.
2. 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 for the advice at 2, or 3:-

- | | |
|----|--|
| 1. | To minimise interference with the safety and free flow of traffic on the trunk road. |
| 2. | 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. |

DETAILS of works necessary within the trunk road boundary:-

The proposed modifications to the trunk road network shall in all respects comply with the Design Manual for Roads and Bridges (DMRB) and with the Specification for Highway Works published by HMSO. The developer shall issue a certificate to that effect signed by the design organisation.

Any trunk road works will necessitate a Minute of Agreement with the Trunk Roads Authority prior to commencement of any works.

Signed:-



Date:- 12 November 2008

John Swanson
(on behalf of the Director)

Transport Scotland, Trunk Roads Network Management Directorate,
Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF