

* see quote 4 para 5

From: Hugh McCafferty
ETLLD-TRNMD
7 February 2005

Minister for Transport

BISHOPTON – REGENERATION OF FORMER ROYAL ORDNANCE FACTORY SITE

Purpose

1. To advise you of the outcome of our assessment of the developer-led appraisal for the new motorway access associated with the redevelopment of the Royal Ordnance site at Bishop.

Priority

2. **Urgent.** A decision by 9 February would allow us to meet timescales agreed with the developer.

Background

3. You will recollect that the site of the Royal Ordnance factory at Bishopton, Renfrewshire has been the subject of major development interest. Background notes are attached at Annexes A and B.

4. In summary, it has been the developer's view that the development requires direct access to the adjacent trunk road (M8) via a new junction. The normal policy of the Scottish Executive is to avoid direct access onto the trunk road. For this reason the developer has been requested to undertake an appraisal exercise to provide evidence which would allow the Executive to consider setting aside this policy.

5. This appraisal exercise has been ongoing for some time. There are two levels to such an exercise, i) a development appraisal to determine whether the development is of such strategic significance that the general presumption against trunk road access should be set aside and ii) the STAG (Scottish Transport Appraisal Guidance) submission to determine amongst a range of potential access solutions that such a solution would be the correct choice.

Current position

6. The developer has now submitted his appraisal. The results of this appraisal and its subsequent audit are that the 2 motorway based options are considered to offer the best transportation solution and should go forward for further detailed appraisal within a STAG Part 2 assessment. From the developer's point of view either one of these solutions would be acceptable at this time.

7. The next stage in the process is for us to write to the developer advising of the outcome of this work. As any new or altered access to the motorway network needs to be promoted by the Scottish Executive, albeit at the developer's cost, in accepting the outcome of this study we are also accepting that we are prepared to promote the necessary orders. It is recommended therefore that TRNMD advises the developer that the Scottish Executive accepts that providing access to the M8 motorway represents the best transportation solution for the development and that TRNMD will be prepared to promote the necessary road orders on behalf of the developer and at the developer's cost.

Recommendation

8. You are asked to note that the appraisal and audit of the developer's proposals for access to the proposed Royal Ordnance site at Bishopton have now been satisfactorily concluded and you are asked to endorse our recommendation that TRNMD write to the developer advising him that we are content that providing access to the M8 motorway represents the best transportation solution for the development and that we would be prepared to promote the necessary road orders.

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Ext 40252

7 February 2005

Copy List:	For Action	For Comments	For Information		
			Portfolio Interest	Constit Interest	General Awareness
First Minister Deputy First Minister Minister for Communities					*
PS/Permanent Secretary PS/ETLLD PS/DD John Ewing, Head of Transport Group John Howison, TR-DCD Frances Duffy, RD&GFDD Jim Barton, TR-NMD Alan Denham, Planning Division Alan Clark, TSR Team Sam Ghibaldan Press Transport					*

BISHOPTON – REGENERATION OF FORMER ROYAL ORDNANCE FACTORY SITE

Background

1 In 1999 the Scottish Executive established a Steering Group to consider the redevelopment of this site consequent to an announcement by BAE Systems, the owners of the site, about the cessation of operational activities on the site. The Steering Group commissioned a number of studies to determine an appropriate scale and mix of development. The essential development components of this were (are) 2300 residential units, 29 hectares of employment, 2 hectares of commercial and a range of community facilities.

2 The studies and investigations have been based around a common access strategy which includes a new motorway junction in the vicinity of junction 30 on the M8. This access strategy presumes a number of benefits, in no particular order,

- the junction would create sufficient value to allow the remediation of extensive contamination
- its absence would have a detrimental impact on traffic volumes and the environment of the existing community
- the viability of the Business Park and consequent employment opportunities would be adversely affected
- the remediation of the site would result in significant environmental improvements.

3 Any increase in trunk road access is not desirable. New junctions are likely to adversely affect the strategic function of the trunk road. This is particularly true of the motorway system in Scotland where, in general, there is a greater proliferation of accesses on the network than on comparable parts of the English system. In general terms Executive policy is to resist new trunk road accesses.

4 However, in 2001 TRNMD were approached by the developers with a view to seeking agreement on the nature of this new junction. Given the general presumption against such an intervention the developer was ultimately requested to undertake a validation exercise to provide the evidence for the Executive to set aside our policy objection. This comprised, i) a development appraisal to establish the strategic significance of the proposal and ii) a STAG submission which addressed the appropriate transportation solution.

5 In regard to 4 i) above there are a number of elements which, taken together, provide evidence to support the case for the site being of strategic significance. These are,

- the delivery of a substantial part of the Development Plan residential requirements on a brown field site (as a corollary this minimises demand on green field alternatives),
- the remediation and regeneration of a severely contaminated 943 hectare brownfield site and
- the economic benefits.

In regard to the latter although the developer forecasts potentially 3500 jobs the Executive's assessment would suggest that the number of new jobs would be considerably less. Nevertheless in our consideration of the resulting planning application we will ensure that the

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delivery of the business element will be linked to the build out of the residential aspect. This would be intended to ensure more certainty about the delivery of the economic benefits and avoid the long term possibility that the use becomes solely residential.

6 The STAG Part 1 appraisal examined a number of alternative access proposals. As well as addressing sustainable transport improvements e.g. rail improvements, park and ride and footpath/cycleway links the submission considered 6 road based solutions. Two of these solutions involved new or altered motorway junctions. These were,

- a) a new east facing (towards Glasgow) junction linking onto the existing A8/M8 motorway crossing and
- b) alterations to provide similar east facing slips to tie in at the existing junction 30 (the junction of the M8 and the M898).

7 The results of this appraisal and its subsequent audit are that the two motorway based options are considered to offer the best transportation solution and should go forward for further detailed appraisal within a STAG Part 2. From the developers point of view either one of these solutions would be acceptable at this time.

8 The developer is awaiting with interest the Executive's recommendation. Following our last meeting with the developer it was agreed that the appraisal and audit exercise would be concluded by the end of January. This has not been possible as a consequence of a short delay on the part of the developer's consultant. This has been acknowledged by the developer, nevertheless, he is hoping for a decision as soon as possible.

Relationship to Current Policy

9 Current Scottish Executive policy is set out in National Planning Policy Guideline 17. This states that access to the trunk road should be avoided as far as practicable. Direct access to a motorway is not allowed from any private development. Whilst the principal objective of the junction solutions identified is to provide access to the development site it is not immediately adjacent to the junction and does not provide direct access.

Financial Implications

10 None. Although the Executive would require to promote any new motorway works by means of a Special Roads Order, TRNMD will seek to ensure via the planning application that the developer bears the responsibility for all costs borne by the Executive. I would expect also that the developer would have responsibility for the delivery of any land required for the new slips roads.