

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

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Planning and Transport
Renfrewshire Council
South Building
Cotton Street
Paisley
PA1 1LL

Your ref:
06/1065/PP

Our ref:
SW/283/2006

FAO Mr David Bryce

Date:
21 February 2007

Dear Mr Bryce

**ENVIRONMENTAL IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 1999
CONSTRUCTION OF A MOTORWAY JUNCTION ON LAND AT INTERSECTION OF M8/A8
GREENOCK ROAD, SOUTH OF CRAIGMUIR FARM AND EAST OF BISHOPTON**

I refer to your letter dated 8 February 2007, issued in response to my letter dated 25 January 2007.

Transport Scotland reserves comment on the Environmental Statement (ES) supporting the Planning Application until an ES is completed in accordance with the Roads Scotland (1984) Act. This ensures that our consultation response is issued on an informed basis with regard to any potential environmental impact. Only once the ES to be undertaken in accordance with the Roads Scotland (1984) Act is complete will all potential impacts on the motorway network be known.

However, during our telephone conversation on the 20 February 2007, I highlighted other assessments/appraisals which have to be made available/completed to the satisfaction of Transport Scotland. Only then can a formal response being issued on the planning application. This information includes the following:

- **STAG Stage 2 Report** (Assesses the access options against the 5 government objectives)
The revised STAG2 Scoping Report was issued to Transport Scotland on the 19 February 2007. Once the content has been agreed with Transport Scotland the STAG2 Report can be finalised.
- **DMRB Stage 2/3 Appraisal** (An appraisal of the motorway junction options to determine the preferred option)
Transport Scotland has not yet been contacted regarding the scope for these appraisals
- **Transport Assessment** (Determines the specific mitigating measures required from the proposed scheme)
The trip generation element have been agreed. However the final Transport Assessment will have to take into account the outputs from the STAG2 and DMRB2/3.

Issues associated with the preparation of the STAG2/DMRB Stage 2/3 were highlighted in copy letters which I issued to you on the 26 October 2006 and 7 December 2006.

I am unable to provide a programme for the delivery of the appraisal/assessments as this lies with the applicant.

continued....

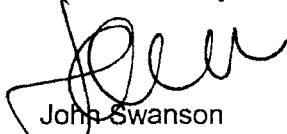
The planning application for the community growth area (06/0602/PP) is likely to be subject to the same planning conditions Transport Scotland would recommend for the motorway junction application (06/1065/PP).

From the above and as noted during our telephone conversation, it would be reasonable to suggest that the submission of the planning application for the motorway junction was somewhat premature.

You will note that there is still a considerable amount of work to be completed by the applicant. If you require a response from Transport Scotland in the short term, then I will have to recommend refusal due to a lack of supporting information.

A meeting could be arranged to discuss the above, if you would consider that to be helpful.

Yours sincerely



John Swanson
Development Management (South)

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)
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Elizabeth Morrison	TS TRIPS (Email – objective link)
Donald Morrison	TRNMD (Email – objective link)
Gary Paterson	SE DD Planning (Email – objective link)
Graeme Purves	SE DD Planning (Email – objective link)

Enc: Transport Scotland letter dd 25 January 2007
Renfrewshire Council letter dd 8 February 2007