

1 Introduction

- 1.1 This Environmental Statement (ES) has been assembled to record the findings of the Environmental Impact Assessment (EIA) relating to a new motorway interchange. The ES will inform decisions on design to ensure that potentially significant environmental impacts are addressed and, where necessary, mitigation is enacted.
- 1.2 The road scheme in this instance is a new junction at the intersection of the M8 motorway and Greenock Road (A8). The scheme is located at Inchinnan, to the south of Bishopton. At different points in this ES the proposed junction is referred to as the M8 Junction 29A.
- 1.3 The need for the scheme arises from the planned regeneration of the BAE Systems site at Bishopton as a key component of the Bishopton Community Growth Area. Planning permission in principle has been granted by Renfrewshire Council for a mix of uses at the BAE Systems site (planning permission reference 06/0602/PP). Planning permission has also been granted for the construction of the new motorway junction (planning permission reference 06/1065/PP). These planning permissions are linked – a condition of the planning permission in principle requires the construction of the motorway junction before the occupation of the 651st dwelling or before the occupation of employment space in excess of 50,000m².
- 1.4 The two planning permissions were supported by Environmental Statements. This environmental assessment will build on and, where necessary, update the ES prepared in support of the full planning application for the construction of a motorway junction. This environmental assessment has followed the guidance set out in the Environmental Impact Assessment (Scotland) Regulations 1999 as amended. In addition, this environmental assessment has been guided by Volume 11 of the Design Manual for Roads and Bridges (DMRB) Volume 11.
- 1.5 The need for an EIA in Trunk Road Projects is set out in the Roads (Scotland) Act 1984 (Section 20A) as amended by Part III the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 1999 and Part III of the Environmental Impact Assessment (Scotland) Amendment Regulations 2006.
- 1.6 The EIA Regulations require that an ES is needed for specific types of development. The proposed scheme falls in a development type listed in Schedule 2 to the Regulations: an EIA and preparation of an ES may be required. In accordance with DMRB a screening exercise was undertaken to determine if this would be required. The need for EIA and an ES was confirmed by Transport Scotland in their Screening Opinion as notified in a Record of Determination (05.02.14).
- 1.7 The Project Team involved in the Environmental Impact Assessment (EIA) process and in the production of the ES is as follows:
- | | |
|--|--|
| Cass Associates: | effects on landscape and the visual environment and on flora and fauna. |
| BAE Systems Environmental/
SLR Consulting Ltd | effects on geology and soils. |
| Terrenus | effects on hydrology. |
| AOC Archaeology: | effects on cultural heritage. |
| Dougall Baillie Associates: | effects on pedestrians, cyclists, equestrians and road safety and driver stress. |
| SLR Consulting Ltd: | effects on air and climate, noise and vibration. |
- 1.8 In this instance the relevant Overseeing Organisation is Transport Scotland. The Designer is Dougall Baillie Associates of 3 Glenfield Road, Kelvin, East Kilbride, G75 0RA.

Background to the Scheme, the STAG Assessment Process and the Consideration of Options

- 1.9 The submission of planning applications for both the mixed use regeneration project at the BAE Systems site in Bishopton and the construction of a motorway junction were preceded by a STAG assessment process. This commenced in 2003 with a STAG Part 1 assessment. In January 2005, the then Scottish Executive confirmed 'Approval in Principle' in response to the STAG Part 1 assessment. This gave the platform for proceeding to the Part 2 appraisal.
- 1.10 The STAG Part 2 appraisal was submitted to the Scottish Executive in May 2006. It examines three access options, each incorporating a different arrangement for links to the strategic road network.
- 1.11 The Part 2 appraisal centres on five objectives which are an echo of those outlined in the White Paper 'Travel Choices for Scotland'. These are: environment, safety, economy, integration and accessibility.
- 1.12 The three short-listed options have been assessed against the identified objectives and it is the overall conclusion that Access Strategy A is preferable, mainly due to its ease of construction, suitable location with ease of links to the BAE Systems development, operational efficiency, simplicity of design / driver understanding and overall construction costs.
- 1.13 Access Strategy A has two components :
- (I) Walking, Cycling, Public Transport and Local Road Measures
- Walking and cycling provision as an integral part of the development
 - Development of a public transport interchange with its focus on Bishopton rail station
 - Bus penetration through the development providing connections to local town centres and the public transport interchange
 - A Travel Plan for the development
 - Local highway access from the Royal Ordnance development to the A8.
- (II) New junction to the strategic road network (at the intersection of the M8 and the A8 Greenock Road).

Scheme Location

- 1.14 A new interchange on the M8 Motorway at Greenock Road east of Bishopton, located between Junctions 29 and 30, is proposed as part of the preferred Access Strategy identified in the STAG Appraisal of the redevelopment proposals for the BAE Systems site at Bishopton.
- 1.15 The proposed interchange would be located on the A8 Greenock Road on the section between the Red Smiddy roundabout and Bishopton where Greenock Road currently crosses the M8 Motorway on an existing overbridge (Figure 1.1). Greenock Road at this location is a rural road subject to the national speed limit (60mph).
- 1.16 The existing horizontal alignment of Greenock Road in the vicinity of the motorway overbridge is generally straight. The closest bend is located some 600m east of the bridge. Approaching the motorway bridge from the east the level of Greenock Road rises from a datum of ~10.50m Ordnance Datum (OD) to ~15.8m OD on embankment to cross the motorway. West from the existing overbridge towards Bishopton the road level falls again to a datum of ~12.0m OD.
- 1.17 The width of the existing road carriageway in the vicinity of the M8 overbridge is 7.3m. A continuous footway is provided on the north side of the road between Bishopton and the Red Smiddy Roundabout. A verge is provided on the south side of the road.
- 1.18 On the M8 overbridge the north footway and south verge are both surfaced. The footway and verge are both 2.75m wide. The overall width of the bridge between the face of the parapet barriers is 12.8m.

- 1.19 In keeping with its rural road character there are limited intersections on Greenock Road and access points are limited.
- 1.20 The existing traffic flow on Greenock Road in the vicinity of the interchange during the typical weekday AM and PM peak hours is shown in Table 1.1.

Table 1.1: 2009 Base AM & PM Peak Greenock Road Traffic Flows

	Eastbound	Westbound	Total
AM Peak	356	144	500
PM Peak	176	250	426

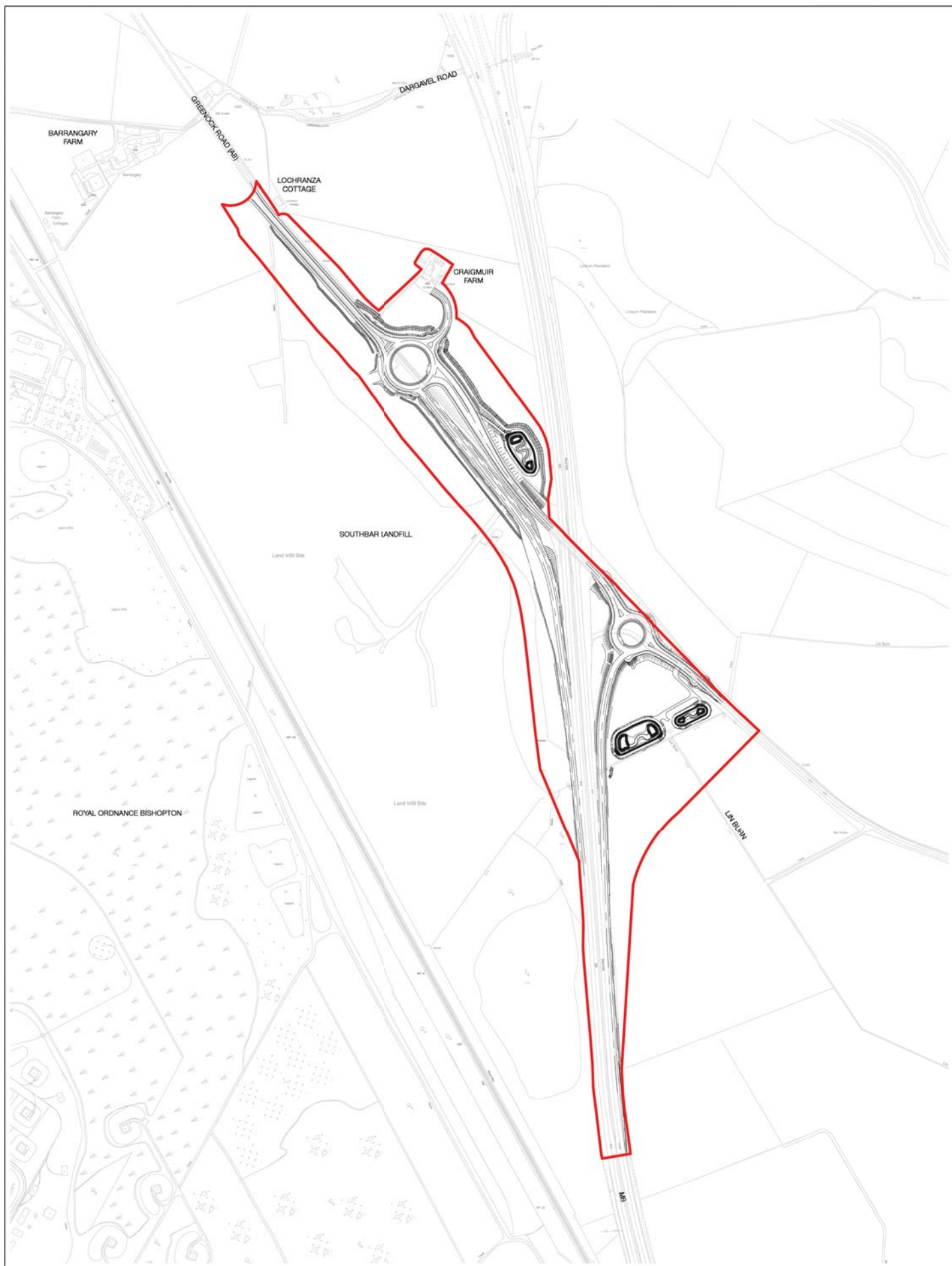
Report Structure

- 1.21 The ES comprises two parts in accordance with DMRB Volume 11, Section 2.
- The Statement – a comprehensive but concise document drawing together all the relevant information on the scheme.
 - A Non-Technical Summary (NTS) which is a summary report in non-technical language.
- 1.22 The Statement comprises 16 chapters:
- Chapters 1 and 2 provide a background to the scheme
- Chapter 3 outlines the general approach to assessment
- Chapter 4 gives a commentary on scoping and consultations
- Chapter 5 provides the statutory planning background to the scheme
- Chapters 6 to 13 address individual environmental topics
- Chapter 14 will examine disputation due to construction
- Chapter 15 looks at the quality of driving conditions as a consequence of the scheme
- Chapter 16 considers cumulative effects and inter-relationships between impacts.

Representations

- 1.23 The NTS is available as a separate document.
- 1.24 The ES and the NTS can be obtained from:
- Transport Scotland
Major Transport Infrastructure Projects
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF
Telephone: 0141 242 7100
- 1.25 Printed copies of the ES are available at a cost of £75 from the above address. There is no cost for a copy of the NTS. The ES and NTS will also be available on a CD at a cost of £15.00 each.
- 1.26 Following publication of the draft Road Orders and the ES there will be a consultation period of six weeks. In this time representations can be made to Transport Scotland at the above address.
- 1.27 The closing date for representations will be specified in the Public Notice.

Figures



— PLANNING APPLICATION BOUNDARY



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**LAND AT THE INTERSECTION OF THE M8
 MOTOWAY AND GREENOCK ROAD,
 INCHINNAN, ERSKINE**

drawing title
LOCATION OF JUNCTION

scale	NTS
date	28.02.14
drn	MW

FIG 1.2