Glasgow Business Park
Proposed Storage and Distribution Development
Transport Assessment

Hermiston Securities Ltd

April 2021

Prepared for:

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Contents

1. INTRODUCTION

Background

1.1 Transport Planning Ltd has been appointed to prepare a Transport Assessment in relation to an application to provide employment related development on a site to the north of Springhill Parkway, Glasgow.

1.2 The proposal relates to construction of two new storage and distribution units (Class 6) with ancillary offices, parking, access, landscaping and engineering works on land to the north of Springhill Parkway. The site occupies the western part of the undeveloped land within the business park. The development will be split over two units: one (Site A) of 3,994 m^2 Gross Floor Area (GFA) class 6 with 372 m^2 GFA ancillary office use and the other (Site B) of 4,599 m^2 GFA of class 6 with 358 m^2 GFA of ancillary office use.

1.3 A site location plan is included as Figure 1 within Appendix A of this report together with layout plans for both areas.

Report content

1.4 The Government publication "Transport Assessment Guidance" notes the threshold for formal Transport Assessment for Class 4 (office) use as being 2500sqm, for Class 5 (general industry) as 5000sqm and for Class 6 (warehousing and distribution) as 10000sqm.

1.5 For a development of the size applied for, the application therefore falls below the threshold for a formal Transport Assessment as laid out in Table 3.1 of 'Transport Assessment Guidance" but this Assessment has been prepared following the contents normally found in a Transport Assessment in any case.

1.6 This Transport Assessment provides a summary of the baseline transport network and connectivity of the site and the detailed traffic analysis of the development. The extent of the road network to be considered in this area was discussed and agreed with Glasgow City Council (GCC) at the time of preparation of the wider Transport Assessment related to the adjacent, under construction, site.

2. TRANSPORT NETWORK

Introduction

2.1 This section of the report provides the information on a range of topics associated with the proposal.

Local transport network accessibility for all modes

Walking and cycling

Springhill Parkway

2.2 The main pedestrian access to and from the application site will be via Springhill Parkway. The footway on Springhill Parkway provides connections with Edinburgh Road to the west, Easterhouse Road to the north east and Springcroft Road to the south east. Springhill Parkway has footways on both sides of the carriageway which are well lit.

Springhill Parkway footways

2.3 Springhill Parkway has no controlled pedestrian crossings although there are uncontrolled crossing points, some with dropped kerbs, across the main carriageway and side roads.

Edinburgh Road

2.4 There are wide footways on both sides of Edinburgh Road in the vicinity of the junction with Springhill Parkway and these are well lit.

Footway on Edinburgh Road

2.5 In the immediate vicinity of Springhill Parkway there are no controlled pedestrian crossing points of Edinburgh Road, however to the west at the Wellhouse Road traffic signal junction a separate pedestrian phase is available. There are, though, two uncontrolled pedestrian crossings of Edinburgh Road, both with dropped kerbs, to the west of Springhill Parkway.

Easterhouse Road

2.6 There are footways on both sides of Easterhouse Road, which are well lit.

2.7 There is a signal-controlled pedestrian crossing of Easterhouse Road at the railway overbridge.

Easterhouse Road showing footway and crossing point

2.8 Controlled pedestrian crossing provision is also present on Easterhouse Road at the traffic signal junction of Brodie Drive/ Brodie Gardens and Springhill Parkway. This also provides direct access towards Easterhouse Station with a segregated pedestrian path linking to the station, shown below.

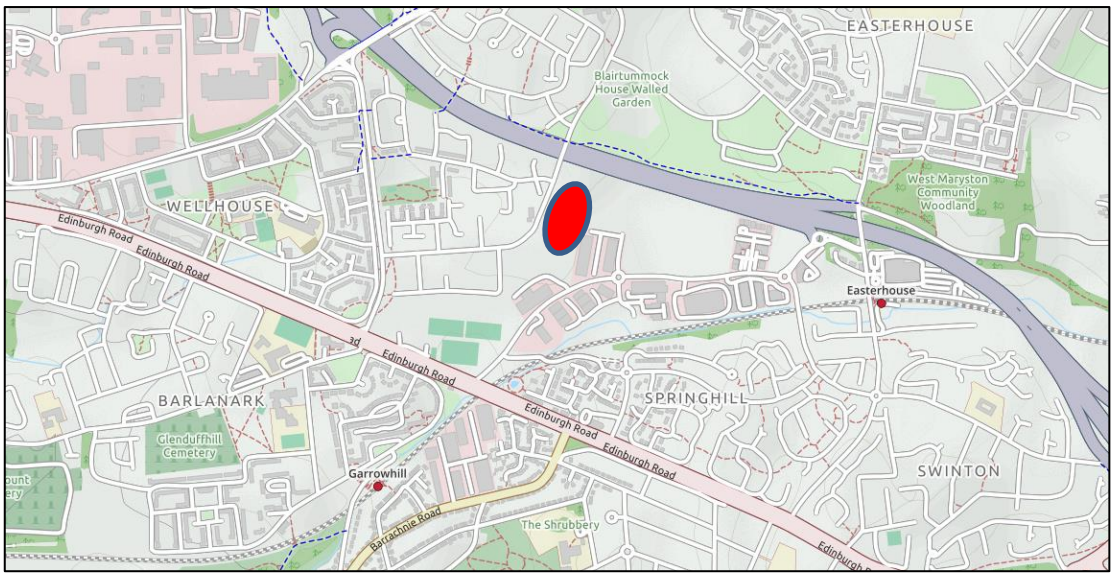
Pedestrian connection towards Easterhouse Station

2.9 Based on the aforementioned, the application site affords a good level of pedestrian provision along Springhill Parkway, Edinburgh Road and Easterhouse Road.

Cycle access

2.10 There are no designated cycle routes in the area immediately surrounding the application site, with cyclists required to share the carriageway alongside vehicular traffic. To the south on Edinburgh Road are bus lanes which can be used by cyclists.

2.11 The extract from Open Street Mapping below also shows the extent of local cycle provision (e.g. the bus lanes on Edinburgh Road) in the surrounding area.



Extract from Open Street Map showing site (red) and cycle lanes (shaded) on Edinburgh Road together with other usable cycle routes (dashed)

2.12 The core path network also passes close by the site, with paths 62 and 86 the most readily accessible. The Glasgow Business Park area straddles two core paths maps (32 and 33) and copies of these are included in Appendix A.

Public transport

Bus service provision

2.13 Existing bus stops, all with timetable information displays and some with shelters, are located on Edinburgh Road (to the south west), Wellhouse Road (to the west), Wardie Road (no shelters and to the north west), and Easterhouse Road (to the east).

Typical provision on Edinburgh Road - bus stop and shelter near Springhill Parkway

2.14 A brief description of the routes and frequencies of key services is summarised in Table 2.1.

Table 2.1 – Existing bus services in vicinity of site (at time of report compilation)

Service	Route	Typical Frequency	
		Mon – Sat daytime	Sun
Edinburgh Road			
38/38A/38 B/38E (First)	Newton Mearns / Eastwood Toll / Spiersbridge to Baillieston (SimpliCITY) Via Shawlands, City Centre, Alexandra Parade	30 mins	60 mins
Wellhouse Road			
41 (First)	Easterhouse - City Centre, West Regent St (SimpliCITY)	10 mins	20/30 mins

43 (First)	43: Easterhouse Terminus - Parkhead, The Forge	30 mins	60 mins
60/ 60A (First)	60: Easterhouse - Clydebank Bus Station SimpliCITY) Via Glasgow City Centre 60A: Easterhouse - Castlemains (SimpliCITY) Via Glasgow City Centre	10 mins	15 mins
Wardie Road			
43 (First)	43: Easterhouse Terminus - Parkhead, The Forge	30 mins	60 mins
Easterhouse Road			
310 (McGills)	Moodiesburn - Shettleston via Gartcosh, Glasgow Fort, Easterhouse & Baillieston	70 mins	60 mins

2.15 It can be seen from the above that the area around the application site is well served by bus services.

Rail service provision

2.16 The nearest train station is Easterhouse which is located some 800m to the east of the application site. Easterhouse rail station has a 75 space car park adjacent to the southern platform and provides cycle storage in the form of 6 stands.

Easterhouse Rail Station

2.17 Easterhouse Station lies on the Helensburgh Central or Balloch to Airdrie or Edinburgh via Glasgow Queen Street lower level line and the route and frequency of services (again at the time of writing) is shown in Table 2.2 below.

Table 2.2 – Existing rail services in vicinity of site (at time of report compilation)

Operator	Route	Frequency	
		Mon – Sat daytime	Sun
Scotrail	Helensburgh – Dumbarton – Dalmuir – Hyndland – Partick – Glasgow (Queen Street) – High Street – Bellgrove – Carntyne – Shettleston – Garrowhill – Easterhouse – Blairhill – Coatbridge – Airdrie – Bathgate – Livingston North – Uphall – Edinburgh Park – Edinburgh (Haymarket) – Edinburgh (Waverley)	30 mins	60 mins
Scotrail	Balloch – Dumbarton – Dalmuir – Hyndland – Partick – Glasgow (Queen Street) – High Street – Bellgrove – Carntyne – Shettleston – Garrowhill – Easterhouse – Blairhill – Coatbridge – Airdrie – Bathgate – Livingston North – Uphall – Edinburgh Park – Edinburgh (Haymarket) – Edinburgh (Waverley)	30 mins	30 mins

2.18 Bus and rail provision in the area combine to provide good accessibility at the site by public transport.

2.19 Figure 2 contained in Appendix A shows the site in its surrounding context.

Existing road network

2.20 Springhill Parkway connects the industrial roads in Glasgow Business Park with Edinburgh Road, the M8 Motorway (westbound on slip only), Easterhouse Road and Springcroft Road. Springhill Parkway is a two-lane carriageway with a 30mph speed limit. There are footways alongside both sides of the carriageway and adequate street lighting is provided.

2.21 Peak hour two way traffic flows on Edinburgh Road are around 1000 vehicles per hour to the west of Springhill Parkway and around 1200 vehicles per hour to the east of Easterhouse Road. Easterhouse Road itself has peak hour flows of around 850 vehicles per hour and Springhill Parkway itself has peak hour flows of around 350 vehicles per hour. By comparison the peak hour traffic flows on the adjacent M8 are around 3500 vehicles per hour.

2.22 Access to the eastbound M8 as well as access to the M73 and M74 is available by travelling east along Edinburgh Road.

Vehicular access junction

2.23 Copies of the proposed site plans are included within Appendix A of this document. The site plans show the locations of the proposed access points to serve the sites, which will be from the western end of Springhill Drive (N).

Parking provision

2.24 The Policy document SG11 has been examined to determine parking provision.

2.25 SG11 notes the following:-

- Car parking. Table 3.2 of SG11 splits parking provision for classes 4, 5 and 6, but the maximum level appears to be 3.0 spaces per 100sqm Gross Floor Area for the office element and 0.5 spaces per 100sqm Gross Floor Area for the Class 6 (warehouse and distribution) elements.

- Applying this to site A (3994sqm of Class 6 and 372sqm of Class 4) results in a maximum provision of 20 spaces associated with the distribution element and 11 associated with the office element. With the inclusion of disabled spaces, 33 spaces are shown on plan.

- In relation to site B (4599sqm of Class 6 and 358sqm of Class 4), this would result in a maximum provision of 23 spaces associated with the distribution element and 11 associated with the office element. With the inclusion of disabled spaces, 36 spaces are shown on plan.

- Electric Vehicle parking. This is laid out in Table 4 of SG11 and notes a minimum standard of 20% passive provision based on the total spaces provided (i.e. spaces capable of being powered) and active provision (provided with a charging point) of 5% of operational and staff parking combined.

- 2 active charge points are denoted on each plan and further provision is to be made for passive provision.

- Cycle Parking. The cycle parking provision is laid out in Table 2.2 of SG 11. For the total development content of 8593 sqm of warehousing and 730 sqm of office provision, the cycle parking requirements would be 12 staff and 3 visitor for the warehousing and 6 staff and 2 visitor for the office. A total of 18 staff and 5 visitor spaces. Locations for cycle parking are illustrated on the plans.

Trip generation and distribution figures

2.26 The following table (2.3) highlights TRICS data for both distribution centres (8593 sqm) and office (730 sqm) uses.

Table 2.3 – Trip rate / trips comparison – 8593 sqm employment / 730 sqm office

Use	Time period	Rate in / out	Trips in / out	Total trips
Distribution	0800 - 0900	0.410 / 0.157	35 / 14	49
	1700 - 1800	0.223 / 0.423	19 / 36	55
Office	0800 - 0900	1.522 / 0.444	11 / 3	14
	1600 – 1700	0.398 / 1.414	3 / 10	13

2.27 The data illustrates that by combining the trip rates, generation of some 63 vehicles per hour maximum could be anticipated in the AM peak and 68 vehicles in the PM peak.

2.28 TRICS outputs used to populate the above table are included in Appendix B. These figures replicate those used for the under construction adjacent site.

Other considerations at the site

2.29 Pedestrian and cycle access is available from the surrounding network laid out above. A connection between Wardie Road and the site has been mooted in the past, but the ground to provide such a connection is not available to the applicants.

2.30 Pedestrian access will be available from Springhill Drive North. Footway connections will extend alongside the car park entrances and lead directly to the main building entrances.

2.31 Cycle parking will be provided within the site(s) at the appropriate level.

2.32 The car park areas will also include active and passive electric vehicle charging spaces.

2.33 Lastly, Springhill Drive North will be extended westwards to accommodate a turning circle together with the new access points (a combined access to site B and separate car park and yard accesses into site A).

Summary

2.34 A review of the current accessibility of the application site has been undertaken and this has included a review of walking, cycling and public transport provision.

2.35 The assessment of walking routes has shown that existing provision is generally good around the application site. Although there are no dedicated cycle routes in the immediate surrounding area the application site is accessible by cycle by sharing the road network. Bus stops are provided near to the application site on Edinburgh Road, Wellhouse Road, Wardie Road and Easterhouse Road. Easterhouse rail station is around 800m away and offers frequent journeys in and around the local area and to e.g. Glasgow city centre.

3. TRAFFIC IMPACT

Introduction

3.1 This Chapter discusses the assessment periods and the extent of the study area where the traffic impact of the development proposal will be assessed, the year of opening of the development and the future year traffic growth.

Assessment periods and extents of study area

3.2 Employment based developments typically attract their greatest volumes of traffic during the weekday AM and PM peak periods and these are therefore considered within this report.

3.3 Initial discussion with GCC transportation in relation to the site to the immediate east (currently under construction) indicated the scope of the study should include surveys of the following junctions:

- Edinburgh Road / Wellhouse Road / Hallhill Road;
- Edinburgh Road / Springhill Parkway;
- Edinburgh Road / Barrachnie Road;
- Edinburgh Road / Easterhouse Road / Greenshields Road;
- Easterhouse Road / Springcroft Road / Rhindmuir Road;
- Easterhouse Road / Springhill Parkway;
- Easterhouse Road / M8 Eastbound off slip;
- Springhill Parkway / M8 Westbound on slip; and
- Springhill Parkway / Springcroft Road.

3.4 Junction turning count data obtained in 2019 for the weekday AM and weekday PM peak periods has been interrogated to determine the weekday AM and PM peak hours. The weekday AM peak hour was found to occur between 0800 and 0900 and the weekday PM peak hour between 1700 and 1800.

3.5 The resultant turning movements at the junctions within the study area during these two peak hours are shown in Diagrams 1 – 3 a and b (Appendix C). The 2019 traffic count data was fully classified by vehicle type, with the data presented Vehicles (1a & b), HGVs (2a & b) and Passenger Car Units (PCU's) (3a&b), with the PCU flows utilised for the purposes of this assessment.

Year of assessment and projected traffic growth

3.6 In line with national guidance the impact of the development flows will be assessed in the potential year of opening which is assumed to be 2022.

3.7 Traffic growth is linked to the economy and an element of this is directly attributable to the likelihood of future development within the surrounding area. The main extant consent in the area is within the business park itself and as such NRTF 'Low' growth was utilised to project the background traffic flows forward to 2022 values.

3.8 The 2022 weekday AM and PM projected traffic flows are shown in Diagrams 4a and 4b (Appendix C).

3.9 Additional 'committed' traffic was added for the under construction development to the east (planning application 19/02528/FUL). This additional traffic is shown in Diagrams 5a and 5b. The total 2022 weekday AM and PM projected + committed development traffic flows are shown in Diagrams 6a and 6b.

4. TRIP DISTRIBUTION

Introduction

4.1 This section of the report sets out the proposed development trip distribution on the surrounding road network.

Trip distribution

4.2 In terms of the traffic distribution for the development, the office element of travel, was achieved by utilising observed turning movements around the development site.

4.3 The anticipated traffic flows associated with the office element of the development are presented in Diagrams 7a&b (Appendix C).

4.4 The distribution (Class 6) element of the development however requires to be considered slightly differently. In order to estimate the likely distribution of trips it is necessary to develop a gravity model which takes into account the population base within the catchment. Developing a population based model is appropriate as the higher the resident population then the greater the likelihood of – for example - a delivery being made in that area. Therefore the population data from the 2011 census for localities within an hour's travel time forms the basis for the traffic distribution with the traffic routed using the shortest routes to and from the development site. The detail of the distribution on the local network is contained within the gravity model (see Appendix D) at the end of this report.

4.5 The anticipated traffic flows associated with the distribution element of the development are presented in Diagrams 8a&b (Appendix C).

4.6 The total development flows are presented in Diagrams 9a&b (Appendix C) covering both the office and distribution elements for the AM and PM peak periods. These total development trips have then been added to the 2022 projected + committed development traffic flows to create 2022 projected + committed and proposed development generated traffic flows for the weekday AM and PM peak periods. The 2022 projected + committed and proposed development traffic flows are shown in Diagrams 10a&b (Appendix C).

Area of influence

4.7 The Scottish Government's guidelines for the preparation of TA's, Transport Assessment Guidance, do not contain any firm definitions of a traffic impact. Therefore, the guidelines offered in the IHT guidelines have been adopted. The IHT guidelines advise that capacity assessments should be conducted at junctions where traffic to or from the development proposal exceeds 10% of the existing two way traffic flow on the adjoining highway or where congestion exists or will exist in the assessment years, this 10% figure should be lowered to 5%.

4.8 The percentage impacts, Diagrams 11a and 11b (Appendix C), show that the junctions in the study network where link flows are predicted to exceed 5% are:

- Springhill Parkway / Springcroft Road roundabout;
- Springhill Parkway / M8 westbound on ramp roundabout;
- Easterhouse Road / Springcroft Road roundabout; and
- Springhill Parkway / Springhill Drive North / Springhill Drive South roundabout.

4.9 Accordingly, these junctions, have been subject to the detailed analysis which is discussed further in the following section of the report.

5. TRAFFIC ASSESSMENT

Junction analysis

5.1 Geometric parameters of the junctions were measured on-site, with the physical layouts confirmed by OS mapping.

5.2 The performance of the junctions has been measured using standard outputs for ARCADY (roundabouts) - Ratio of Flow to Capacity (RFC), Maximum Queuing (Q) and Junction Delay. The output files for the ARCADY assessments are included in Appendix E.

5.3 The scenarios that have been tested are as follows:

1. 2019 weekday AM Peak
2. 2022 weekday AM Peak
3. 2022 weekday AM Peak + proposed development
4. 2019 weekday PM Peak
5. 2022 weekday PM Peak
6. 2022 weekday PM Peak + proposed development

Springhill Parkway / Springcroft Road roundabout

5.4 Table 5.1 below summarises the ARCADY results for scenarios 1 to 6.

Table 5.1 – Summary of ARCADY Analysis Results (Springhill Parkway / Springcroft Road roundabout)

Scenario	Springhill Parkway (W)			Springhill Parkway (N)			Springcroft Road			Reserve Capacity
	RFC	Queue	Delay	RFC	Queue	Delay	RFC	Queue	Delay	
		(pcu)	(secs)		(pcu)	(secs)		(pcu)	(secs)	%
1	0.13	0.2	0.06	0.09	0.1	0.05	0.29	0.4	0.08	172
2	0.16	0.2	0.06	0.11	0.1	0.05	0.34	0.5	0.09	134
3	0.17	0.2	0.06	0.13	0.1	0.05	0.37	0.6	0.09	116
4	0.24	0.3	0.07	0.09	0.1	0.05	0.15	0.2	0.07	231
5	0.31	0.5	0.07	0.10	0.1	0.05	0.18	0.2	0.07	171
6	0.35	0.5	0.08	0.11	0.1	0.05	0.19	0.2	0.07	146

5.5 The surveys recorded that the junction currently operates satisfactorily during the weekday morning and evening peak periods with no queues observed. The analysis bears this out with the junction predicted to operate satisfactorily in the base scenario with a maximum RFC of 0.29 and little or no queue occurring at the junction.

5.6 The effect of the addition of background growth and development traffic is expected to be minimal with the junction continuing to operate satisfactorily with little or no queueing predicted to occur.

Springhill Parkway / M8 westbound on ramp roundabout

5.7 Table 5.2 below summarises the ARCADY results for scenarios 1 to 6.

Table 5.2 – Summary of ARCADY Analysis Results (Springhill Parkway / M8 Slips roundabout)

Scenario	Springhill Parkway (S)			M8 on slip			Springhill Parkway (E)			Reserve Capacity
	RFC	Queue	Delay	RFC	Queue	Delay	RFC	Queue	Delay	
		(pcu)	(secs)		(pcu)	(secs)		(pcu)	(secs)	%
1	0.15	0.2	0.04	-	-	-	0.17	0.2	0.05	334
2	0.17	0.2	0.04	-	-	-	0.18	0.2	0.05	311
3	0.17	0.2	0.04	-	-	-	0.18	0.2	0.05	304
4	0.13	0.2	0.04	-	-	-	0.17	0.2	0.05	320
5	0.14	0.2	0.04	-	-	-	0.20	0.2	0.05	280
6	0.14	0.2	0.04	-	-	-	0.21	0.3	0.05	262

5.8 Again, the surveys recorded that the junction currently operates satisfactorily during the weekday morning and evening peak periods with no queues observed. The analysis reflects this, with the junction predicted to operate satisfactorily in the base scenario with a maximum RFC of 0.17 and little or no queue occurring at the junction.

5.9 The addition of background growth and development traffic is expected have little effect on the operation of the junction with little or no queueing predicted to occur.

Easterhouse Road / Springcroft Road roundabout

5.10 Table 5.3 below summarises the ARCADY results for scenarios 1 to 6.

Table 5.3 – Summary of ARCADY Analysis Results (Easterhouse Road / Springcroft Road roundabout)

Scenario	Easterhouse Rd (N)			Rhindmuir Rd			Easterhouse Rd (S)			Springcroft Rd			Reserve Capacity
	RFC	Q	Delay	RFC	Q	Delay	RFC	Q	Delay	RFC	Q	Delay	
		(pcu)	(secs)		(pcu)	(secs)		(pcu)	(secs)		(pcu)	(secs)	%
1	0.35	0.6	0.08	0.22	0.3	0.10	0.33	0.5	0.06	0.17	0.2	0.06	123
2	0.36	0.6	0.08	0.24	0.3	0.10	0.37	0.6	0.07	0.19	0.2	0.06	114
3	0.36	0.6	0.08	0.24	0.3	0.10	0.39	0.6	0.07	0.19	0.2	0.06	111
4	0.57	1.3	0.12	0.16	0.2	0.11	0.29	0.4	0.06	0.23	0.3	0.06	50
5	0.59	1.5	0.14	0.17	0.2	0.12	0.31	0.5	0.06	0.27	0.4	0.07	42
6	0.60	1.5	0.14	0.18	0.2	0.12	0.32	0.5	0.06	0.29	0.4	0.07	40

5.11 The traffic surveys recorded that the junction currently operates satisfactorily during the weekday morning and evening peak periods with minimal queuing of typically 3

or 4 vehicles observed. The analysis reflects this, with the junction predicted to operate satisfactorily in the base scenario with a maximum RFC of 0.57 and similar levels of queuing.

5.12 The addition of background growth and development traffic has little effect on the operation of the junction with the levels of queuing and delay experiencing minor increases which are unlikely to be discernible to drivers.

Springhill Parkway / Springhill Drive North / Springhill Drive south roundabout

5.13 Table 5.4 below summarises the ARCADY results for scenarios 1 to 6.

Table 5.4 – Summary of ARCADY Analysis Results (Springhill Parkway / Springhill Drive North / Springhill Drive south roundabout)

Scenario	Springhill P'way (E)			Springhill Dr Sth			Springhill P'way (W)			Springhill Dr Nth			Reserve Capacity
	RFC	Q	Delay	RFC	Q	Delay	RFC	Q	Delay	RFC	Q	Delay	
		(pcu)	(secs)		(pcu)	(secs)		(pcu)	(secs)		(pcu)	(secs)	%
1	0.10	0.1	0.04	0.06	0.1	0.05	0.09	0.1	0.04	0.03	0.0	0.05	694
2	0.14	0.2	0.05	0.06	0.1	0.05	0.10	0.1	0.04	0.05	0.0	0.05	509
3	0.17	0.2	0.05	0.06	0.1	0.05	0.11	0.1	0.04	0.06	0.1	0.05	416
4	0.07	0.1	0.04	0.05	0.1	0.05	0.09	0.1	0.04	0.04	0.0	0.05	762
5	0.10	0.1	0.04	0.05	0.1	0.05	0.09	0.1	0.04	0.08	0.1	0.05	509
6	0.11	0.1	0.04	0.05	0.1	0.05	0.09	0.1	0.04	0.12	0.1	0.05	392

5.14 The traffic surveys recorded that the junction currently operates satisfactorily during the weekday morning and evening peak periods with no queuing observed. The analysis reflects this, with the junction predicted to operate satisfactorily in the base scenario with a maximum RFC of 0.17 and no queues.

5.15 The addition of background growth and development traffic has little effect on the operation of the junction with the junction continuing to operate satisfactorily.

6. SUMMARY AND CONCLUSIONS

Summary

6.1 Transport Planning Ltd has been appointed to prepare a Transport Assessment in relation to an application to provide employment related development on a site to the north of Springhill Parkway, Glasgow.

6.2 The proposals relate to the construction of new storage and distribution developments (Class 6) with ancillary offices, parking, access, landscaping and engineering works on land to the north of Springhill Parkway / west of Springhill Drive North. The two separate site areas occupy the western part of the undeveloped land within the business park.

6.3 The report has considered the trip generation, distribution and impact of the proposed development on the surrounding road network. Where the development has an impact of more than 5% of the background traffic flows the infrastructure has been subject to detailed modelling and it has been shown that the network is able to accommodate the predicted levels of traffic.

6.4 The table below shows the comments that may also be relevant to this current proposal as made by GCC transport on planning application 19/02528/FUL (consultation response dated 3rd October 2019) and the extent to which those comments are addressed in the current proposal.

Comment	Response
This proposal is for the erection of a storage and distribution development (Class 6) with ancillary offices, parking and van storage, access, landscaping and engineering works.	The new proposal is similar in nature (i.e. mainly Class 6)
Section 56 approval is required for the vehicular accesses taken from Springhill Parkway and an amendment to the Roads Construction Consent DEV/CC/1501 will be required for the construction of the footway on the east side of Springhill Drive North and the vehicular access taken from Springhill Drive North.	Noted that appropriate other approvals will be required for the construction of vehicular access points etc.
A supporting Transport Assessment (TA) has been submitted. Transport Planning is satisfied with its scope and assumptions. The TA confirms that the site accesses and principal junctions on the adjacent road network should be able to accommodate the uplift in traffic flows.	This TA is based on the same broad parameters as that completed for the adjacent site.

The proposal will form 4 new vehicular accesses - 3 from Springhill Parkway and 1 from Springhill Drive North. The vehicular access from Springhill Parkway into the car park shall be taken via a dropped kerb footway crossing in accordance with Figure 10 of the SCOTS National Roads Development Guide and be a minimum of 5.5 metres in width. The other 3 vehicular accesses shall be taken via dropped kerb footway crossings in accordance with Figure 11 of the SCOTS National Roads Development Guide and be a minimum of 6.0 metres in width.	The form of e.g. footway crossings for the taking of access is a matter for RCC / Section 56 but these previous comments are noted here.
The applicant shall demonstrate by means of a swept path that all vehicles using all the vehicular accesses can manoeuvre in, out and within the proposed development site safely.	Noted
The proposed development is in an area of below base accessibility, therefore the maximum permissible parking standard for a development of 12,162 sqm class 6 and 1,446 sqm class 4 is 104 car parking spaces, including a minimum of 5 disabled car parking bays. The proposed level of 118 car parking spaces is above this maximum standard and shall be reduced to 109 spaces.	The parking has been arranged in accordance with these previous comments
All commercial developments with dedicated parking provision shall have a minimum portion of general parking provision passive electric vehicle and active electric vehicle spaces in accordance with City Development Plan, Supplementary Guidance 11: Sustainable Transport, Section 7 Electric Vehicles. No details of this provision has been provided	EV charging has been incorporated into both site plans
Provision is made in the design of the proposed development for the parking of cycles in accordance with the requirements of City Development Plan, Supplementary Guidance 11: Sustainable Transport, Section 4 Cycle Parking - 28 staff cycle parking spaces and 7 customers' spaces. This provision shall be safe, sheltered and secure and in 'sheffield' type racks. Details shall be submitted to planning authority for approval.	Noted – areas for cycle parking have been indicated on the current plans.

No details of the operational plans for the proposed development site have been submitted - number of staff, hours of operation, shift patterns proposed, public collection facility. To encourage staff to use alternative modes of transport other than sole car occupancy a robust Travel Plan shall be prepared and implemented.	End occupiers are not yet confirmed for the proposed scheme.
It is not permissible to allow water to drain from a private area onto the public road.	Noted

6.5 In addition to the foregoing information, the proposals do not trigger the Transport Assessment threshold, but information typically found in a full Transport Assessment (e.g. traffic generation and off site capacity) has been included in this report and shows that ample vehicular capacity exists at the tested junctions.

Conclusion

6.6 This Transport Assessment has assessed the impact of the proposed development including that on the surrounding road network and there are no transport replated reasons why the proposed development should not gain planning permission.

APPENDIX A

FIGURE 1, FIGURE 2, CORE PATHS PLANS, SITE LAYOUT PLANS

Glasgow Business Park

Site Location Plan

Key

A Site of Proposed Development

Glasgow Business Park - Site A	Hermiston Securities		
Site Location Plan	Drawing Number: TP528 Figure 1		Scale: NTS @ A3
	Drawn by: NW	Date: April 2021	Checked by: AS

TRANSPORT PLANNING