

Marine Licence Application for Construction Projects

Version 1.0

Marine (Scotland) Act 2010

Acronyms

Please note the following acronyms referred to in this application form:

BPEO	Best Practicable Environmental Option
EIA	Environmental Impact Assessment
ES	Environmental Statement
MHWS	Mean High Water Springs
MMO	Marine Mammal Observer
MPA	Marine Protected Area
MS-LOT	Marine Scotland – Licensing Operations Team
PAM	Passive Acoustic Monitoring
SAC	Special Area of Conservation
SNH	Scottish Natural Heritage
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
WGS84	World Geodetic System 1984

Explanatory Notes

The following numbered paragraphs correspond to the questions on the application form and are intended to assist in completing the form. These explanatory notes are specific to this application and so you are advised to read these in conjunction with the Marine Scotland Guidance for Marine Licence Applicants document.

1. Applicant Details

The person making the application who will be named as the licensee.

2. Agent Details

Any person acting under contract (or other agreement) on behalf of any party listed as the applicant and having responsibility for the control, management or physical deposit or removal of any substance(s) or object(s).

3. Payment

Indicate payment method. Cheques must be made payable to: The Scottish Government.

Marine licence applications will not be accepted unless accompanied by a cheque for the correct application fee, or if an invoice is requested, until that invoice is settled. Target timelines for determining applications do not begin until the application fee is paid.

4. Application Type

Indicate if the application is for a new construction site or an existing construction site. Provide the existing or previous consent/licence number and expiry date if applicable.

5. Project Details

- (a) Give a brief description of the project (e.g. construction of a new sea outfall).
- (b) Provide the total area of proposed works in square metres.
- (c) Provide the proposed start date of the project. The start date will not be backdated, since to commence a project for which a licence has not been obtained will constitute an offence, which may result in appropriate legal action. A licence is normally valid for the duration of the project but not exceeding 3 years. If a project will not be completed before a marine licence lapses, it will be necessary for licence holders to re-apply for a further licence to continue any ongoing work at least 14 weeks prior to the expiry date of the licence. **Target duration for determination of a marine licence application is 14 weeks.**
- (d) Provide the proposed completion date of the project.
- (e) Provide the cost of the works seawards of the tidal limit of MHWS. This estimate should only cover

work taking place below the tidal level of MHWS and must take into consideration the cost of materials, labour fees etc.

- (f) Describe the location of the proposed works. Include a list of the latitude and longitude co-ordinates (WGS84) of the boundary points of the proposed project. WGS84 is the World Geodetic System 1984 and the reference co-ordinate system used for marine licence applications. Co-ordinates taken from GPS equipment should be set to WGS84. Coordinates taken from recent admiralty charts will be on a WGS84 compatible datum. Ordnance survey maps do not use WGS84. In a few cases, (e.g. laying of long pipelines) it may only be practicable to supply co-ordinates for the start and end points.

Example: For positions read from charts the format should be as in the example: 55°55.555'N 002°22.222'W (WGS84). The decimal point specifies that decimals of minutes are used and the datum is stated explicitly. If seconds are used then the format should be as in the example: 55°55'44"N 2°22'11"W (WGS84).

It is important that the correct positions, in the correct format, are included with this application, as any errors will result in the application being refused or delayed.

To supplement your application, please provide photographs of the project location and submit these with your application. Please also provide a suitably scaled extract of an Ordnance Survey Map (1:2,500 scale but not more than 1:10,000) or Admiralty Chart which must be marked to indicate:

- the full extent of the works in relation to the surrounding area;
- latitude and longitude co-ordinates defining the location of the works;
- the level of MHWS;
- any adjacent SAC, SPA, SSSI, MPA, Ramsar or similar conservation area boundary.

Drawings and plans will be consulted upon. If they are subject to copyright, **it is the responsibility of the applicant to obtain necessary approvals to reproduce the documents and to submit suitably annotated copies with the application.**

Sewer outfalls, discharge pipes for industrial waste etc. The size and description of the pipe must be shown on the longitudinal sections and also details of its supports, foundations, methods of jointing and details of any tidal flaps.

Bridges over tidal waters: An elevation with longitudinal and cross-sections of the bridge to a suitable scale must show the dimensions of the spans and width of piers, etc. above and below MHWS and the maximum and minimum heights of the undersides of the superstructures above MHWS. The headroom above MHWS and the width of span of the nearest bridges, if any, above and below the site must be stated.

Tunnels under tidal waters: The longitudinal section of the tunnel must show the distances between the bed of the river or estuary and the top of the tunnels. Cross-sections must show the internal and external dimensions of the tunnel and particulars of construction. When a proposed future dredging level is known this must also be shown on all sections.

Overhead cables: Catenary must be supplied in addition to the site plan showing the minimum clearance of the cable at MHWS and the electrical clearance allowed.

- (g) Indicate if the project is located within the jurisdiction of a statutory harbour authority and provide details of the statutory harbour authority where relevant.
- (h) Provide a full method statement, including schedule of works and the ultimate fate of the structure.
- (i) Provide assessment of the potential impacts the works may have, including interference with other uses of the sea. Please include details of areas of concern e.g. designated conservation areas, such as a SAC, SPA, SSSI, MPA or Ramsar site and shellfish harvesting areas. Further guidance on designated conservation areas can be obtained from SNH at this website:

<http://gateway.snh.gov.uk/sitelink/index.jsp> and guidance on shellfish harvesting areas can be obtained from <http://www.foodstandards.gov.scot/> with regards to the Shellfish Waters Directive (2006/113/EC) which has parameters set to protect the water quality in which edible shellfish are grown.

Applicants should also be aware of the need to pay due regard to coastal and marine archaeological matters and attention is drawn to Historic Scotland's Operational Policy Paper HP6, "Conserving the Underwater Heritage".

Any application for beach replenishment works must be cross checked as to whether the proposed site is a designated bathing water site. If so, all physical works should ideally be done outwith the Bathing Water Season (1st June to 15th September). Further guidance on the Bathing Waters Directive (2006/7/EC) can be obtained from <http://apps.sepa.org.uk/bathingwaters/>.

Where there are potential impacts from the works, please provide details of proposed mitigation, such as use of MMOs or PAM, in response to potential impacts.

6. Deposits and/or Removals

- (a) Complete the table to indicate all permanent substances or objects to be deposited and/or removed from below MHWS. If you propose using types of substances or objects for which a specific box is not provided in the table, please describe the nature of such substances or objects in the box marked "other".
- (b) Please indicate the method of delivery of any substance(s) or object(s) to be placed below MHWS.
- (c) Where the proposed work involves salt marsh feeding, beach replenishment or land reclamation the description of the substances or objects must include details of its chemical quality. Where the substances or objects have not been chemically analysed, MS-LOT may request representative samples for analysis or require the applicant to arrange for analyses to be undertaken before the marine licence application can be determined.
- (d) If temporary deposits are required, please provide details as with the permanent deposits above. The temporary deposit location details (Latitude and Longitude WGS84) must be added to the form, and the period of time the site will be used must be provided. If granting a licence, MS-LOT will include on the document details of any area that has been approved as a temporary deposit site.

7. Disposal of Dredged Substance(s) or Object(s) at Sea

- (a) If you are proposing to dispose of any excess substance(s) or object(s) arising from the project at sea, a separate marine licence will be required (see Dredging and Sea Disposal application form). The granting of a marine licence for construction projects does not imply that a marine licence for sea disposal will also be granted as different assessment criteria are used to determine each type of application. If a separate application is being submitted for dredging and sea disposal then this must be accompanied with a BPEO report.
- (b) Provide the quantity of dredged substance(s) or object(s) for sea disposal in wet tonnes.

8. Noise Monitoring

Under the Marine Strategy Regulations (2010), there is now a requirement to monitor loud, low to mid frequency (10Hz to 10kHz) impulsive noise. Activities where this type of noise is produced include seismic airguns, other geophysical surveys (<10kHz), pile driving, explosives and certain acoustic deterrent devices. Where noisy activity is being undertaken, you must complete an initial registration form for the noise registry which allows you to provide details on the proposed work. Completion of a 'close-out' form, which allows licensees to provide details of the actual dates and locations where the activities occurred, is also required within 12 weeks of the completion of the 'noisy' activity or, in the case of prolonged activities such as piling for harbour construction or wind farms, at quarterly intervals or after each phase of foundation installation.

These forms can be downloaded from:

<http://www.scotland.gov.uk/Topics/marine/science/MSInteractive/Themes/noise-reduction>

Marine licence applications will not be accepted until this form has been completed and submitted.

9. Statutory Consenting Powers

Please describe in the answer to this question what (if any) statutory responsibilities you (or your client) have to consent any aspect of the project.

10. Scotland's National Marine Plan

Scotland's National Marine Plan has been prepared in accordance with the EU Directive 2014/89/EU, which came into force in July 2014. The Directive introduces a framework for maritime spatial planning and aims to promote the sustainable development of marine areas and the sustainable use of marine resources. It also sets out a number of minimum requirements all of which have been addressed in this plan. In doing so, and in accordance with article 5(3) of the Directive, Marine Scotland have considered a wide range of sectoral uses and activities and have determined how these different objectives are reflected and weighted in the marine plan. Land-sea interactions have also been taken into account as part of the marine planning process. Any applicant for a marine licence should consider their proposals with reference to Scotland's National Marine Plan. A copy of Scotland's National Marine Plan can be found at: <http://www.gov.scot/Publications/2015/03/6517/0>

Indicate whether you have considered the project with reference to Scotland's National Marine Plan and provide details of considerations made with reference to the policies, including but not limited to General Policies 7 and 13 (GEN 7 and GEN 13), that have been considered. If you have not considered the project with reference to Scotland's National Marine Plan please provide an explanation.

11. Pre-Application Consultation

Certain activities will be subject to public pre-application consultation. Activities affected will be large projects with the potential for significant impacts on the environment, local communities and other legitimate uses of the sea. The new requirement will allow those local communities, environmental groups and other interested parties to comment on a proposed development in its early stages – before an application for a marine licence is submitted. Further information can be obtained from: <http://www.scotland.gov.uk/Resource/0043/00439649.pdf>

If applicable, please provide your pre-application consultation report with your application.

12. Consultation (other than carried out under pre-application consultation)

Provide details of all bodies consulted and give details of any consents issued including date of issue.

13. Environmental Assessment

- (a) Under the Marine Works Environmental Impact Assessment (EIA) Regulations 2007, there may be a requirement for certain projects to undergo an EIA and produce an ES. If EIA is required, MS-LOT will not determine a marine licence application until the EIA consent decision in respect of the marine licence application has been reached. Please confirm if the project falls under Annex I or II of Directive 85/337/EEC: <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32011L0092&from=EN> in relation to the Marine Works (EIA) Regulations 2007.

Marine licence applications for proposals which fall under the regulations will not be accepted unless a screening opinion has been issued in relation to this.

- (b) Please indicate if an EIA has been undertaken and whether it was for the marine licence application to which this application relates or for any other EIA regulator (e.g local authority). Please attach any previous ES to the application.

MS-LOT will not determine a marine licence application until the EIA consent decision in respect of any regulated activity associated with the marine licence application has been reached.

14. Associated Works

Indicate whether the application is associated with any other marine projects (e.g. land reclamation, marine/harbour construction works, dredging and sea disposal etc). If this is the case, provide reference/licence number for the related marine projects.

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It is the responsibility of the applicant to obtain any other consents or authorisations that may be required.

Under Section 54 of the Marine (Scotland) Act 2010, all information contained within and provided in support of this application will be placed on a Public Register. There are no national security grounds for application information not going on the Register under the 2010 Act.

Public Register

Do you consider that any of the information contained within or provided in support of this application should not be disclosed:

- (a) for reasons of national security; YES NO
- (b) for reasons of confidentiality of commercial or industrial information where such confidentiality is provided by law to protect a legitimate commercial interest? YES NO

If **YES**, to either (a) or (b), please provide full justification as to why all or part of the information you have provided should be withheld.

WARNING

It is an offence under the Act under which this application is made to fail to disclose information or to provide false or misleading information.

Target duration for determination is 14 weeks. Please note that missing or erroneous information in your application and complications resulting from consultation may result in the application being refused or delayed.

Marine licence applications will not be accepted unless accompanied by a cheque for the correct application fee, or if an invoice is requested, until that invoice is settled. Target timelines for determining applications do not begin until the application fee is paid.

Declaration

I declare to the best of my knowledge and belief that the information given in this form and related papers is true.

Signature

Date

4/7/17

Name in BLOCK LETTERS

Application Check List

Please check that you provide all relevant information in support of your application, including but not limited to the following:

- Completed and signed application form
- Project Drawings
- Maps/Charts
- Co-ordinates of the boundary points of the area of harbour jurisdiction (if you are a statutory harbour authority)
- Method Statement
- Photographs of the location of the project
- Additional information e.g. consultation correspondence (if applicable)
- Noise Registry – Initial Registration Form (if applicable)
- Pre-application Report (if applicable)
- Environmental Statement (if applicable)
- Payment (if paying by cheque)

4. Application Type

Is this application for a new construction site or an existing construction site:

New Site Existing Site

If an **EXISTING SITE**, please provide the consent/licence number and expiry date:

Consent/Licence Number	Expiry Date

5. Project Details

(a) Brief description of the project (e.g. construction of a new sea outfall):

(b) Total area of the proposed works (in square metres):

m²

(c) Proposed start date (**Target duration for determination of a marine licence application is 14 weeks**):

(d) Proposed completion date:

(e) Cost of the works seawards of the tidal limit of MHWS:

£

(f) Location:

6. Deposits and/or Removals

(a) **Permanent** substance(s) or object(s) to be deposited and/or removed from below MHWS (continue on a separate sheet if necessary):

Details on following page

Type of Deposit/Removal	Deposits		Removals	
	Description	Quantity & Dimensions (metric)	Description	Quantity & Dimensions (metric)
Steel/Iron		No.		No.
		Dimensions		Dimensions
		Weight (kg/tonnes)		Weight (kg/tonnes)
Timber		No.		No.
		Dimensions		Dimensions
		Weight (kg/tonnes)		Weight (kg/tonnes)
Concrete		No.		No.
		Dimensions		Dimensions
		Weight (kg/tonnes)		Weight (kg/tonnes)
Plastic/Synthetic		m ²		m ²
Clay (< 0.004 mm)		Volume (m ³)		Volume (m ³)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Silt (0.004 ≤ Silt < 0.063 mm)		Volume (m ³)		Volume (m ³)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Sand (0.063 ≤ Sand < 2.0 mm)		Volume (m ³)		Volume (m ³)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Gravel (2.00 ≤ Gravel < 64.0 mm)		Volume (m ³)		Volume (m ³)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Cobbles (64.0 ≤ Cobbles < 256.0 mm)		Volume (m ³)		Volume (m ³)
		Weight (kg/tonnes)		Weight (kg/tonnes)
Boulders (≥ 256.0 mm)		Volume (m ³)		Volume (m ³)
		Weight (kg/tonnes)		Weight (kg/tonnes)

All values are approximate for specimen design stage and are relevant for sections of structures beneath MHWS only:

Deposits:

Layby Berth -

4 No. Reinforced Concrete Dolphins:

Total Concrete Volume = 220m³

Total Concrete Weight = 550t

24 No. 500mm dia. Steel Tubular Piles @ 35m each:

Steel Weight = 202t

Permanent Sheet Piling:

Total height = 25m

Depth below dredged material = 17m

Total length = 200m

Total weight = 400t

8 No. Rubber Fenders & 4 No. Panels:

Total rubber volume = 31m³

Main Crossing Piers -

Only piles and pilecaps considered to fall below MHWS at this stage

Pilecap dimensions = 15m x 15m x 1.5m

16 No. 1200mm dia. RC piles at each pier (32 No. total)

Total concrete volume (pilecaps) = 675m³

Total concrete weight (pilecaps) = 1700t

Total concrete volume (piles) = 1200m³

Total concrete weight (piles) = 3000t

Permanent Sheet Piling:

Total height = 15m

Depth below existing ground = 10m

Total length = 73m

Total weight = 90t

Backfill Material (granular material in accordance with MCHW)

Total volume = 240m³

Total weight = 460t

Yoker Burn Culvert - (quantities below MHWS on OS map)

Concrete volume = 50m³

Concrete weight = 127t

Drainage Outfalls -

5 No. 600mm outfalls (UPVC or concrete presumed)

Pipe		Length (m)		Length (m)
		External Diameter (cm/m)		External Diameter (cm/m)
Other (please describe below):				

(b) Method of delivery of substance(s) or object(s):

(c) For work involving salt marsh feeding, beach replenishment or land reclamation please provide the following information relating to the substance(s) or object(s) to be deposited:

Quantity (tonnes):

tonnes

Nature of substance(s) or object(s) (e.g. sand, silt, gravel etc.):

Source (if sea dredged state location of origin)

Particle size:

**Have the substance(s) or object(s) been chemically analysed?
If YES, please include the analysis data with your application**

YES NO

(d) **Temporary** substance(s) or object(s) to be deposited below MHWS (continue on a separate sheet if necessary):

Type of Deposit	Description	Quantity & Dimensions (metric)
Steel/Iron		No.
		Dimensions
		Weight (kg/tonnes)
Timber		No.
		Dimensions
		Weight (kg/tonnes)

Concrete		No.
		Dimensions
		Weight (kg/tonnes)
Plastic/Synthetic		m ²
Clay (< 0.004 mm)		Volume (m ³)
		Weight (kg/tonnes)
Silt (0.004 ≤ Silt < 0.063 mm)		Volume (m ³)
		Weight (kg/tonnes)
Sand (0.063 ≤ Sand < 2.0 mm)		Volume (m ³)
		Weight (kg/tonnes)
Gravel (2.00 ≤ Gravel < 64.0 mm)		Volume (m ³)
		Weight (kg/tonnes)
Cobbles (64.0 ≤ Cobbles < 256.0 mm)		Volume (m ³)
		Weight (kg/tonnes)
Boulders (≥ 256.0 mm)		Volume (m ³)
		Weight (kg/tonnes)
Pipe		Length (m)
		External Diameter (cm/m)
Other (please describe below):		

7. Disposal of Dredged Substance(s) or Object(s) at Sea

(a) Do you intend to apply for a marine licence for sea disposal of dredged substance(s) or object(s) as part of the project?

YES NO

If **YES**, please specify nature of substance(s) or object(s) (e.g sand, gravel, silt, clay, rock etc.):

(b) Quantity of substance(s) or object(s) (wet tonnes):

wet tonnes

A separate marine licence application will be required to be submitted for sea disposal.

8. Noise Monitoring

Will loud, low to mid frequency (10Hz to 10kHz) impulsive noise be produced by the project? YES NO

If **YES**, which please indicate the noise generating activities and sound frequencies:

Noise Generating Activity	Sound Frequency (Hertz)
Use of Explosives	
Use of Accoustic Deterrent Devices	
Piling	
Other (please describe below):	

If you have ticked **YES**, please complete the Noise Registry – Initial Registration form located at: <http://www.scotland.gov.uk/Topics/marine/science/MSInteractive/Themes/noise-reduction>

Marine licence applications will not be accepted until this form has been completed and submitted.

9. Statutory Consenting Powers

Do you, or (if appropriate) your client, have statutory powers to consent any aspect of this project?

10. Scotland’s National Marine Plan

Have you considered the application with reference to Scotland's National Marine Plan? YES NO

If **YES**, provide details of considerations made with reference to the policies, including but not limited to General Policies 7 and 13 (GEN 7 and GEN 13), that have been considered:

If **NO**, please provide an explanation of why you haven't considered the National Marine Plan?

11. Pre-Application Consultation

Is the application subject to pre-application consultation, under The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013?

YES NO

If **YES**, please indicate the date of the public notice for the pre-application consultation event and the type of consultation event held (a copy of the public notice must be supplied with this application):

Event Type	Date

Note: PAC Notice in Appendix 08

12. Consultation

List all bodies you have consulted and provide copies of correspondence:

13. Environmental Assessment

(a) Does the project fall under Annex I or II of the EIA Directive?

Annex I Annex II Neither

If **ANNEX I** or **ANNEX II**, please provide the screening opinion issued to you in relation to the project.

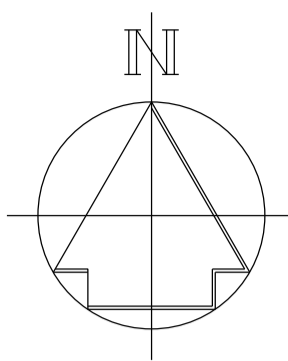
(b) Has an EIA been undertaken:

for the marine licence application to which this application relates YES NO
for any other EIA regulator (e.g local authority) YES NO

14. Associated Works

Provide details of other related marine projects, including reference/licence numbers (if applicable):

APPENDIX 02
Drawings and Plans



CLYDE CROSSING BERTHING LAYBY
117086-SWECO-SSP-00-DR-S-43000

YOKER BURN CULVERT
117084-SWECO-SBR-C-DR-S-41000

OUTFALLS		
LOCATION	LATITUDE	LONGITUDE
OUTFALL 1	55° 52.950'	4° 24.354'
OUTFALL 2	55° 53.228'	4° 23.197'
OUTFALL 3	55° 53.370'	4° 23.523'
OUTFALL 4	55° 53.317'	4° 23.599'
OUTFALL 5	55° 53.381'	4° 23.572'

PLAN
(1:2500)

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Notes

1. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
2. REFER TO DRAWINGS:
117086-SWECO-SGN-00-DR-S-41001.
3. ALL DETAILS SHOWN ON THIS DRAWING ARE INDICATIVE ONLY AND SUBJECT TO DEVELOPMENT AT DETAILED DESIGN STAGE.
4. PROPOSED PIPE DIAMETER 600mm. PIPE MATERIAL AND BEDDING AS DESIGNED BY CONTRACTOR. HEADWALL DIMENSIONS AND MATERIAL AS DESIGNED BY CONTRACTOR, THOUGH PROPOSED AS PRECAST CONCRETE AT THIS TIME.

LEGEND:

- MEAN HIGH WATER SPRING AREA (MHWS)
- RED LINE BOUNDARY

Reference drawings

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	16/05/17				

Sweco
Suite 3/5, City Park
368 Alexandra Parade
Glasgow
G3 1 3AU
Tel: +44 (0)141 414 1700
Web: www.sweco.co.uk



Client
RENFREWSHIRE COUNCIL

Drawing Status
Initial Status or WIP

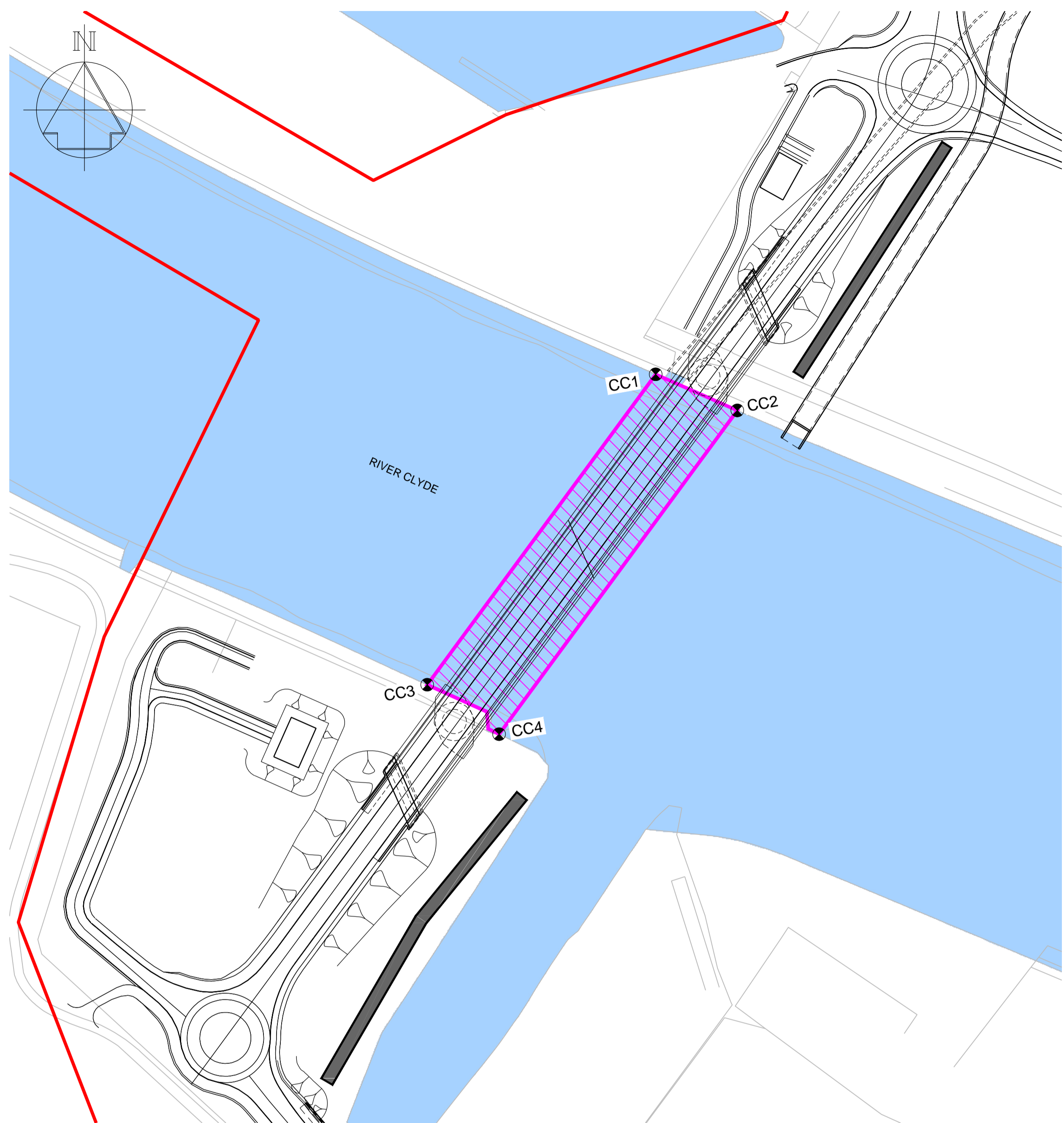
Suitability
S0

Project Title
CLYDE WATERFRONT AND RENFREW RIVERSIDE

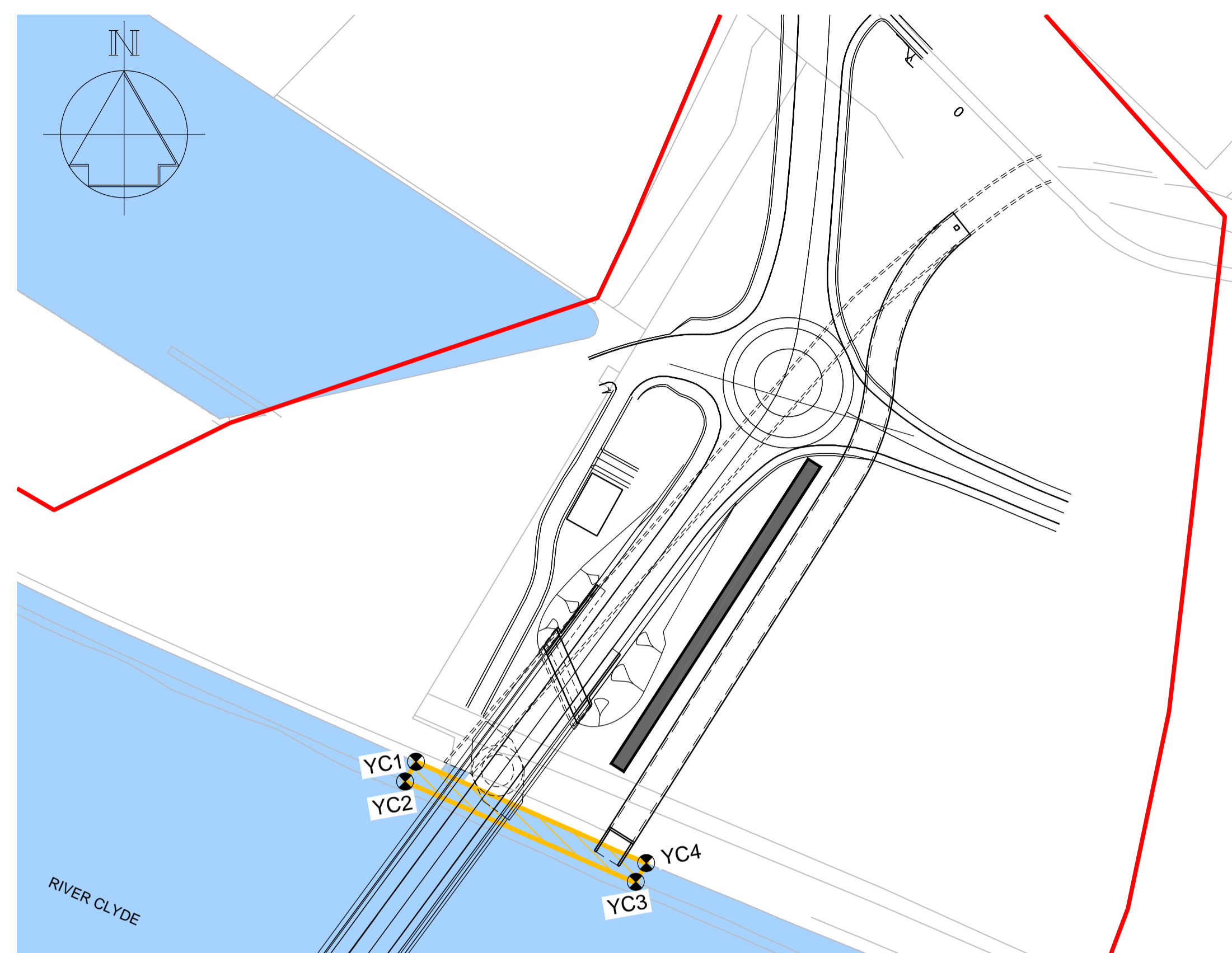
Drawing Title
**MARINE LICENCE LAYOUT
SHEET 1 OF 2**

Scale	Designed	Drawn	Checked	Approved
1:2500	Mackay, Ruairidh	McIntosh, John	Mackay, Ruairidh	Webb, Alistair
Original Size	Date	Date	Date	Date
A1	11/05/17	11/05/17	11/05/17	11/05/17

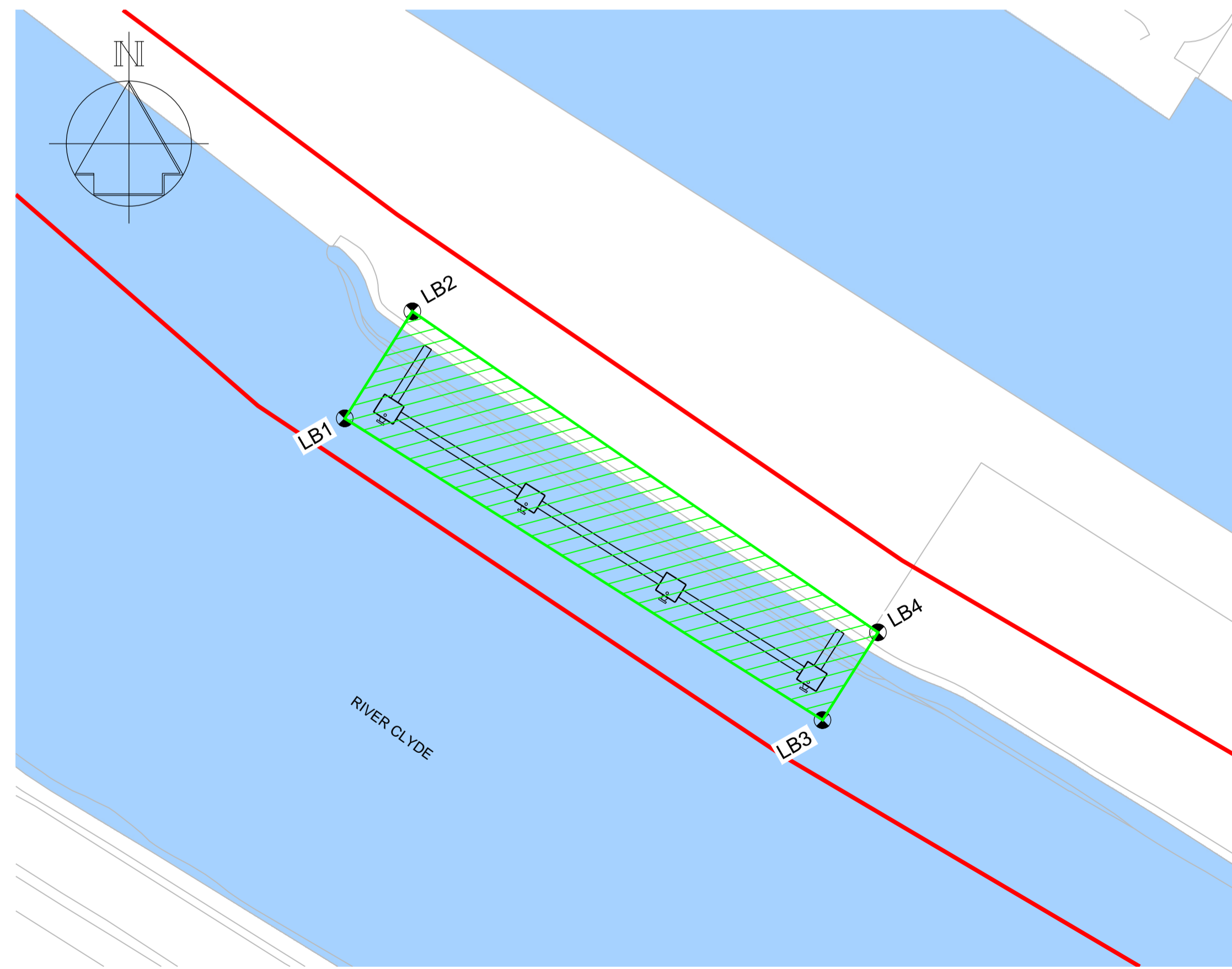
Drawing Number	Project	Originator	Volume	Location	Type	Role	Number	Project Ref. No.
	117086 - SWECO - SGN - 00 - DR - S - 41000							117086 (R06)
								Revision P01.1



PLAN ON CLYDE CROSSING
(1:1000)



PLAN ON YOKER BURN CULVERT
(1:1000)



PLAN ON CLYDE CROSSING LAYBY BERTHING
(1:1000)

CLYDE CROSSING		
LOCATION	LATITUDE	LONGITUDE
CC1	55° 53.378'	4° 23.558'
CC2	55° 53.372'	4° 23.533'
CC3	55° 53.324'	4° 23.624'
CC4	55° 53.316'	4° 23.602'

YOKER BURN CULVERT		
LOCATION	LATITUDE	LONGITUDE
YC1	55° 53.378'	4° 23.561'
YC2	55° 53.376'	4° 23.563'
YC3	55° 53.364'	4° 23.510'
YC4	55° 53.366'	4° 23.508'

CLYDE CROSSING LAYBY BERTHING		
LOCATION	LATITUDE	LONGITUDE
LB1	55° 53.490'	4° 23.990'
LB2	55° 53.504'	4° 23.976'
LB3	55° 53.453'	4° 23.878'
LB4	55° 53.465'	4° 23.866'

- Notes
- ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 - REFER TO DRAWINGS:
117086-SWECO-SGN-00-DR-S-41000.
 - ALL DETAILS SHOWN ON THIS DRAWING ARE INDICATIVE ONLY AND SUBJECT TO DEVELOPMENT AT DETAILED DESIGN STAGE.
 - PROPOSED PIPE DIAMETER 600mm. PIPE MATERIAL AND BEDDING AS DESIGNED BY CONTRACTOR. HEADWALL DIMENSIONS AND MATERIAL AS DESIGNED BY CONTRACTOR, THOUGH PROPOSED AS PRECAST CONCRETE AT THIS TIME.

- LEGEND:
- MEAN HIGH WATER SPRING AREA (MHWS)
 - BRIDGE DEVELOPMENT AREA
 - BRIDGE DEVELOPMENT AREA
 - LAYBY BERTHING AREA
 - RED LINE BOUNDARY

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	06/07/17				
P02.1	06/07/17	YOKER BURN AREA & CO-ORDS AMENDED.			

Sweco
Suite 3/5, City Park
368 Alexandra Parade
Glasgow
G3 1 3AU
Toll +44 (0)141 414 1700
Web: www.sweco.co.uk



Client
RENFREWSHIRE COUNCIL
Renfrewshire Council

Drawing Status
Initial Status or WIP

Suitability
S0

Project Title
CLYDE WATERFRONT AND RENFREW RIVERSIDE

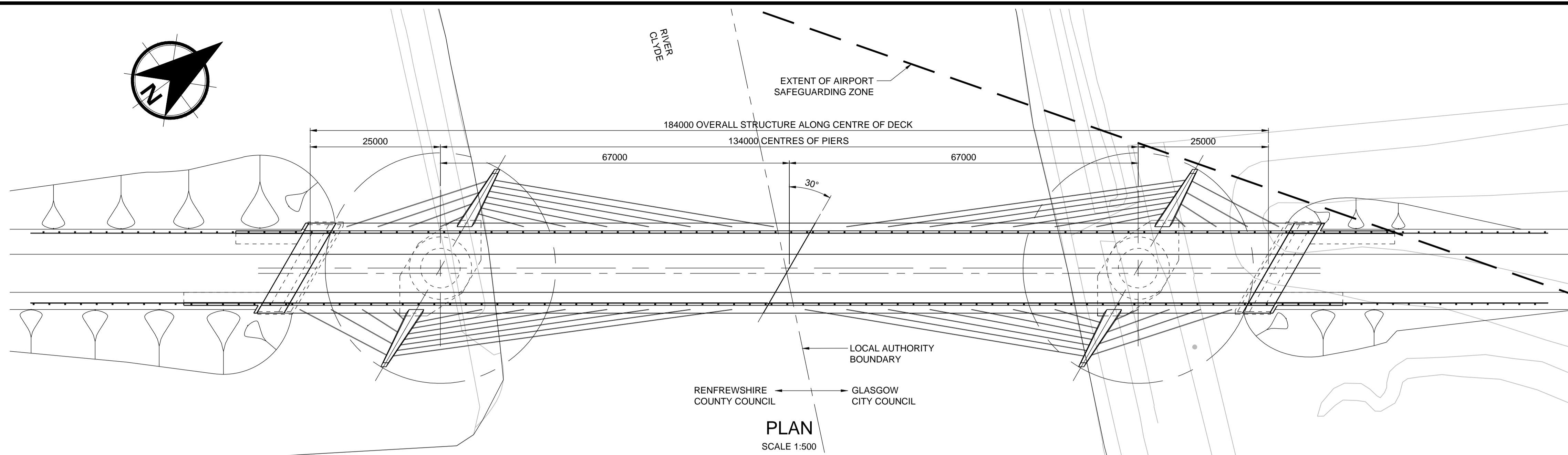
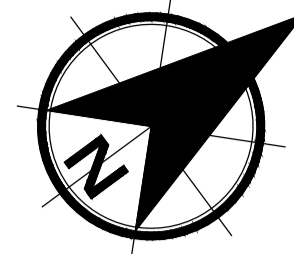
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**MARINE LICENCE LAYOUT
SHEET 2 OF 2**

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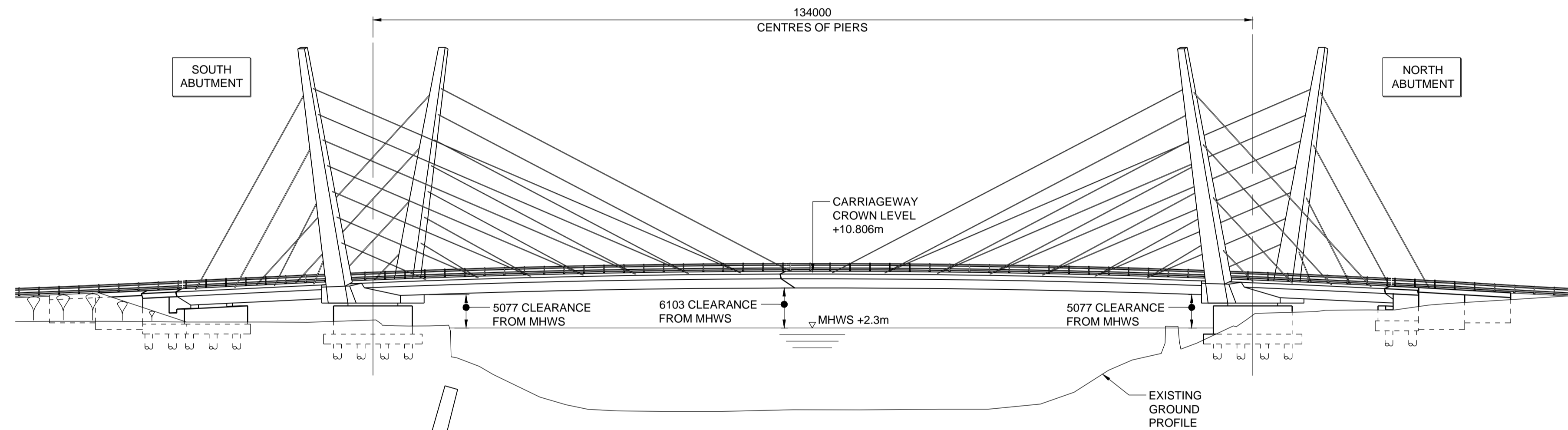
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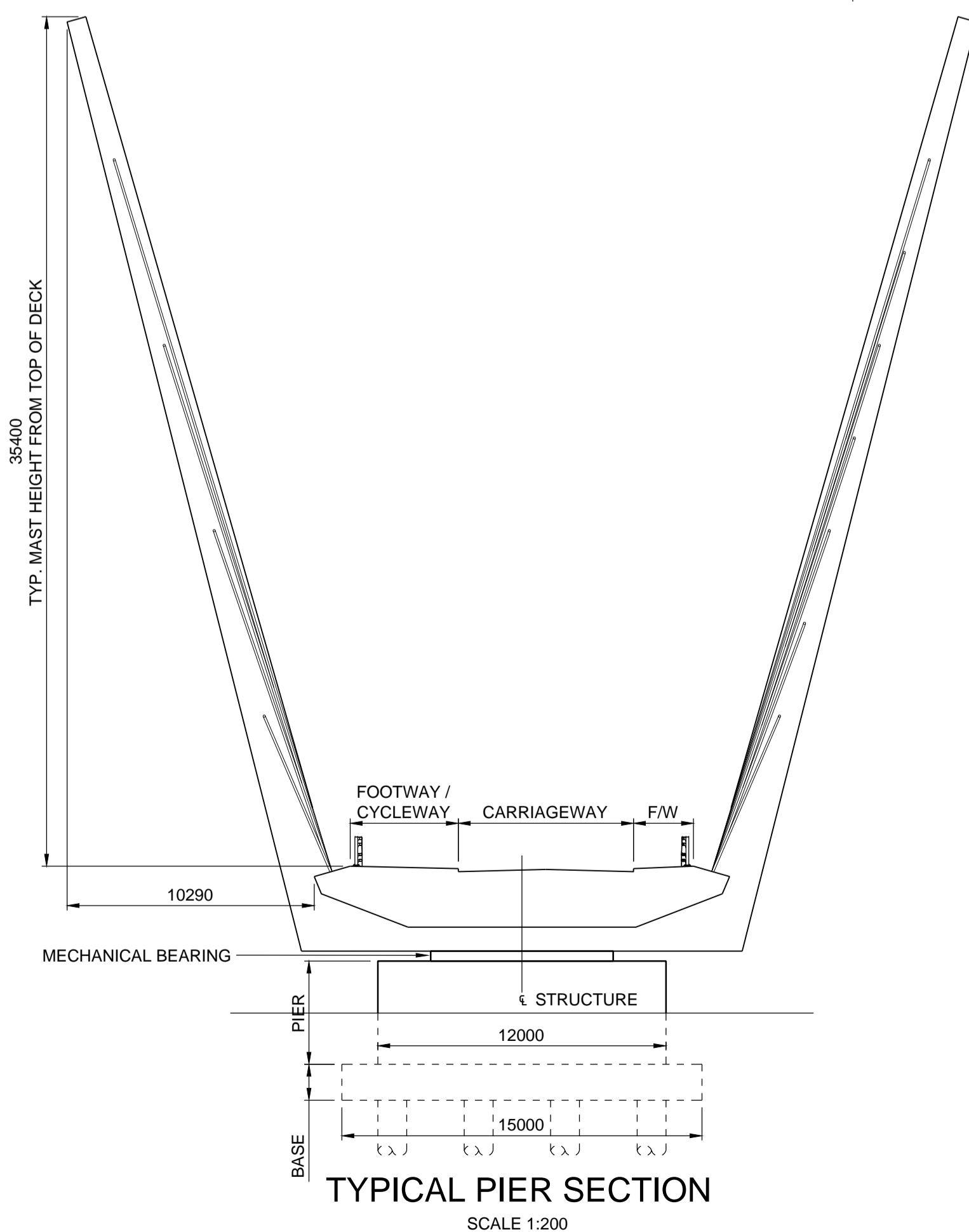
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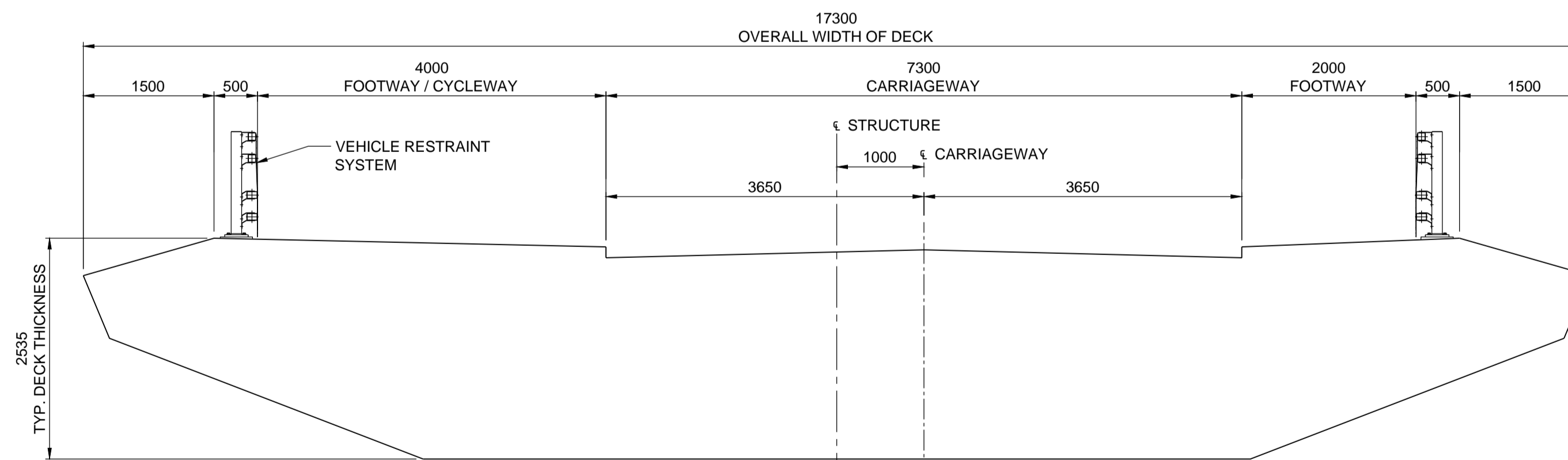
PLAN
SCALE 1:500



ELEVATION
SCALE 1:500



TYPICAL PIER SECTION
SCALE 1:200



TYPICAL DECK CROSS SECTION
SCALE 1:50

NOTE: SECTIONS LOOKING NORTH

NEAREST FIXED BRIDGES INFORMATION		
BRIDGE NAME:	WIDTH OF MAIN SPAN:	HEADROOM ABOVE MHWS:
CLYDE ARC	96 METRES	4.91 METRES
ERSKINE BRIDGE	305 METRES	45 METRES

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 - ALL DETAILS SHOWN ON THIS DRAWING ARE INDICATIVE ONLY AND SUBJECT TO DEVELOPMENT AT DETAILED DESIGN STAGE.

Reference drawings					
REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	17/05/17				

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Web: www.sweco.co.uk



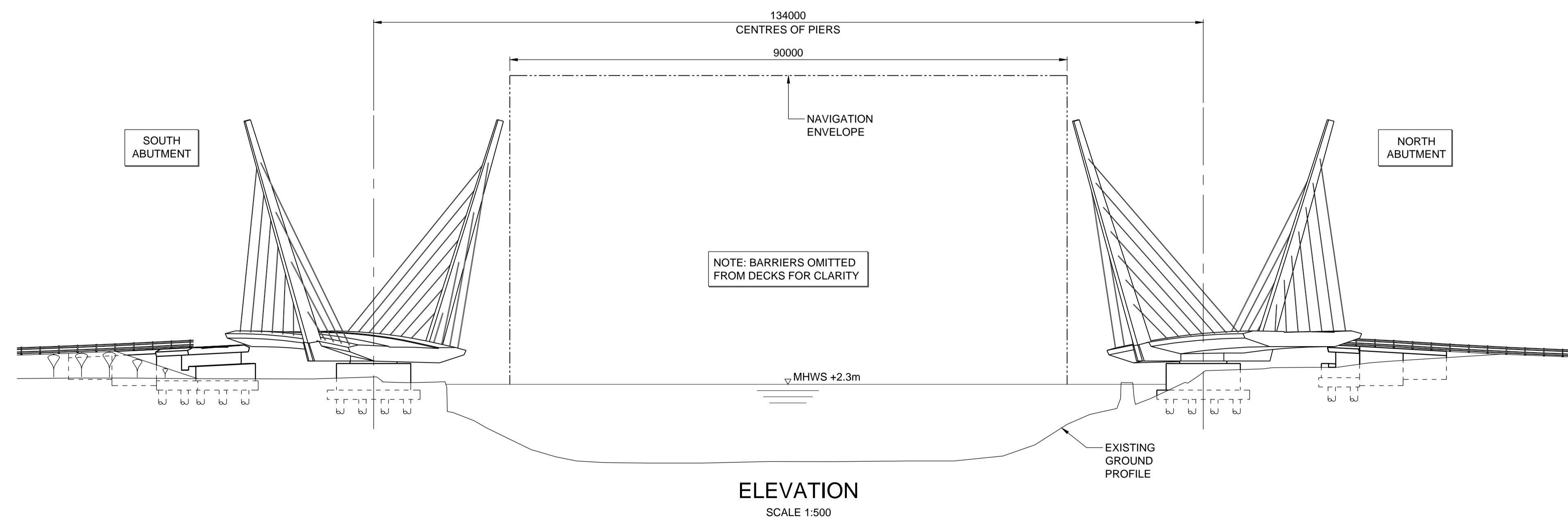
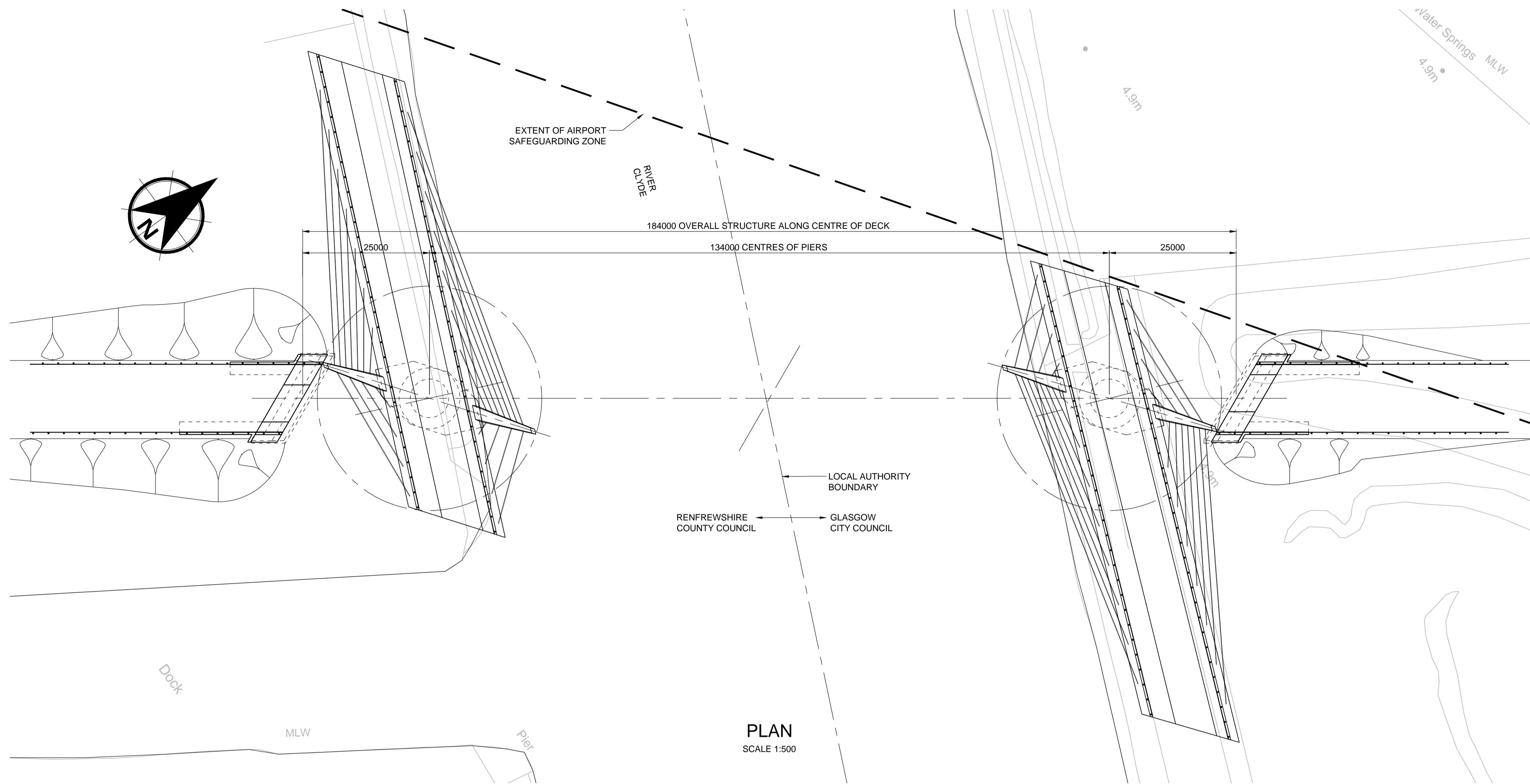
Client
RENFREWSHIRE COUNCIL
Renfrewshire Council

Drawing Status: **INITIAL STATUS OR WIP** Suitability: **S0**

Project Title: **CLYDE WATERFRONT AND RENFREW RIVERSIDE**

Drawing Title: **PROPOSED CLYDE CROSSING
GENERAL ARRANGEMENT
MARINE LICENCE APPLICATION - 1 OF 2
DECK OPEN TO ROAD**

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Original Size	Date	Date	Date	Date				
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117086 - SWECO - SSP - 00 - SK - S - 00004								117086 (R09)
								Revision
								P01.1



NEAREST FIXED BRIDGES INFORMATION		
BRIDGE NAME:	WIDTH OF MAIN SPAN:	HEADROOM ABOVE MHWS:
CLYDE ARC	96 METRES	4.91 METRES
ERSKINE BRIDGE	305 METRES	45 METRES

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 3. TIDE LEVELS ARE INDICATIVE AND ARE TAKEN FROM THE RIVER CLYDE AT ROTHESAY DOCK (ADMIRALTY TIDE TABLES 2015).
 4. ALL DETAILS SHOWN ON THIS DRAWING ARE INDICATIVE ONLY AND SUBJECT TO DEVELOPMENT AT DETAILED DESIGN STAGE.
 5. FOR TYPICAL CROSS SECTIONS REFER DRAWING 117086-SWECO-SSP-00-SK-S-00004.

Reference drawings					
REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	17/05/17				

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Web: www.sweco.co.uk



Client
RENFREWSHIRE COUNCIL
Renfrewshire Council

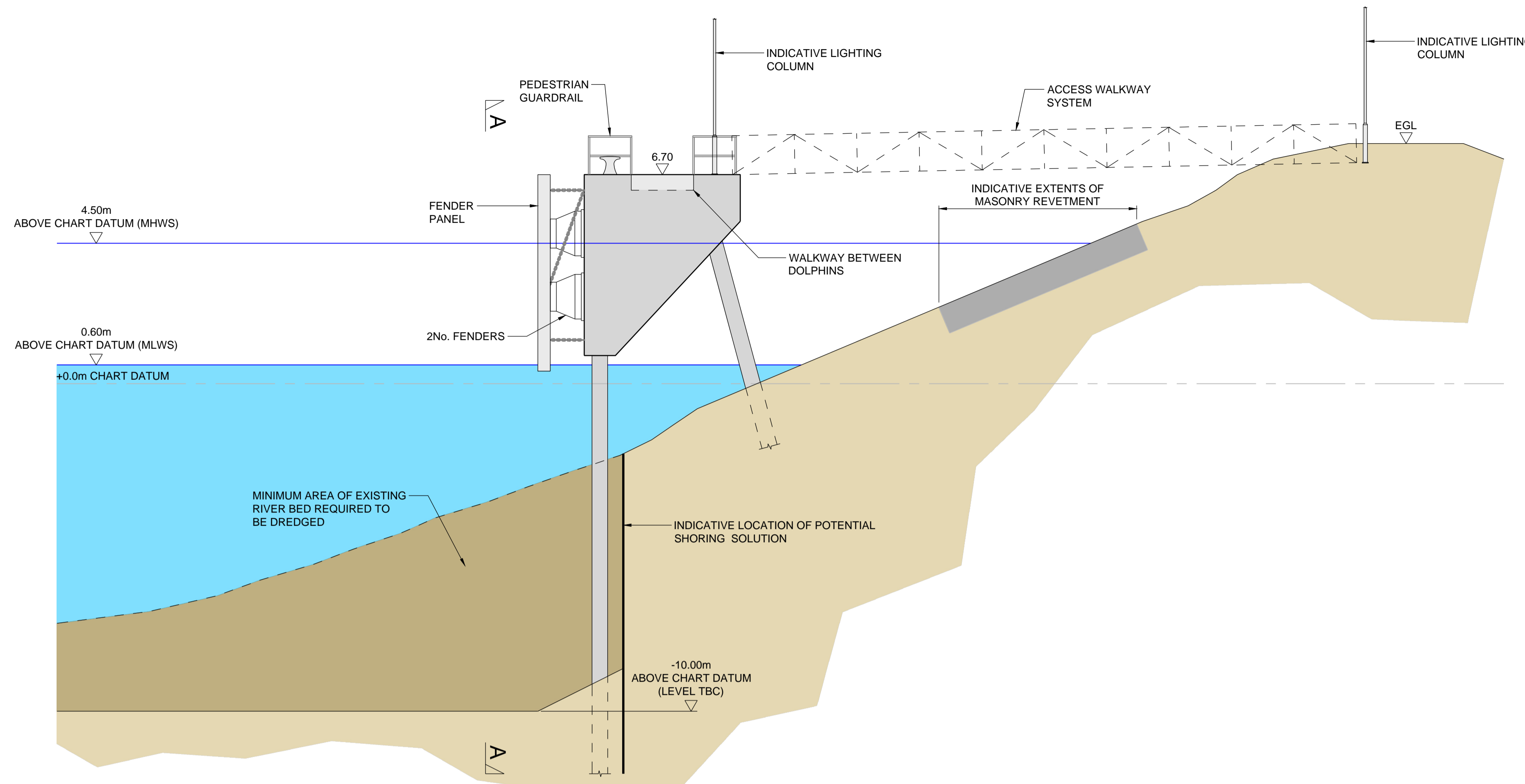
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INITIAL STATUS OR WIP

Suitability
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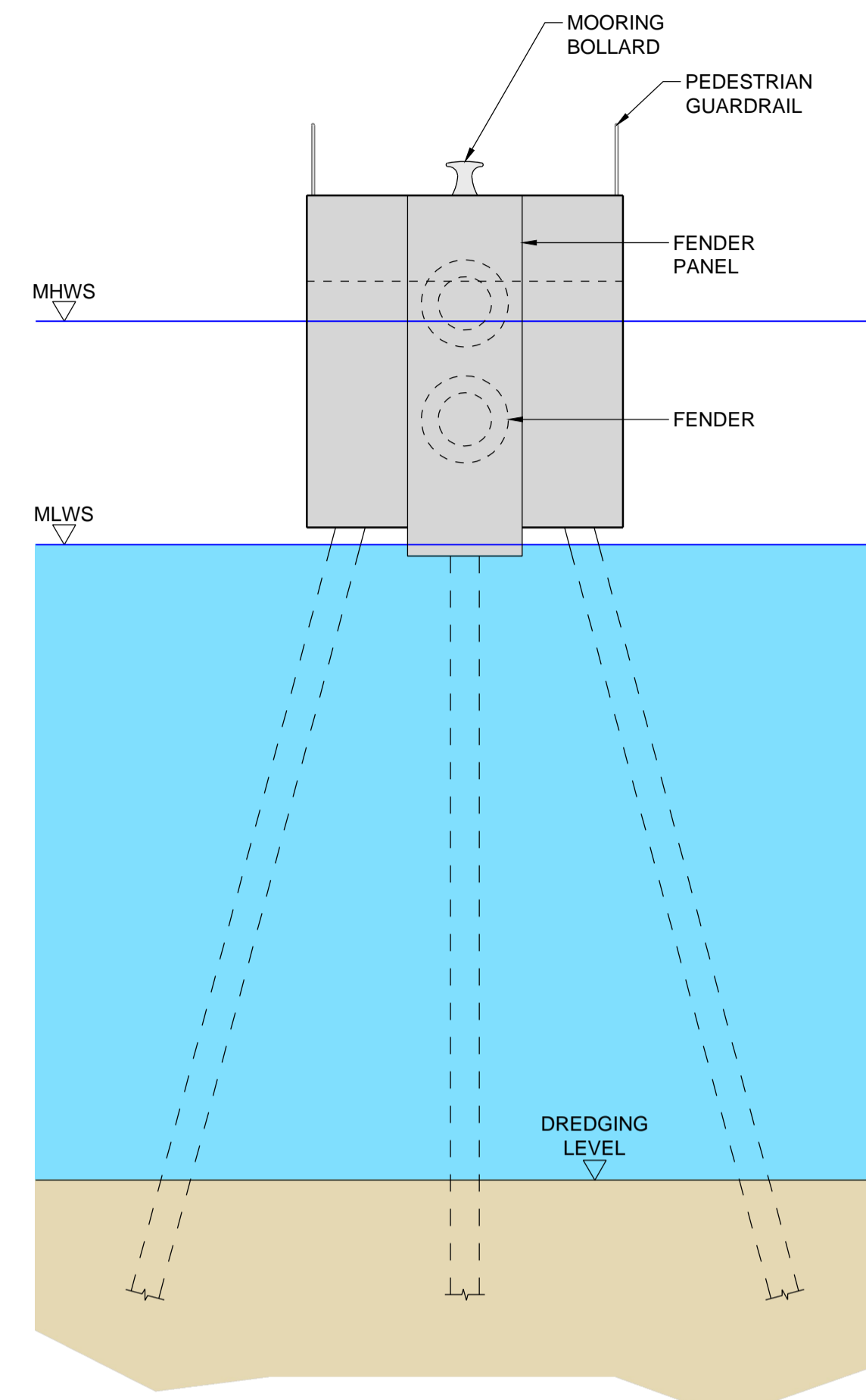
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CLYDE WATERFRONT AND RENFREW RIVERSIDE

Drawing Title
**PROPOSED CLYDE CROSSING
GENERAL ARRANGEMENT
MARINE LICENCE APPLICATION - 2 OF 2
DECK OPEN TO SHIPPING**

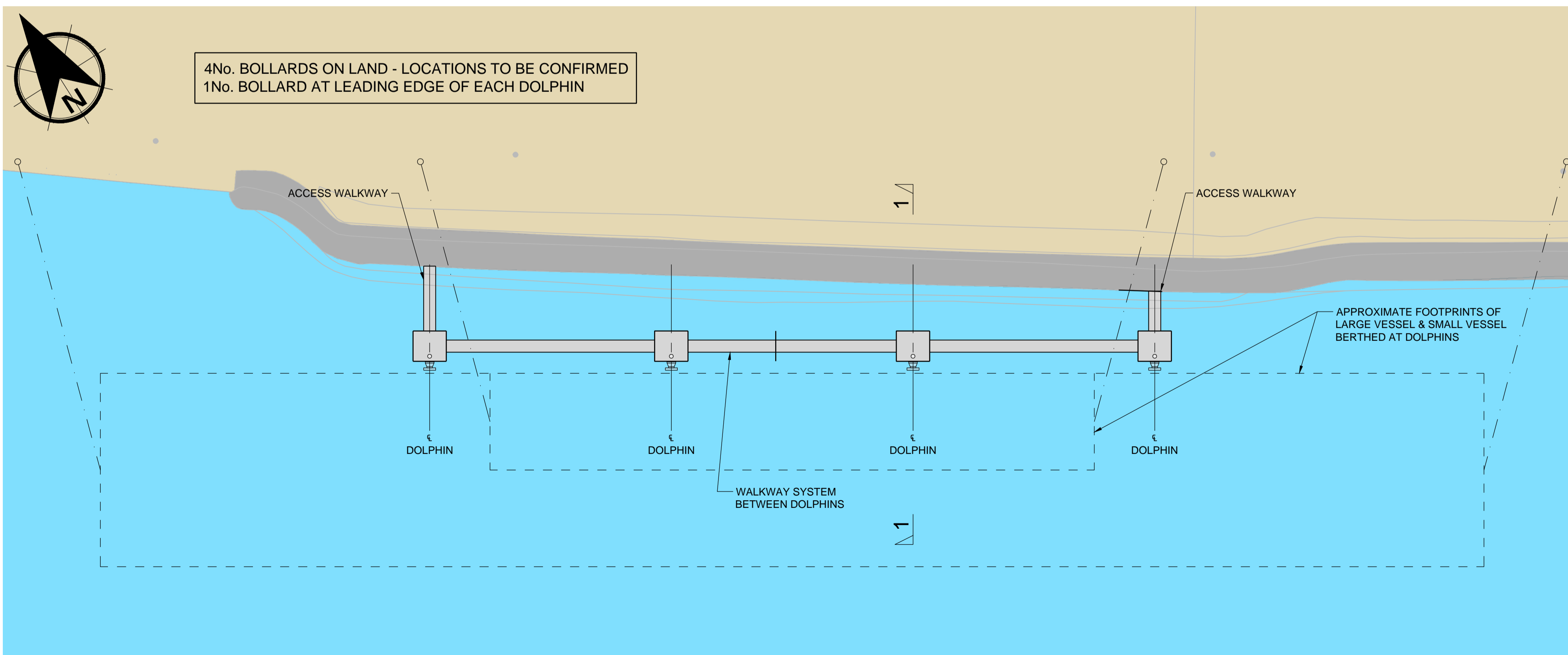
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								Revision
								P01.1



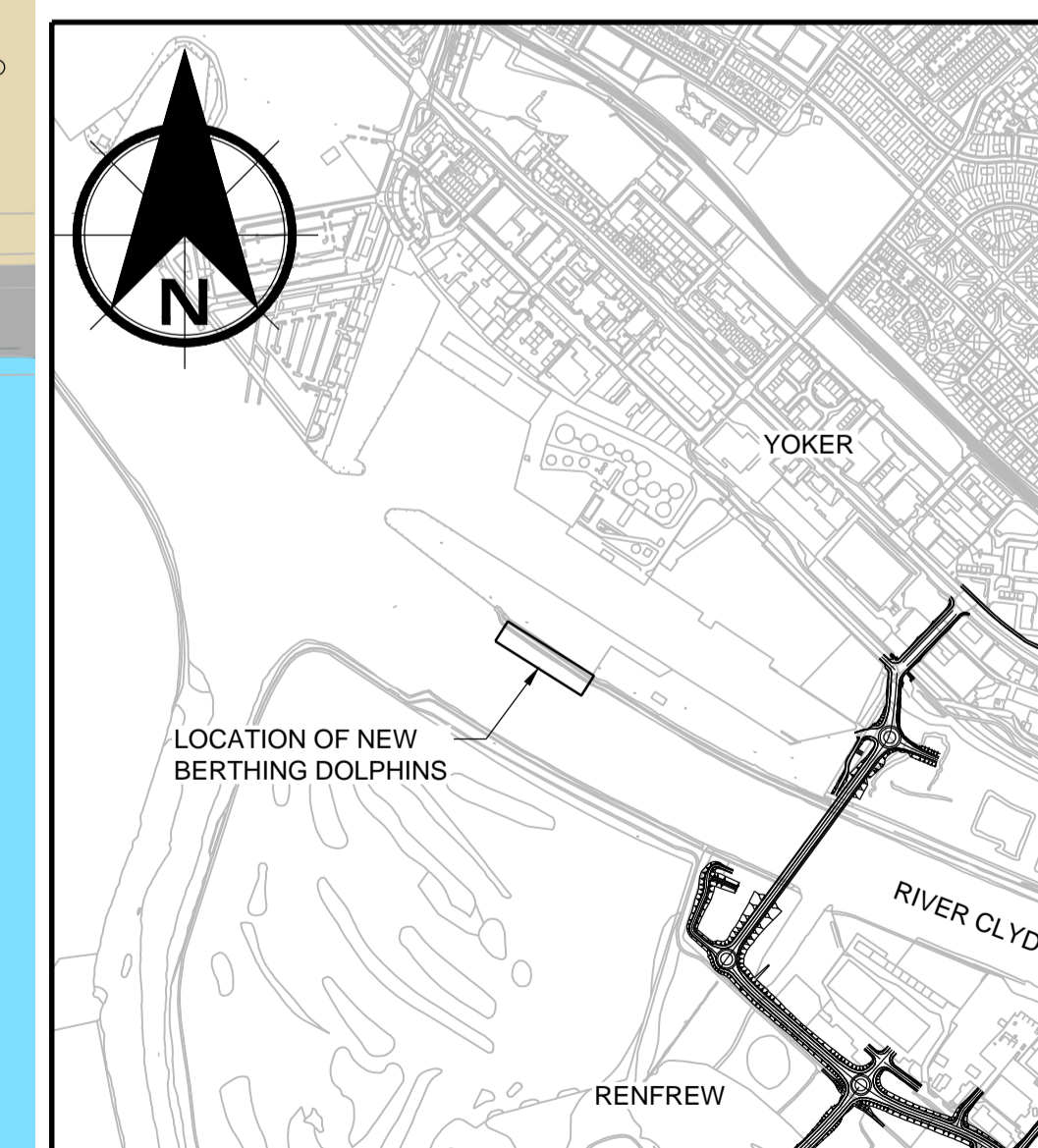
SECTION 1-1
SCALE 1:100



ELEVATION A-A
SCALE 1:100



PLAN ON NEW BERTHING LAYBY
SCALE 1:500



LOCATION PLAN
SCALE 1:10,000

- Notes
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Reference drawings					
REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	16/05/17	FIRST ISSUE	---	---	---

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Client
RENFREWSHIRE COUNCIL
Renfrewshire Council

Drawing Status
INITIAL STATUS OR WIP Suitability **S0**

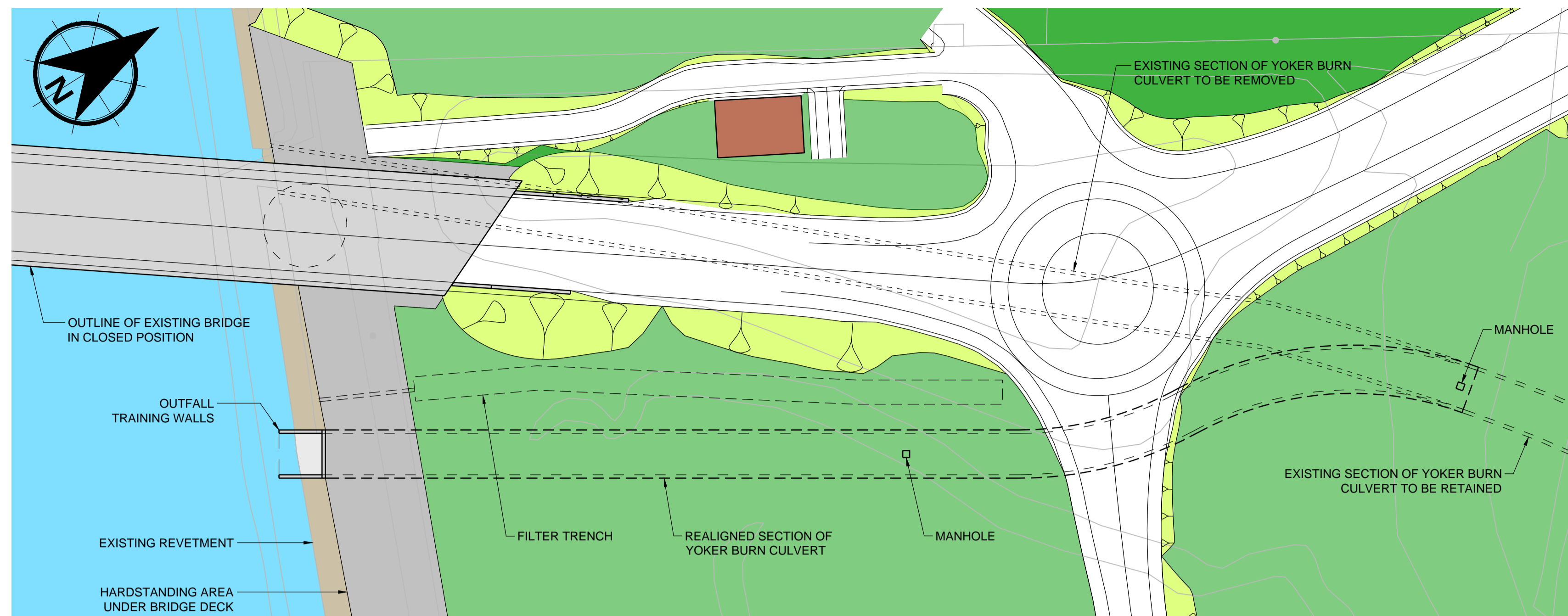
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CLYDE WATERFRONT AND RENFREW RIVERSIDE

Drawing Title
**CLYDE CROSSING BERTHING LAYBY
GENERAL ARRANGEMENT
PLANNING**

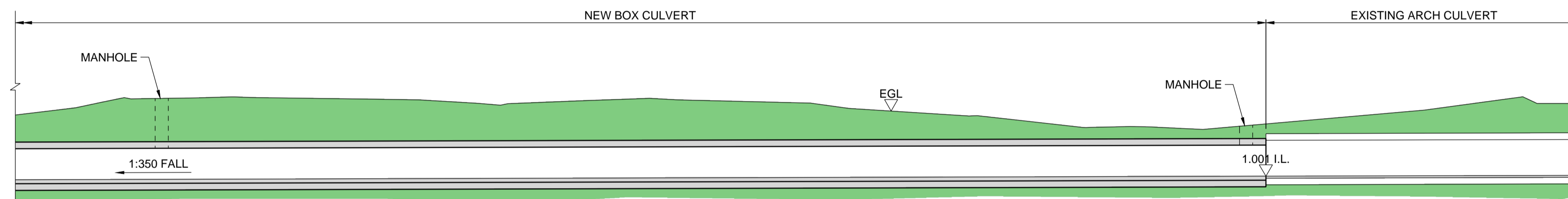
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As Shown	Butler, Christopher	Jeffrey, Bryan	Mackay, Ruairidh	Webb, Alistair
Original Size	Date	Date	Date	Date
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Drawing Number	Project	Originator	Volume	Location	Type	Role	Number	Project Ref. No.
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								Revision
								P01.1

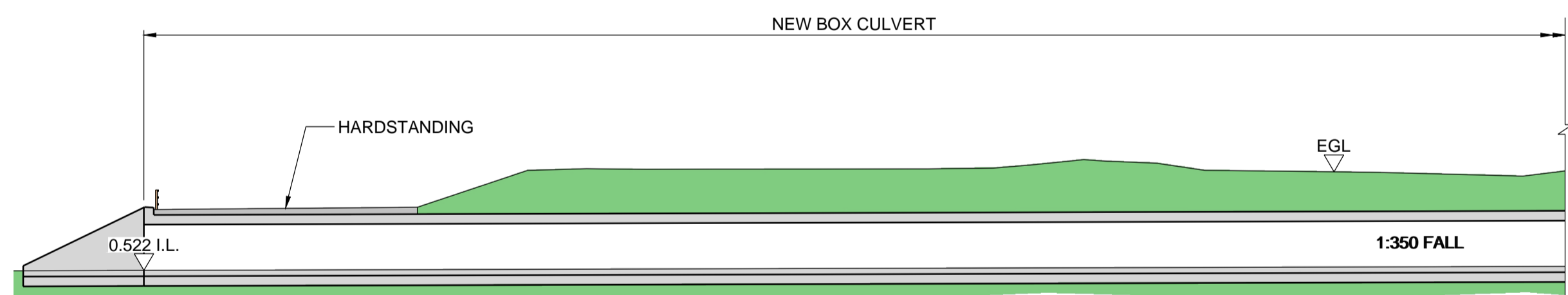
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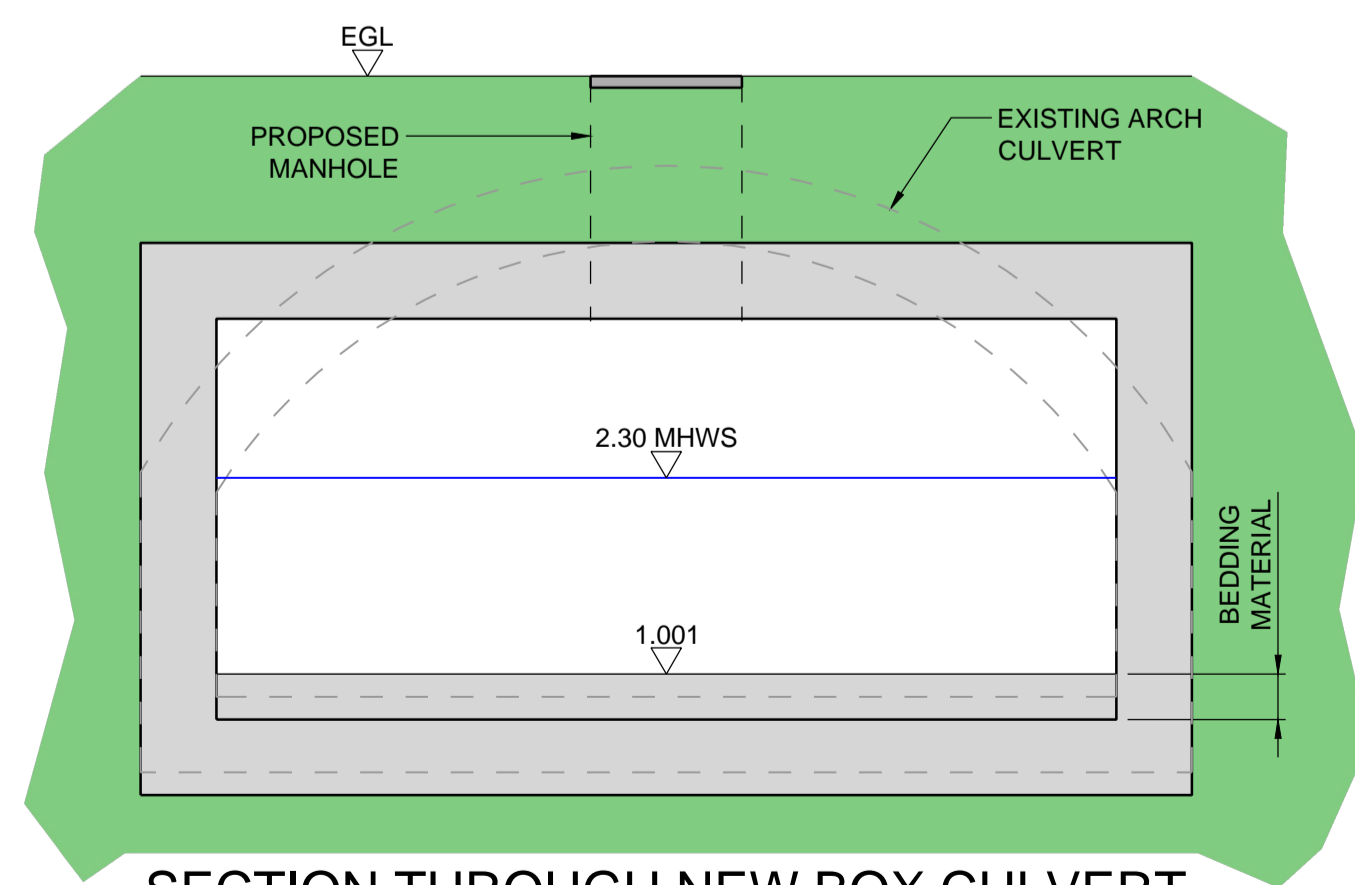
PLAN
SCALE 1:500



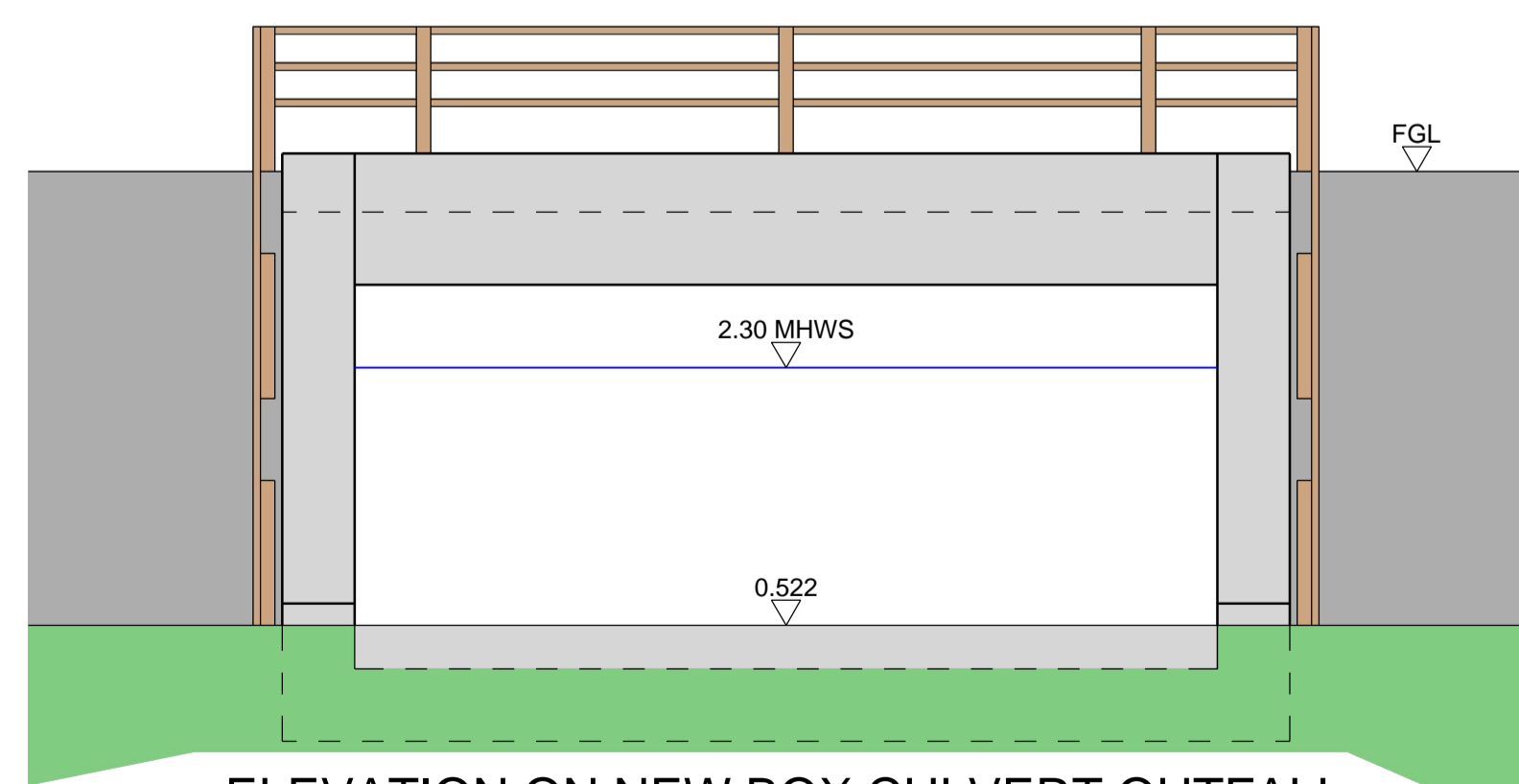
TYPICAL SECTION
THROUGH EXISTING AND REALIGNED CULVERTS
SCALE 1:250



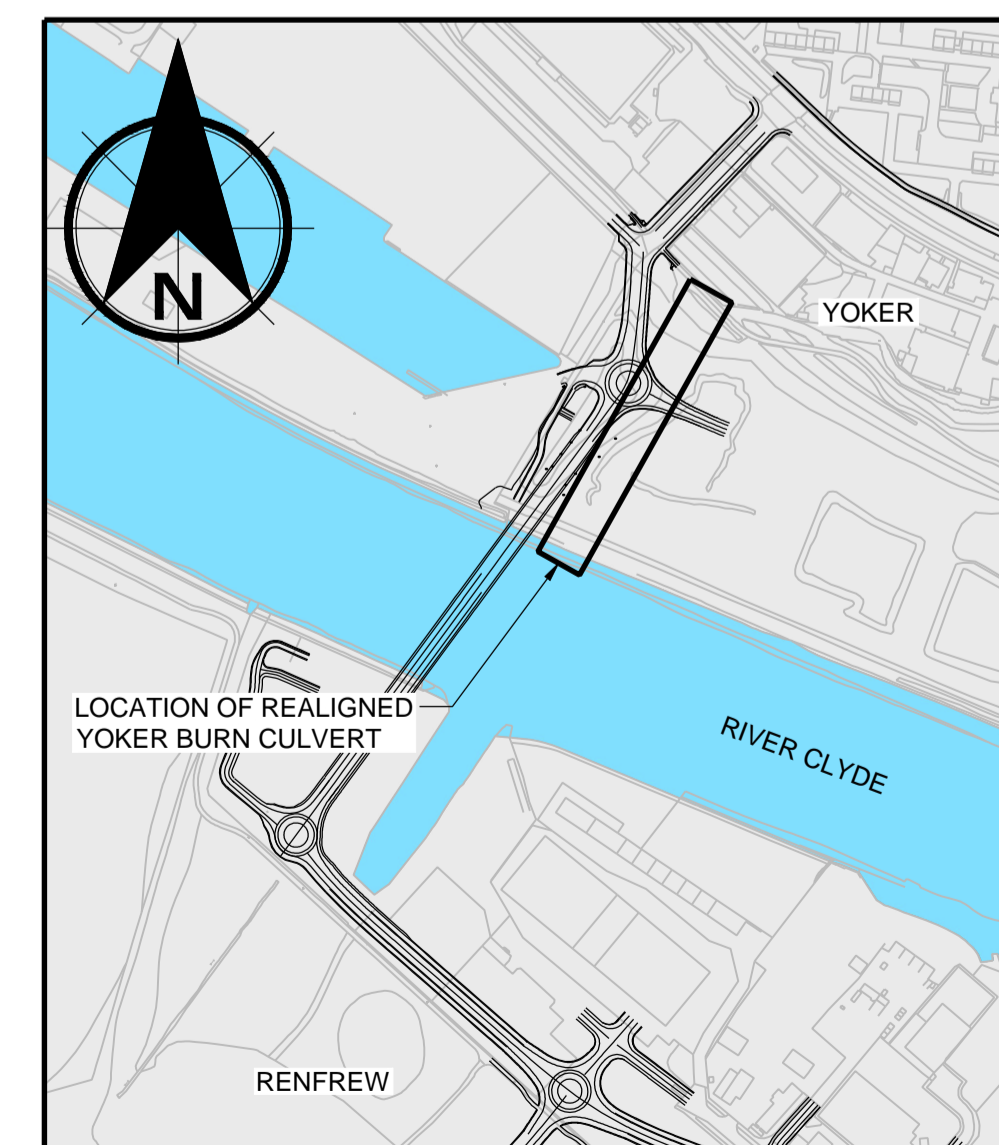
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THROUGH REALIGNED CULVERT
SCALE 1:250



SECTION THROUGH NEW BOX CULVERT
AT POINT OF REALIGNMENT
SCALE 1:50



ELEVATION ON NEW BOX CULVERT OUTFALL
SCALE 1:50



LOCATION PLAN
SCALE 1:5000

- Notes**
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Reference drawings					
REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	01/05/17	FIRST ISSUE	BJ	---	---
P01.2	15/05/17	FIRST ISSUE	BJ	---	---
P01.3	15/05/17	FIRST ISSUE	BJ	---	---

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Client
RENFREWSHIRE COUNCIL
Renfrewshire Council

Drawing Status
INITIAL STATUS OR WIP Suitability
S0

Project Title
CLYDE WATERFRONT AND RENFREW RIVERSIDE

Drawing Title
**YOKER BURN CULVERT REALIGNMENT
GENERAL ARRANGEMENT
PLANNING**

Scale As Shown	Designed Butler, Christopher	Drawn Jeffrey, Bryan	Checked Mackay, Ruairidh	Approved Webb, Alistair
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Original Size A1	Date 28/04/17	Date 28/04/17	Date	Date
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Drawing Number 117086 - SWECO - SBR - 00 - DR - S - 41000	Project Ref. No. 117086 (R09)
Project 117086 - SWECO - SBR - 00 - DR - S - 41000	Revision P01.3

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Appendix 03: Supporting Method Statement for Marine Licence Application

The Clyde Crossing Bridge

The new Clyde Crossing will be a twin-leaf swing bridge which will carry a road and cycleway over the River Clyde. This may incorporate a stiffened steel box girder deck supported by a series of steel cable stays tied back to four steel masts, supported on intermediate reinforced concrete piers and abutments on piled foundations.

The final construction sequence will be dependent on the chosen Contractor's fabrication and erection methodologies, however, a typical sequence has been outlined below for information.

Bridge Construction Sequence

The bridge foundations and substructure will be constructed using conventional land based construction techniques and best practice.

Cofferdam installation will be required around each of the intermediate piers to allow dewatering and excavation to the depth of the concrete pile cap soffit level to facilitate concrete works and construction. It is anticipated the cofferdams will be constructed of steel sheet piles driven to the required depth in the soft sediments and extending up beyond the high water level. Pile installation will commence after the cofferdam is dewatered and excavations are completed. It is expected that the pile driving operation will be carried out by a land based piling rig. Shipping will not be affected by the construction of the cofferdams as this lies fully outwith the prescribed navigation channel.

Construction of the pile-caps and other concrete substructure elements will consist of placing reinforcement, constructing formwork and pouring concrete in a series of lifts separated by construction joints. Concrete will be placed via pump or skip.

Bridge Foundations

Piled foundations are required beneath the piers to facilitate load transfer to the subsoil.

It is anticipated at this time that the proposed construction sequencing will be as follows:

- Install sheet pile cofferdams around the locations of the piers, excavate and dewater;
- install a pile platform within or adjacent to the cofferdam;
- install foundation piles to suitable load bearing soil strata - this can either be by driving pre-constructed concrete or steel piles to the required depth with a pile driver, or by using a boring machine to create the void for the pile, placing a casing in the void followed by lowering steel reinforcement and pouring concrete to form the pile;
- trim projecting piles to required level using mechanical saws or cutting equipment; and
- construct a reinforced concrete pile cap upon which piers will be constructed.

Bridge Piers

The bridge piers will be large diameter reinforced concrete columns and will be constructed as follows:

- fix steel reinforcement cage to the pile cap starter bars;
- erect vertical formwork for piers with bracing;
- place and vibrate concrete into formwork for piers; and
- strip shutters and cure concrete;

Appendix 03: Supporting Method Statement for Marine Licence Application

Layby Berth

The berth is anticipated to take the form of piled concrete mooring dolphins that will be situated directly adjacent to the ship navigation channel. There will also be connecting walkways and gantries between each discrete mooring dolphin to provide access to moored vessels from the adjacent Rothesay Dock.

There should be no impediment to marine traffic. A safety zone will be enforced around the work site which will prohibit vessels from approaching closer than a predefined distance. Work site restrictions will be promulgated through a variety of channels, such as Notice to Mariners with phasing of construction works attempting to minimise as much as practicably possible the transit of the largest commercial vessels. Due to the wide construction window available, timing and phasing will be flexible in order to accommodate all relevant parties.

To gain access to the location of the mooring dolphins it is likely that the use of a jack up barge or temporary working platform will be required upon which a crane, piling rig and equipment can be placed. The piled foundations of the mooring dolphins will be driven from the jack up barge or works platform until they have reached their required depth.

Concrete pile-cap construction will progress similar to onshore construction after completing pile installation. Construction of the pile-caps and other concrete elements will consist of placing reinforcement, constructing formwork and pouring concrete in a series of lifts separated by construction joints. Given the location of the mooring dolphins relative to the existing quay walls, supply of the concrete will likely be via pumping from the shore.

On completion of piling and concrete works to all mooring dolphins, fendering will be installed as required and pre-fabricated steel walkways will be lifted in to place to connect the mooring dolphins to the shore.

The layby berth will also require to be of a suitable draught to accommodate the largest ships that may use it. Therefore, a capital dredge will be required to deepen the river in the locality of the alternative layby berth. A separate marine licence application is to be submitted for the capital dredge.

Depending on the depth of dredge required the existing masonry revetments and concrete quay walls of Rothesay Dock may need to be suitably shored through the installation of a row of interlocking sheet piles to prevent undermining of these structures.

Particular consideration will also be given to phasing of the in-river works (construction and dredging) to avoid key ecological seasons including the migratory season for diadromous fish. Consultation with Marine Scotland has identified that migrating salmon and sea trout are particularly susceptible to additional stress during periods of lower flows and higher river temperatures in summer. To avoid this impact, it is proposed that the construction of the layby berth and its capital dredge will not be undertaken during the summer and early autumn period. This is predicted to reduce the potential for impacts on fish associated with temporary disturbance and mobilisation of river bed sediment. There would also be an Ecological Clerk of Works (ECOW) employed to supervise the works and be responsible for spotting activity in the water with regards to smolts and also any larger marine mammals.

Appendix 03: Supporting Method Statement for Marine Licence Application

Yoker Burn Culvert

The new realigned section of the Yoker Burn Culvert will be constructed within a de-watered supported excavation. Precast concrete sections will be lifted in to place and backfilled with a new concrete headwall at the north bank of the River Clyde completing the culvert.

The existing culvert will remain in place until the new section of culvert is connected into it. At this point the burn will have to be temporarily over-pumped or diverted until the watertight connection between the old and new sections of culvert is complete.

Once the Yoker Burn has been realigned the old section of culvert will be removed and the area backfilled with suitable fill to allow construction of the Clyde Crossing and approach roads above.

The realigned culvert section will be constructed with conventional and well established construction techniques. The proposed form of structure is not expected to pose any significant challenges during installation. Environmental best practice will be adhered to in minimising environmental and social impacts with regards to noise pollution and disruption of habitat.

Pollution Control

The Contractor will adhere to SEPA and CIRIA best practice guidance to manage and reduce the risk of water pollution and sediment release during construction activities. This includes SEPA's Pollution Prevention Guidelines (note that PPGs are in the process of being replaced by Guidance for Pollution Prevention (GPPs) series), principally GPP5 (Works and maintenance in or near water). For example, cement mixing and refuelling activities will be undertaken on impermeable surfaces at least 10m from the nearest surface waters and surface water drains. In addition:

- Managing concrete pouring and concreting works in and near waters will adhere to PPG6 (Working at Construction and Demolition Sites).
- Storage of oils and fuel will be managed in compliance with The Water Environment (Oil Storage) (Scotland) Regulations 2006, SEPA GPP2 (Above ground oil storage tanks) and PPG26 (Safe storage: drums and intermediate bulk containers).
- Dredging works will take cognisance of SEPA's Silt Control Guidance <https://www.sepa.org.uk/media/153290/sepa-silt-control-guidance.pdf>; and SEPA's 2010 guidance WAT-SG-26: Sediment management, 1st edition, June 2010 <http://www.sepa.org.uk/media/151049/wat-sg-26.pdf>
- Pollution control and emergency response procedures in the event of a spillage/pollution incident will adhere to SEPA PPG21 (Pollution Incident Response Planning) and PPG22 (Incident Response – dealing with spills).

Other relevant guidance to manage and control the risk of water pollution include CIRIA's C648 (Control of water pollution from linear construction projects: technical guidance) and C649 (Control of water pollution from linear construction projects: site guide), and SEPA's GPP2 (Above ground oil storage tanks); PPG7 (Safe storage – the safe operation of refuelling facilities); PPG8 (Safe storage and disposal of used oil); and GPP13: Vehicle washing and cleaning.

Appendix 04: Consideration of National Marine Plan

GEN 2: The Clyde Waterfront and Renfrew Riverside project is being developed due to its projected significant benefit to areas on both sides of the Clyde River. It will create not only a direct link between the commercial and residential communities of Yoker, Clydebank and Renfrew but will establish an attractive setting for road and river traffic alike. Economic benefits to the surrounding area have been investigated in depth and consultation has been conducted with local businesses to achieve a beneficial solution for all.

GEN 3: The new bridge over the Clyde will provide residents on both sides of the river the direct link needed to reach destinations which previously meant travel via the Clyde tunnel, Erskine Bridge or Renfrew Ferry. This will cut down journey times and hence create significant social and environmental benefits.

GEN 7: The project is being developed in conjunction with Architecture and Design Scotland (ADS) who will seek to bring the maximum possible aesthetic benefit to the surrounding area. The conceptual designs for the new Clyde Crossing and associated buildings have been developed by an experienced and reputable team of aesthetic designers to bring a harmony between new development and the traditions of Clyde Port.

GEN 8: The developing organisation contains a team of flooding experts who have had major influence on the project since inception. Flood modelling has been carried out to ensure both tidal and fluvial flood events are not significantly impacted by the development.

GEN 13: Any successful tendering contractor shall be required to submit method statements for all construction work which must include the mitigation of noise impact. It is expected that best working practice will be conducted in order to minimise any disruption to the local community and marine wildlife including the appointment of an Ecological Clerk of Works (ECOW) to supervise the works.

GEN 14: Air quality monitoring of local roads has been carried out and this has been used to quantify an air quality projection based on anticipated road traffic levels. This is discussed within the wider Environmental Impact Assessment (EIA), Volumes 2 and 3, Chapter 9 – Air Quality.

REC & TOURISM 2: Recreational use of the Clyde has been an important consideration in development of the bridge with particular regards to its clearance between the underside of the deck and known water levels. These clearances can be seen in Appendix 02 of the licence application and will allow the vast majority of recreational craft to move freely with minimal opening frequency of the bridge.

TRANSPORT 1: An operational strategy for the crossing is being developed in conjunction with ClydePort with the intention of providing fully unimpeded movement of commercial vessels. The bridge piers, being the point of rotation of the individual bridge decks, have been situated so as to provide a clear 90m navigation channel set by ClydePort and this will be cited within the Employer's Requirements. In the unlikely event of bridge malfunction, or any other scenario which may prevent normal bridge operation, an emergency layby berth will be provided for all vessels that may require it, the form and location of which again will be finalised with agreement of ClydePort.

Appendix 05: Location Photographs



Photograph 1: Proposed Yoker Burn Culvert Realignment Outlet Position – East of Existing Culvert Outlet



Photograph 2: Main Crossing North Pier Location at Existing Yoker Burn Culvert Outlet Position

Appendix 05: Location Photographs



Photograph 3: Main Crossing South Pier Location East of Lobnitz Dock



Photograph 4: Layby Berth Location Adjacent to Existing Rothesay Dock Quay Wall

Appendix 05: Location Photographs



Photograph 5: Existing Revetments at Layby Berth Location (West of Yoker Burn Culvert Outlet)

Appendix 06: Scoping Report Distribution Email

Dear Sir / Madam,

Renfrewshire Council City Deal Team (the 'Applicant') is intending to apply to Renfrewshire Council, Glasgow City Council, West Dunbartonshire Council and Marine Scotland (the competent authorities) for planning permission for the proposed infrastructure and associated works for the Clyde Waterfront and Renfrew Riverside project.

Whilst it is not a statutory requirement, as part of the Environmental Impact Assessment (EIA) process, the applicant wishes to seek a Scoping Opinion from Renfrewshire Council (and Glasgow City Council, West Dunbartonshire Council and Marine Scotland) under the provisions of Regulation 13 of the EIA Scotland Regulations 2011 and Schedule 4 of the Marine Works EIA Regulations 2007. We welcome your views regarding the Environmental Scoping Report which can found here <http://www.renfrewshire.gov.uk/citydealeia-cwrr>.

The proposed development comprises a number of infrastructure proposals that have been developed to meet the project aims (as described within the Scoping Report). The main elements of the project are:

- a new opening bridge across the River Clyde (the "Bridge"). In addition to vehicular traffic/public transport, the bridge will accommodate pedestrian and cycle traffic;
-
- the Renfrew Northern Development Road (RNDR), a single carriageway route connecting the junction of Kings Inch Road and Ferry Road to the north of Renfrew with the A8 Inchinnan Road between Renfrew and the Bascule Bridge over the White Cart Water, including a link to the southern road approach to the new Bridge;
-
- new single carriageway road connections to the north of the Bridge to connect with the A814 Dumbarton Road/Glasgow Road at Dock Street, Yoker and a new road connection to the south of the bridge linking with the RNDR;
-
- a new combined cycleway and footway to be constructed adjacent to all new sections of road infrastructure including across the new Bridge and along the existing section of A8 Inchinnan Road between the southern connection of the RNDR at Argyll Avenue and the Bascule Bridge. This will link to the proposals for non-motorised routes as part of the complementary Glasgow Airport Investment Area (GAIA) project;
-
- a strategy for Variable Message Signage (VMS) at indicative locations; and
-
- landscaping of the proposals to integrate them with surrounding land uses including urban areas, the bridge landfall locations and an area of woodland at Blythswood.

This Scoping Report considers the potential environmental issues relating to the proposal and discusses which issues are likely to be significant. It then provides an outline of how the EIA will deal with each of the issues raised, providing the scope for further desk based study and site surveys as required.

An electronic pdf copy of the Scoping Report and associated figures is now available for download from the following link: <http://www.renfrewshire.gov.uk/citydealeia-cwrr>.

How do I respond?

Please send your Scoping Response to the following address; citydeal@renfrewshire.gov.uk and title all responses "City Deal Renfrewshire - CWRR Scoping Response". All emails that are received into this inbox will be automatically forwarded to all consenting authorities so only one response is required from each consultee.

Appendix 06: Scoping Report Distribution Email

Timescales?

In line with the EIA Regulations, there will be a statutory five week consultation period. This will start from the 22nd September 2016 and will finish on the 27th October 2016. Please ensure that you submit your consultation response **on or before 27th October 2016**.

Queries?

If you have any queries or problems, please do not hesitate to contact Rebecca McLean, Technical Manager (EIA) at Sweco on 0131 550 6405 or via email rebecca.mclean@sweco.co.uk.

Regards,

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

City Deal, Development and Housing Services, Fourth Floor (South Wing), Renfrewshire House,
Cotton Street, Paisley, PA1 1JD

APPENDIX 08

Pre-Application Consultation Notice

Clyde Waterfront and Renfrew Riverside

MARINE (SCOTLAND) ACT 2010

THE MARINE LICENSING (PRE-APPLICATION CONSULTATION) (SCOTLAND) REGULATIONS 2013

Notice is hereby given that Renfrewshire Council, (having its registered office at Renfrewshire Council, Cotton Street, Paisley, PA1 1JD), plans to hold a pre-application consultation event regarding proposed licensable marine activity associated with the Clyde Waterfront and Renfrew Riverside (City Deal) Project across the River Clyde at (central grid location NS512676). The proposed activity consists of the construction of a bridge with two piers in the River Clyde, the realignment of the Yoker burn, construction of walkways, gantries and up to eight dolphins associated with a proposed layby berth structure, a capital dredge and sea disposal activities, along with the construction of five outfalls. All these activities will require a marine license.

Further information can be obtained concerning the licensable marine activities noted above from;

Name: Norman Yardley (CWRR City Deal Team Project Manager)

Tel: 0300 300 0300

Email: citydeal@renfrewshire.gov.uk

Web: <http://www.renfrewshire.gov.uk/cwrr>

The pre-application consultation events will be held from 11:00 to 19:00 on the 8th until the 11th May at the following venues:

Renfrew Town Hall (8th May)
Paisley Town Hall (9th May)
Clydebank Town Hall (10th May)
Yoker Community Campus (11th May)

Persons wishing to provide comments on the proposed licensable marine activities noted above can do so by writing to the prospective applicant at:

citydeal@renfrewshire.gov.uk

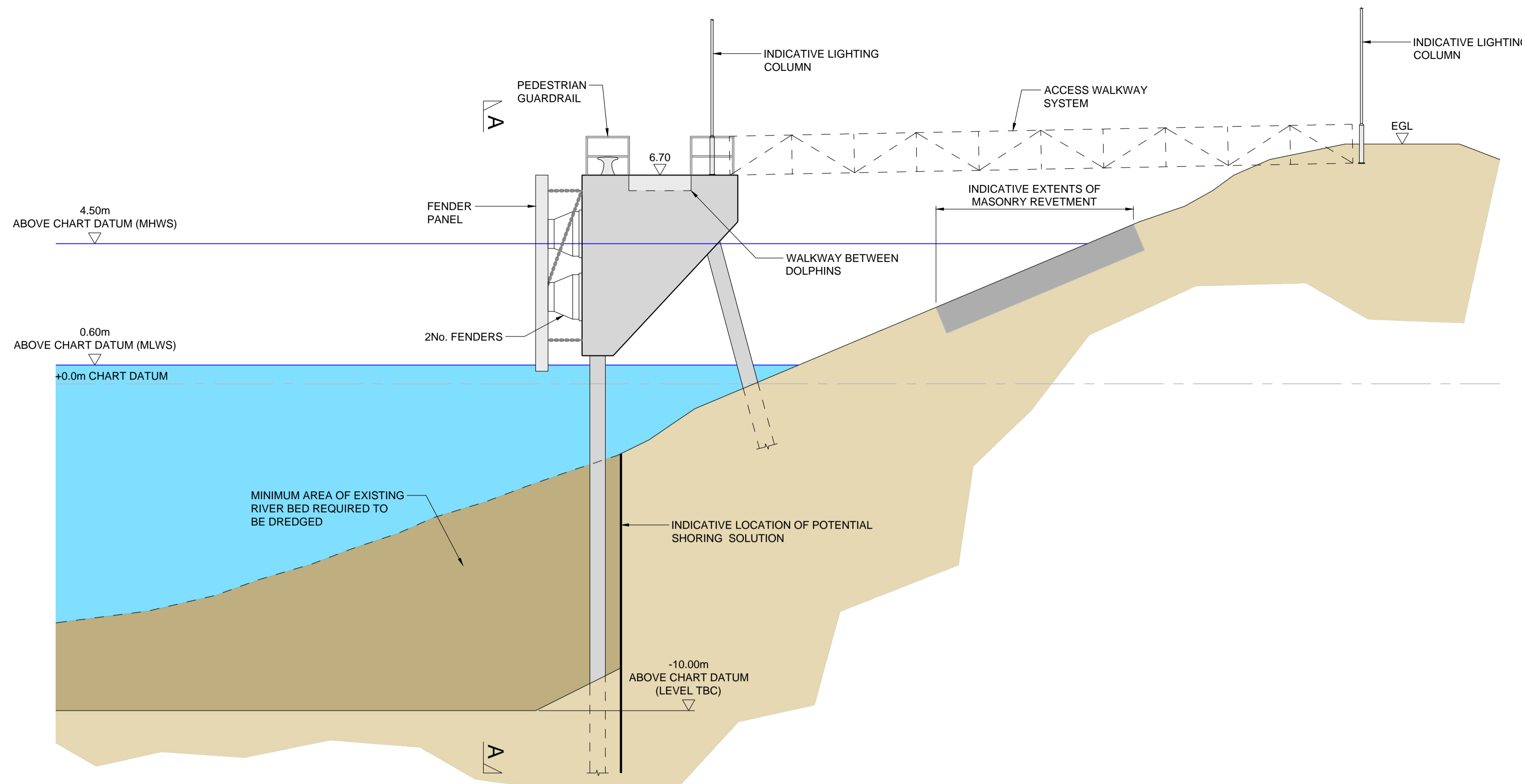
Or by post, not later than the 9th June 2017, to:

City Deal Team
Renfrewshire Council
Renfrewshire House
Cotton Street
Paisley
PA1 1JD

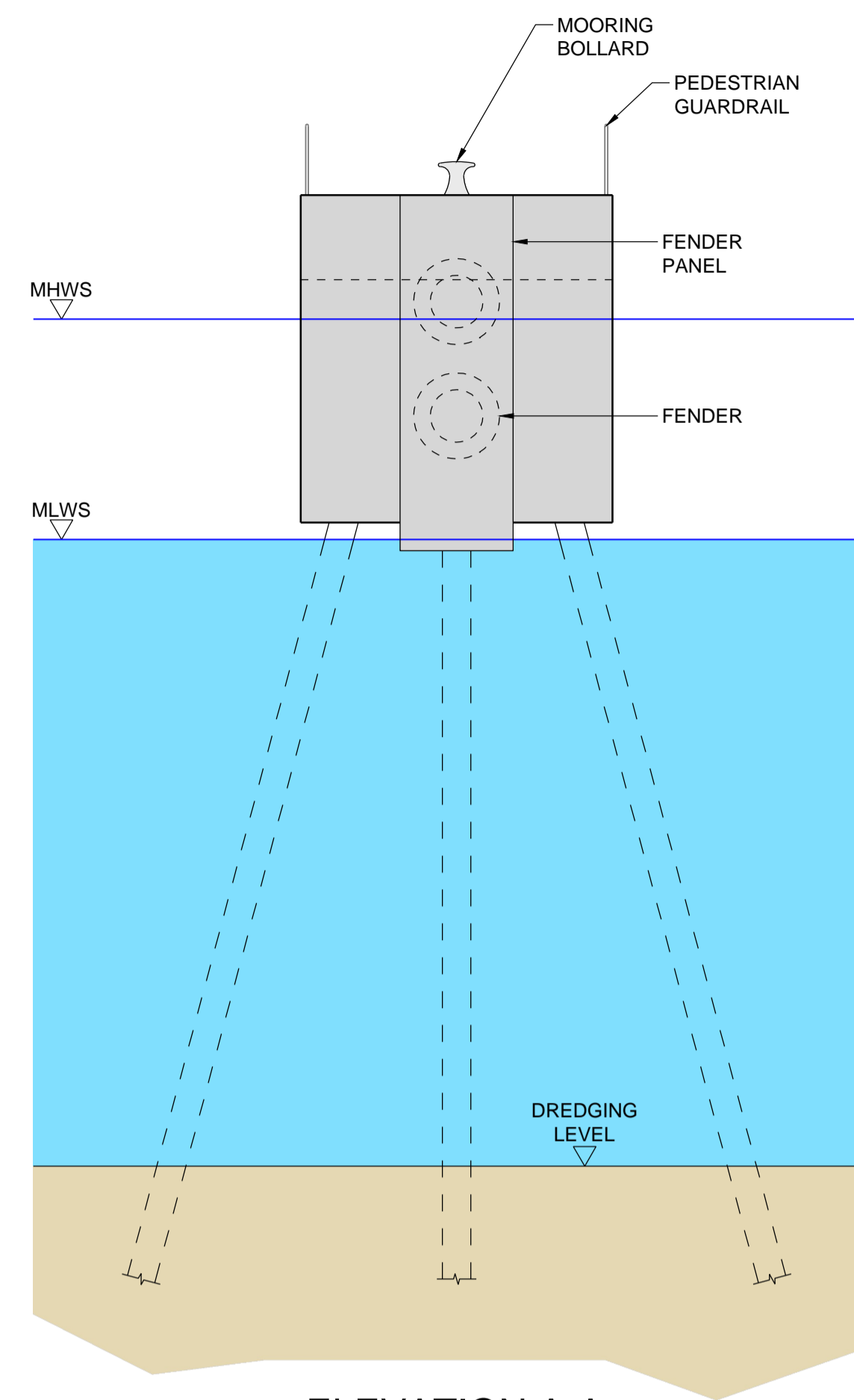
Comments should be dated and should clearly state the name (in block capitals) and full return email or postal address of those making comment. Comments made to the prospective application are not representations to the Scottish Ministers. When an application for a marine licence is submitted to Scottish Ministers, an opportunity will be given for representations to be made to the Scottish Ministers on the application.

APPENDIX 09

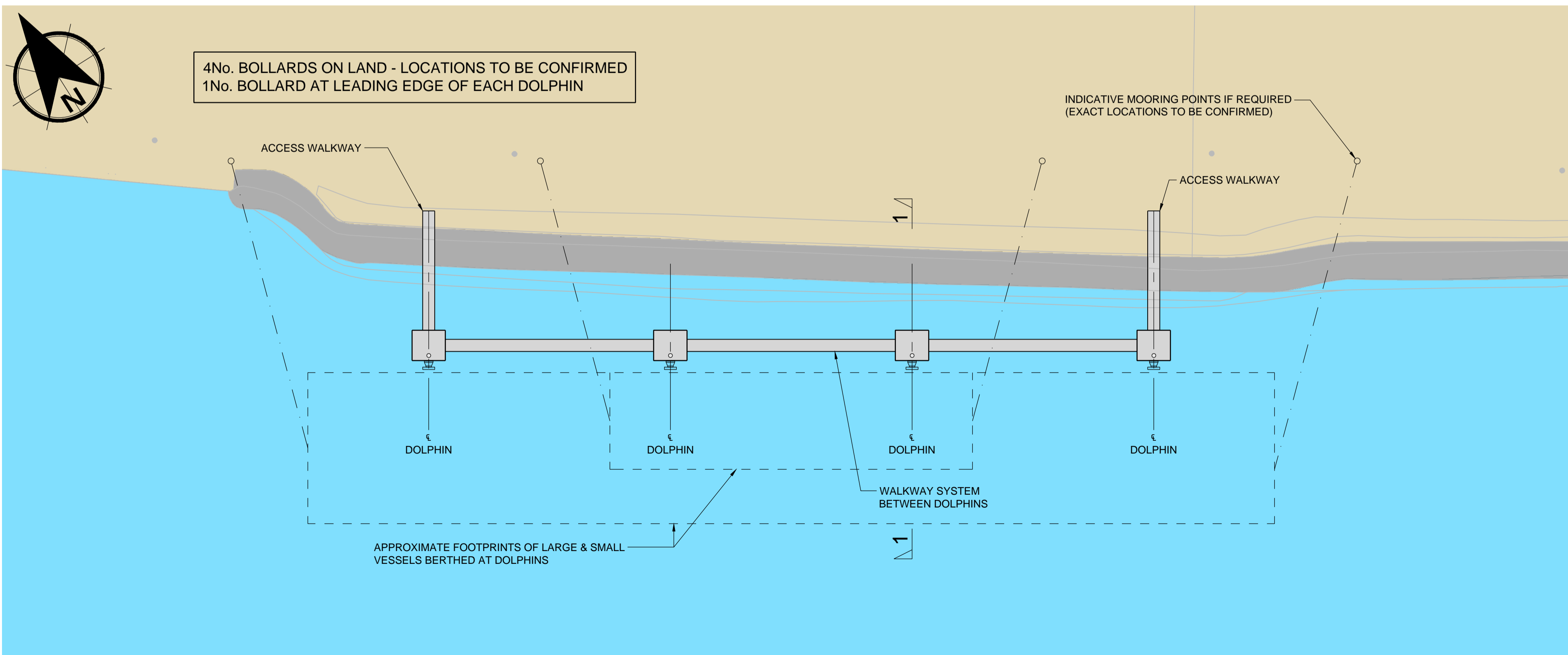
Drawings



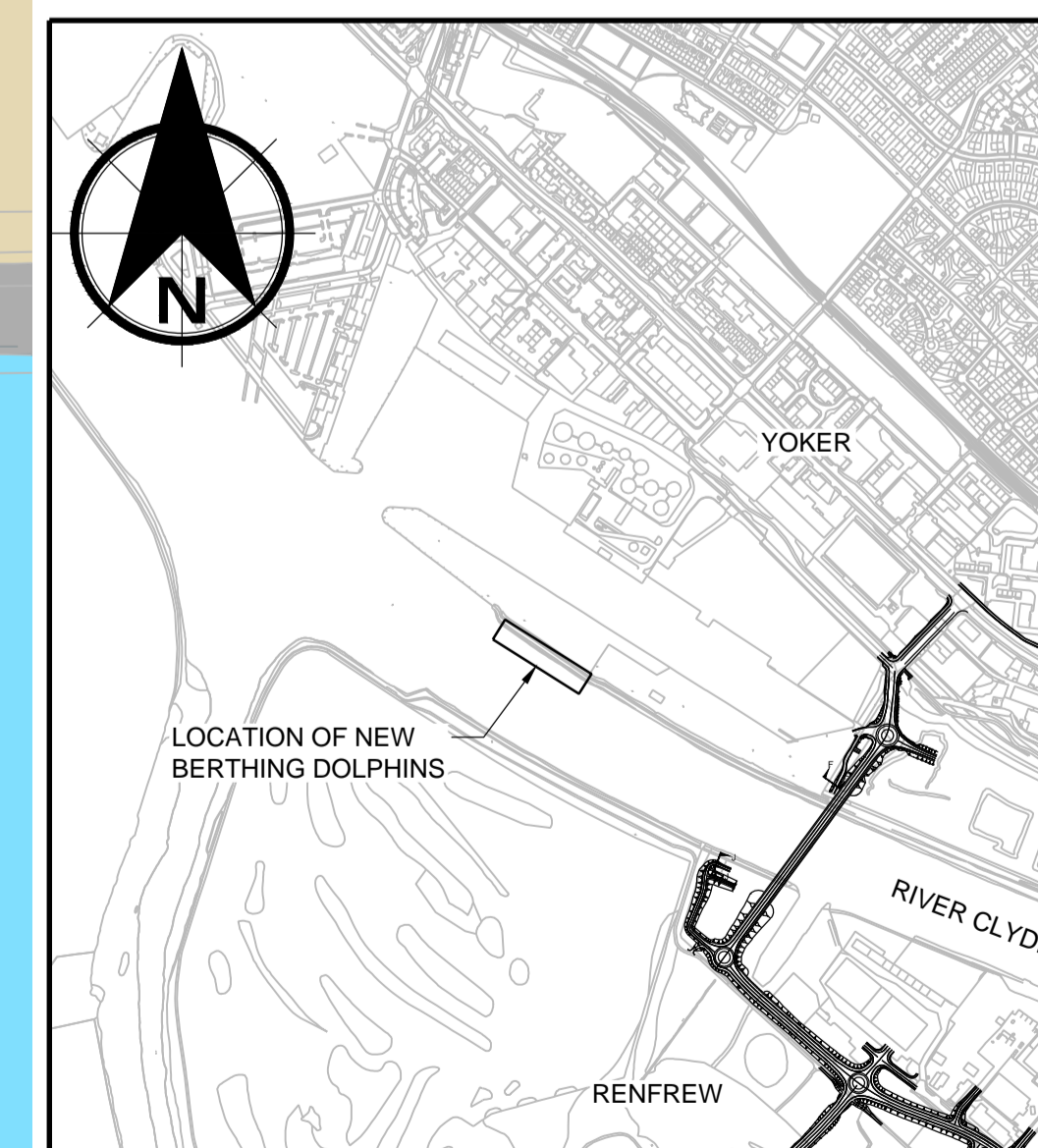
SECTION 1-1
SCALE 1:100



ELEVATION A-A
SCALE 1:100



PLAN ON NEW BERTHING LAYBY
SCALE 1:500



LOCATION PLAN
SCALE 1:10,000

- Notes**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
 2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM (m AOD) UNLESS NOTED OTHERWISE.
 3. TIDE LEVELS ARE INDICATIVE AND ARE TAKEN FROM THE RIVER CLYDE AT ROTHESAY DOCK (ADMIRALTY TIDE TABLES 2015).

Reference drawings					
REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	16/05/17	FIRST ISSUE	BJ	---	---
P01.2	16/05/17	FIRST ISSUE	BJ	---	---
P01.3	08/06/17	FIRST ISSUE	BJ	---	---
P02.1	08/06/17	FIRST ISSUE	BJ	---	---
P02.2	27/06/17	ISSUED FOR PIM AUTHORISATION	BJ	---	---

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Web: www.sweco.co.uk



Client
RENFREWSHIRE COUNCIL
Renfrewshire Council

Drawing Status
For PIM Authorisation

Suitability
S6

Project Title
CLYDE WATERFRONT AND RENFREW RIVERSIDE

Drawing Title
CLYDE CROSSING BERTHING LAYBY GENERAL ARRANGEMENT PLANNING

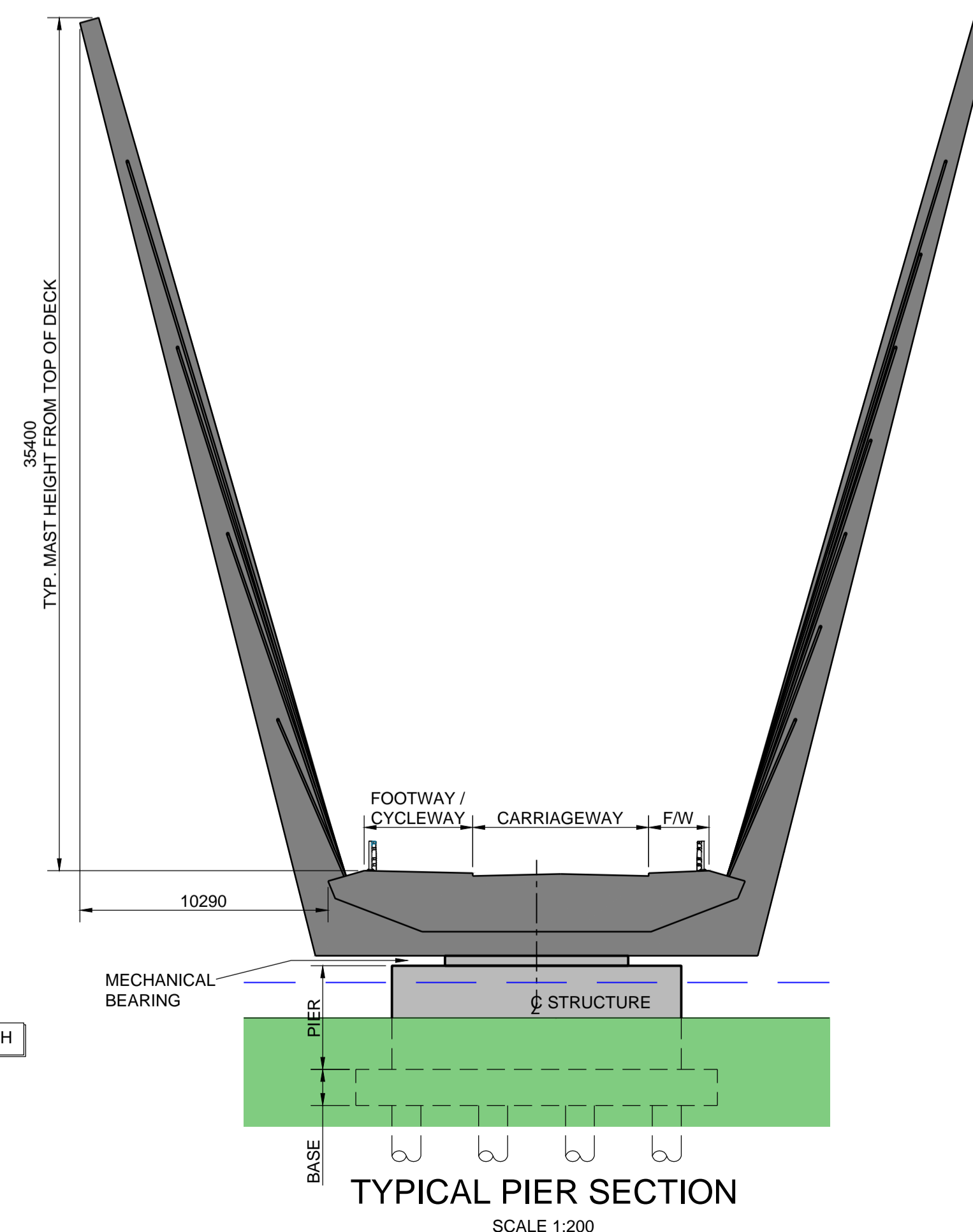
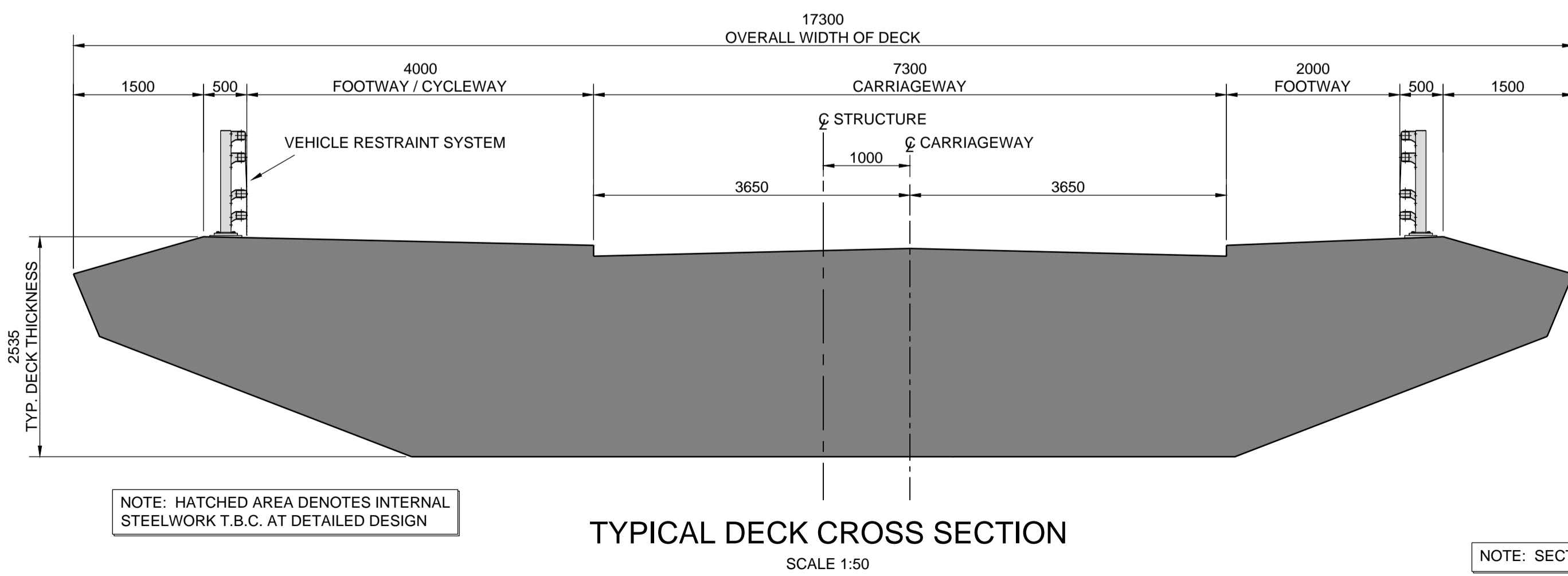
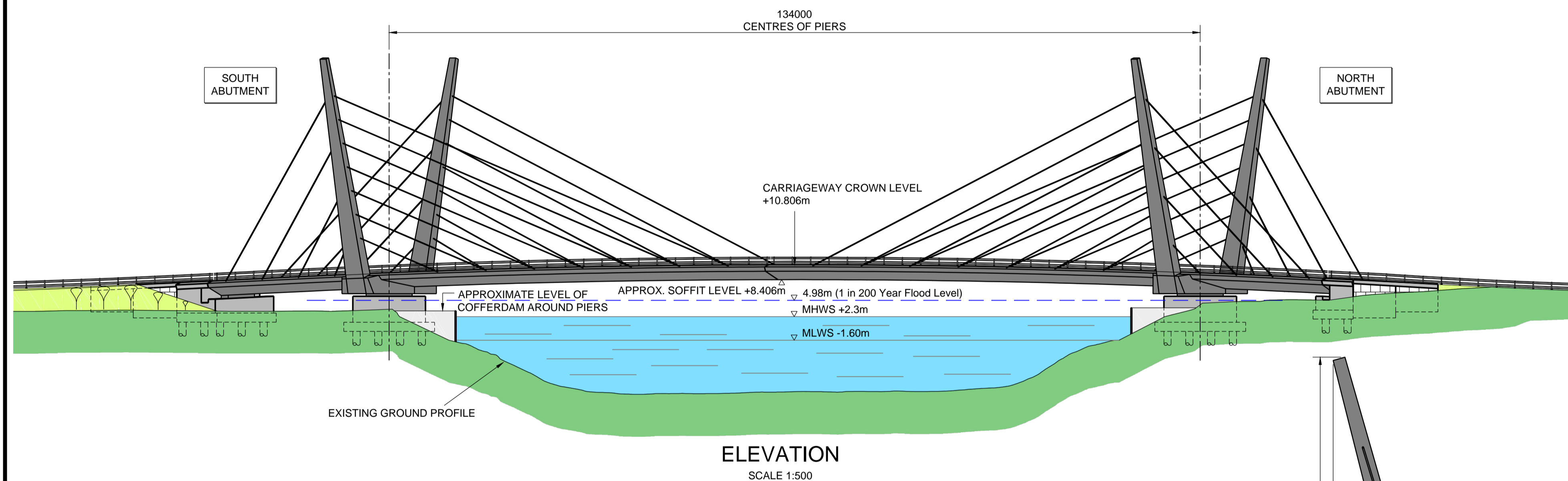
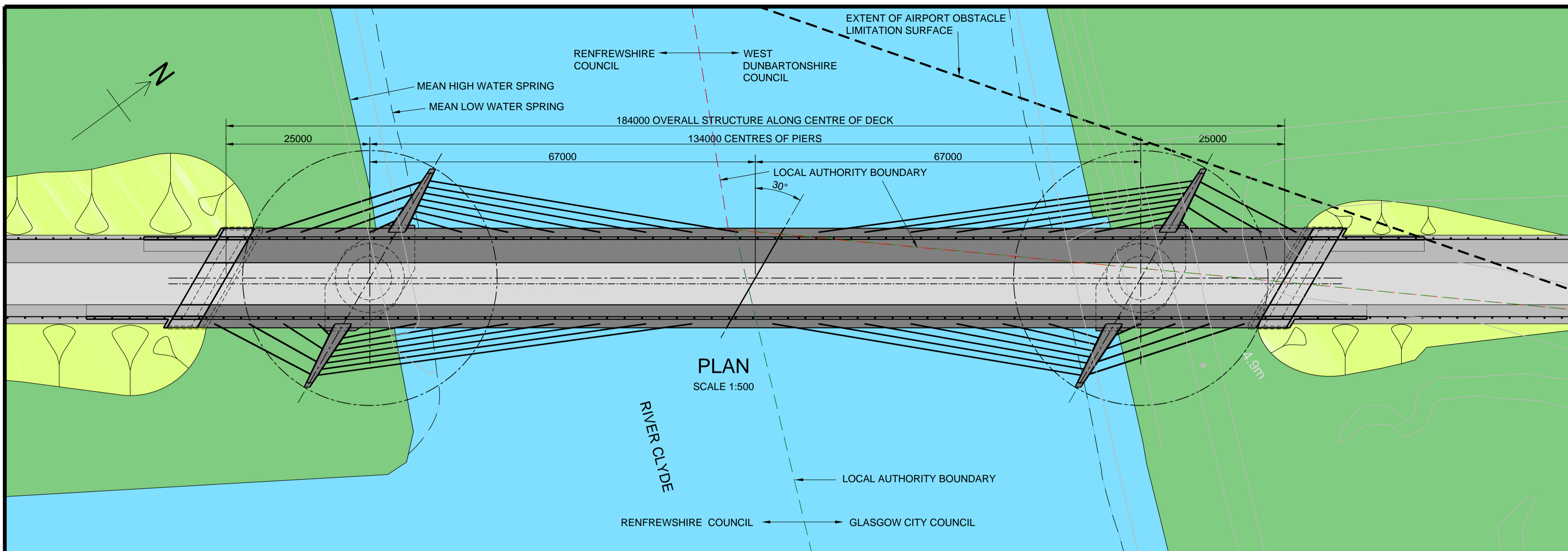
Scale	Designed	Drawn	Checked	Approved
As Shown	Butler, Christopher	Jeffrey, Bryan	Webb, Alistair	Ross, Sandy

Original Size	Date	Date	Date	Date
A1	15/05/17	15/05/17		

Drawing Number	Project	Originator	Volume	Location	Type	Role	Number	Project Ref. No.
	117086 - SWECO - SSP - 00 - DR - S - 43000							117086 (R09)

Revision
P02.2

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Notes

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. LEVELS RELATIVE TO ORDNANCE SURVEY DATUM (NEWLYN)

Key to symbols

Reference drawings

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	04/05/17	ORIGINAL VERSION	JH	AM	AW
P01.2	04/05/17	LOGOS SHOWN IN TITLE BLOCK	JH	AM	AW
P01.3	05/06/17	HATCHING UPDATED TO SUIT COMMENTS	JH	AM	AW
P01.4	06/06/17	ELEVATION UPDATED	JH	AM	AW
P01.5	07/06/17	BOUNDARY LINES UPDATED	JH	AM	AW
P01.6	07/06/17	MINOR AMENDMENTS	JH	AM	AW
P01.7	22/06/17	MINOR AMENDMENTS	JH	AM	AW
P02.1	27/06/17	SOFFIT LEVEL ADDED	BJ	AM	AW
P02.2	27/06/17	ISSUED FOR PIM AUTHORISATION	BJ	AM	AW





Client
RENFREWSHIRE COUNCIL
 Renfrewshire Council

Drawing Status
 For PIM Authorisation

Suitability
 S6

Project Title
 CLYDE WATERFRONT AND RENFREW RIVERSIDE

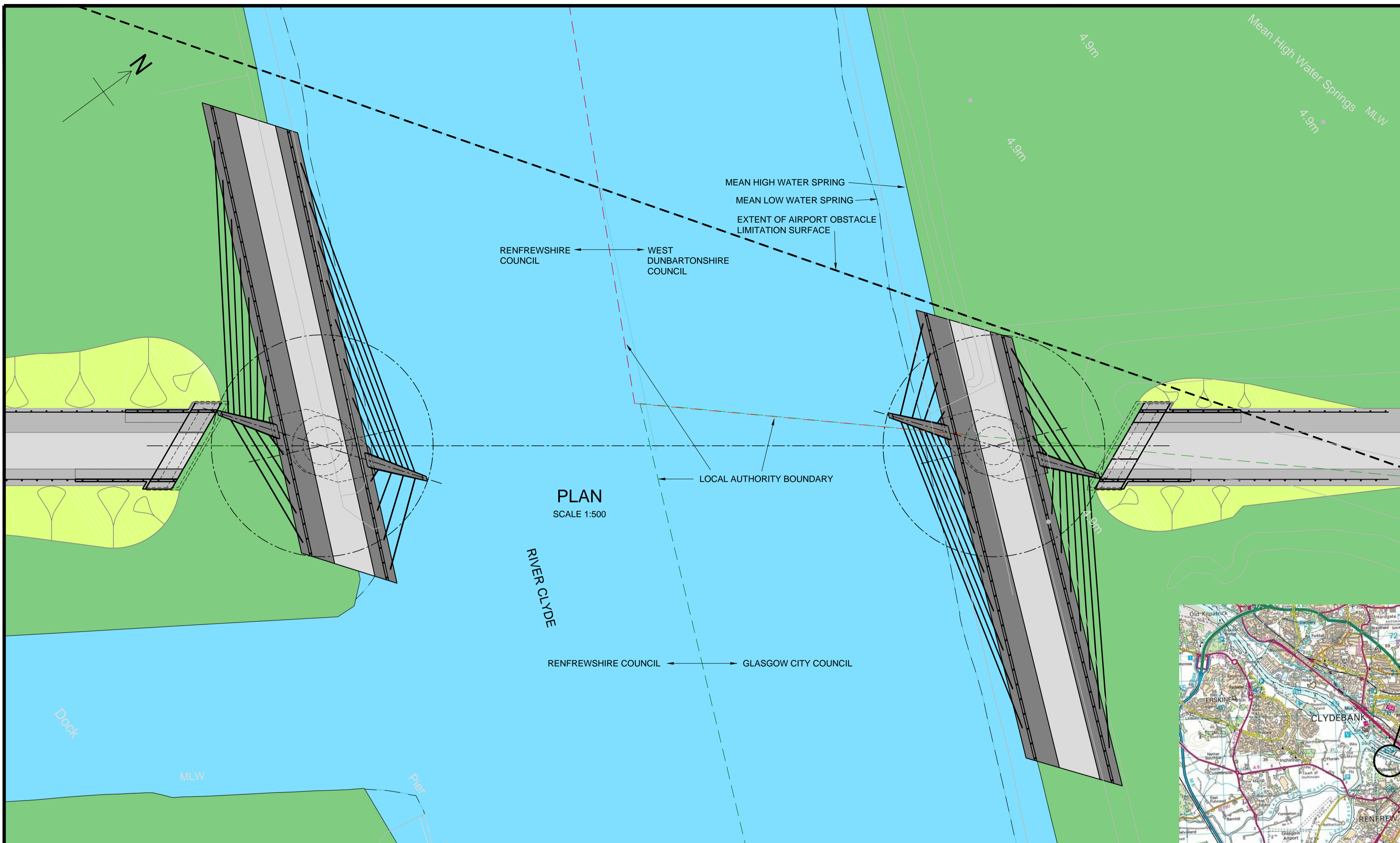
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 PROPOSED CLYDE CROSSING
 PLANNING ARRANGEMENT - 1 OF 2
 DECK OPEN TO ROAD

Scale	Designed	Drawn	Checked	Approved
As Shown	Monnickendam, Alan	Hill, Jason	Monnickendam, Alan	Webb, Alistair

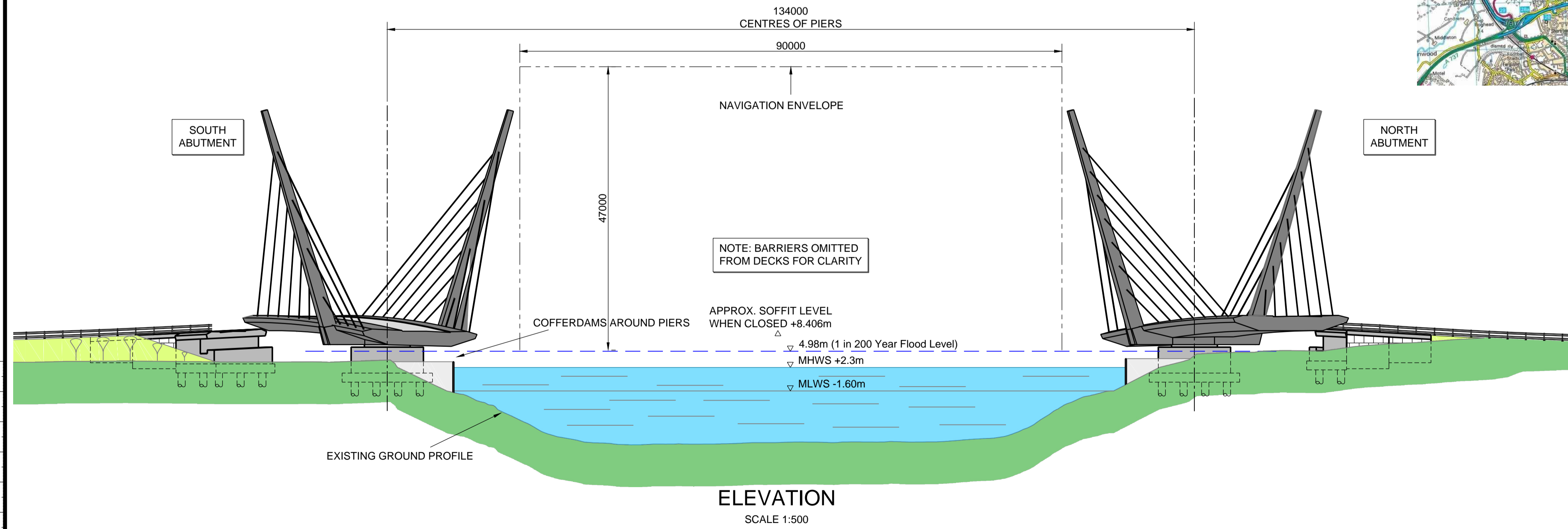
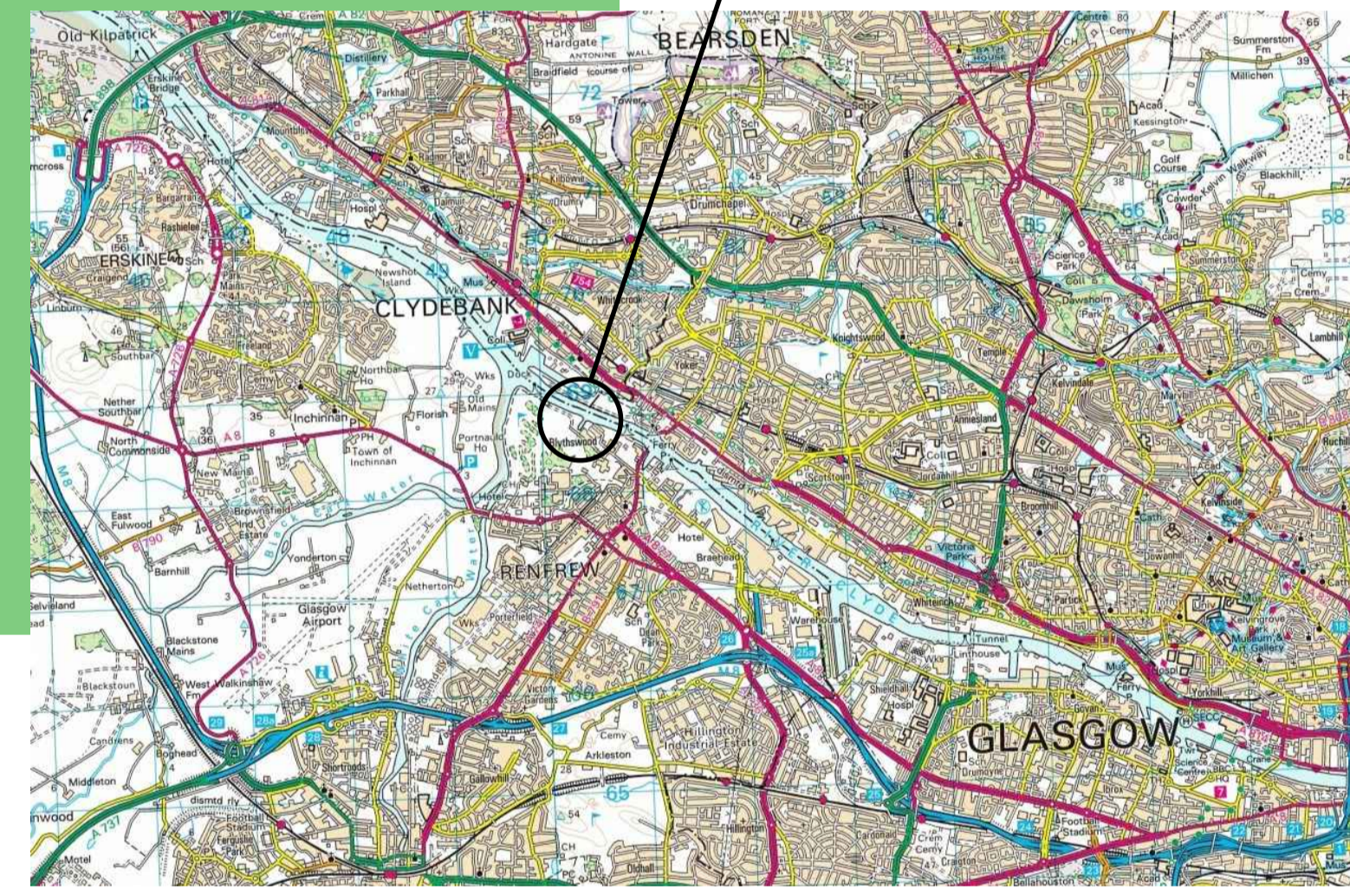
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Drawing Number	Project	Originator	Volume	Location	Type	Role	Number	Project Ref. No.	
117086 - CH	-	SSP	-	00	-	DR	-	S - 00001	117086 (R09)

Revision
 P02.2



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Notes

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. LEVELS RELATIVE TO ORDNANCE SURVEY DATUM (NEWLYN)

Key to symbols

Reference drawings

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	04/05/17	ORIGINAL VERSION	JH	AM	AW
P01.2	04/05/17	LOGOS SHOWN IN TITLE BLOCK	JH	AM	AW
P01.3	05/06/17	HATCHING UPDATED TO SUIT COMMENTS	JH	AM	AW
P01.4	06/06/17	ELEVATION UPDATED	JH	AM	AW
P01.5	07/06/17	BOUNDARY LINES UPDATED	JH	AM	AW
P01.6	07/06/17	MINOR AMENDMENTS	JH	AM	AW
P01.7	22/06/17	MINOR AMENDMENTS	JH	AM	AW
P02.1	27/06/17	SOFFIT LEVEL ADDED	BJ	AM	AW
P02.2	27/06/17	ISSUED FOR PIM AUTHORISATION	BJ	AM	AW

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SWECO

CASS HAYWARD
CONSULTING ENGINEERS

HGAL
consulting engineers

Client
RENFREWSHIRE COUNCIL
Renfrewshire Council

Drawing Status
For PIM Authorisation

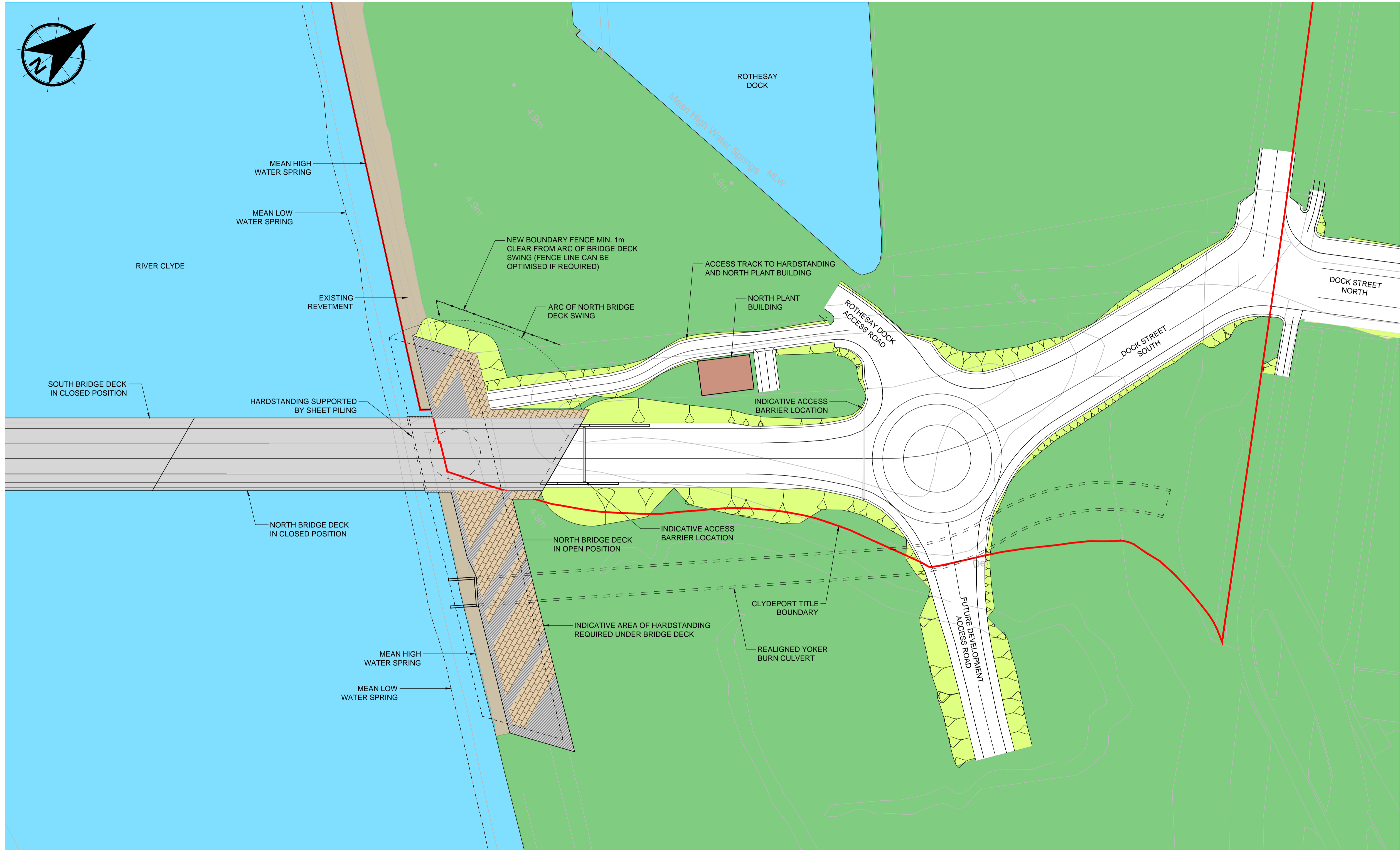
Suitability
S6

Project Title
CLYDE WATERFRONT AND RENFREW RIVERSIDE

Drawing Title
**PROPOSED CLYDE CROSSING
PLANNING ARRANGEMENT - 2 OF 2
DECK OPEN TO SHIPPING**

Scale	Designed	Drawn	Checked	Approved
As Shown	Monnickendam, Alan	Hill, Jason	Monnickendam, Alan	Webb, Alistair
Original Size	Date	Date	Date	Date
A1	04/05/17	04/05/17	04/05/17	04/05/17

Drawing Number	Project	Originator	Volume	Location	Type	Role	Number	Project Ref. No.
117086 - CH - SSP - 00 - DR - S - 00002								117086 (R09)
								Revision
								P02.2



- Notes
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
 2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM (m AOD) UNLESS NOTED OTHERWISE.
 3. TIDE LEVELS ARE INDICATIVE AND ARE TAKEN FROM THE RIVER CLYDE AT ROTHEsay DOCK (ADMIRALTY TIDE TABLES 2015).

Key to symbols

- EXTENT OF MEAN HIGH WATER SPRING

Reference drawings

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.3	16/05/17	FIRST ISSUE	BJ	---	---
P01.4	01/06/17	FIRST ISSUE	BJ	---	---
P02.1	01/06/17	SECOND ISSUE	BJ	---	---
P02.2	01/06/17	SECOND ISSUE	BJ	---	---
P02.3	05/06/17	SECOND ISSUE	BJ	---	---
P02.4	09/06/17	SECOND ISSUE	BJ	---	---
P02.5	27/06/17	SECOND ISSUE	BJ	---	---
P02.6	27/06/17	ISSUED FOR PIM AUTHORISATION	BJ	---	---
P02.7	28/06/17	HARDSTANDING HATCH AMENDED	BJ	---	---
P02.8	28/06/17	HARDSTANDING HATCH AMENDED	BJ	---	---
P03.1	28/06/17	HARDSTANDING HATCH AMENDED	BJ	---	---
P03.2	28/06/17	ISSUED FOR PIM AUTHORISATION	BJ	---	---

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RENFREWSHIRE COUNCIL

Drawing Status
 For PIM Authorisation

Suitability
 S6

Project Title
CLYDE WATERFRONT AND RENFREW RIVERSIDE

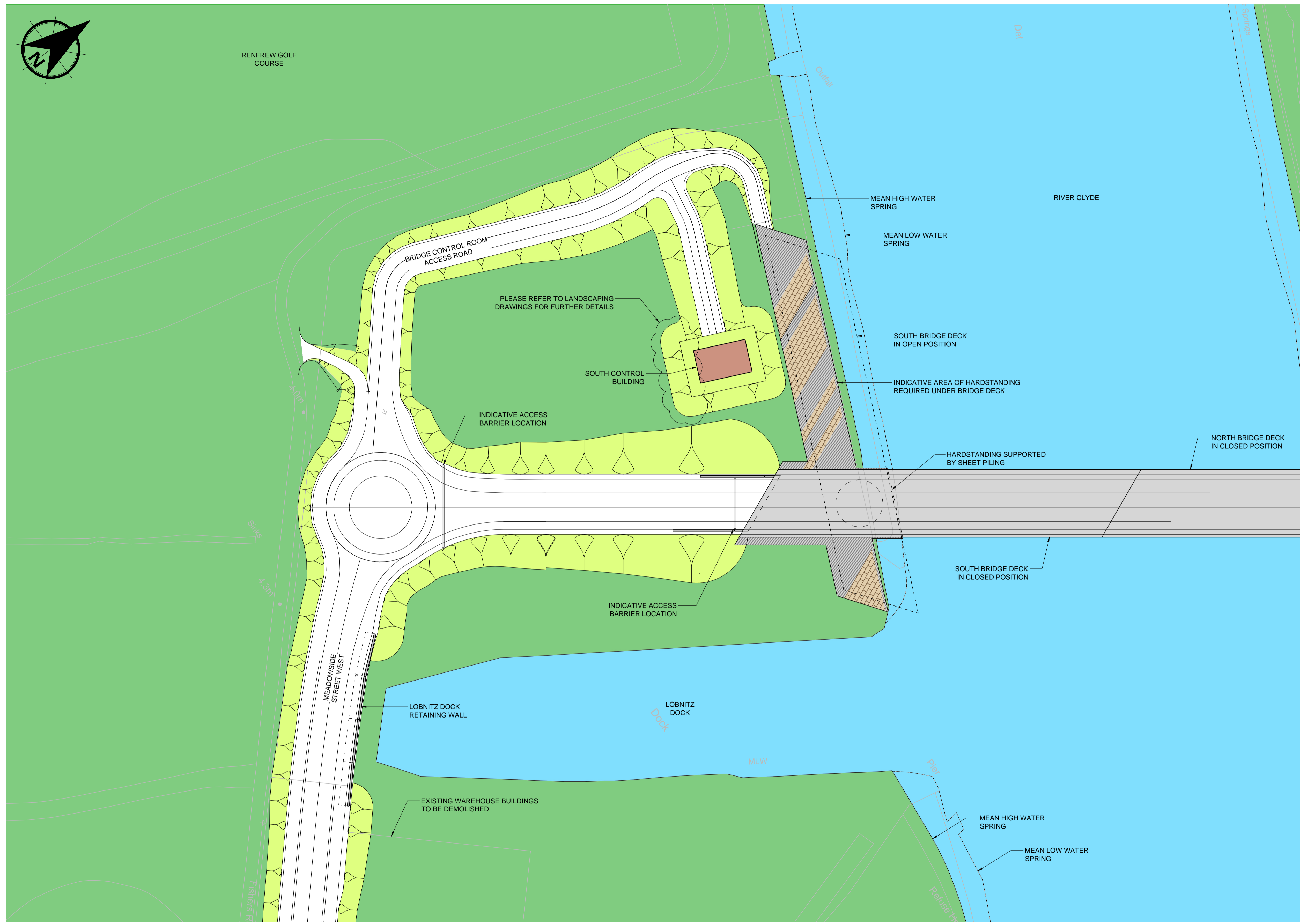
Drawing Title
**NORTH LAYOUT PLAN
 PLANNING**

Scale	Designed	Drawn	Checked	Approved
1:500	Butler, Christopher	Jeffrey, Bryan	Mackay, Ruairidh	Webb, Alistair
Original Size	Date	Date	Date	Date
A1	15/05/17	15/05/17		

Drawing Number	Project	Originator	Volume	Location	Type	Role	Number	Project Ref. No.
117086 - SWECO - SBR - 00 - DR - S - 45000								117086 (R09)
								Revision P03.2



RENFREW GOLF COURSE



Notes

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM (m AOD) UNLESS NOTED OTHERWISE.
3. TIDE LEVELS ARE INDICATIVE AND ARE TAKEN FROM THE RIVER CLYDE AT ROTHESAY DOCK (ADMIRALTY TIDE TABLES 2015).

Key to symbols

- EXTENT OF MEAN HIGH WATER SPRING

Reference drawings

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	16/05/17	FIRST ISSUE	BJ	---	---
P01.2	16/05/17	FIRST ISSUE	BJ	---	---
P01.3	01/06/17	FIRST ISSUE	BJ	---	---
P02.1	01/06/17	SECOND ISSUE	BJ	---	---
P02.2	01/06/17	SECOND ISSUE	BJ	---	---
P02.3	05/06/17	SECOND ISSUE	BJ	---	---
P02.4	09/06/17	SECOND ISSUE	BJ	---	---
P02.5	27/06/17	SECOND ISSUE	BJ	---	---
P02.6	27/06/17	ISSUED FOR PIM AUTHORISATION	BJ	---	---
P02.7	28/06/17	HARDSTANDING HATCH AMENDED	BJ	---	---
P03.1	28/06/17	HARDSTANDING HATCH AMENDED	BJ	---	---
P03.2	28/06/17	ISSUED FOR PIM AUTHORISATION	BJ	---	---

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Client
RENFREWSHIRE COUNCIL

Drawing Status
For PIM Authorisation

Suitability
S6

Project Title
CLYDE WATERFRONT AND RENFREW RIVERSIDE

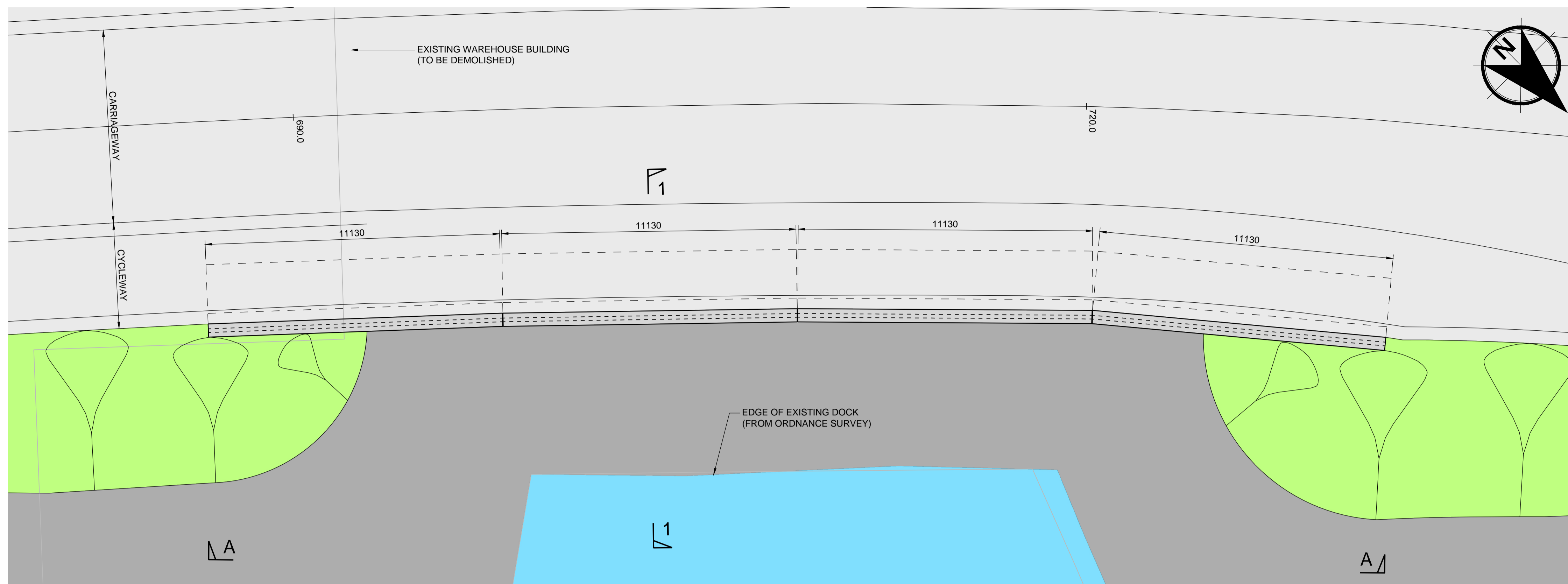
Drawing Title
SOUTH LAYOUT PLAN PLANNING

Scale	Designed	Drawn	Checked	Approved
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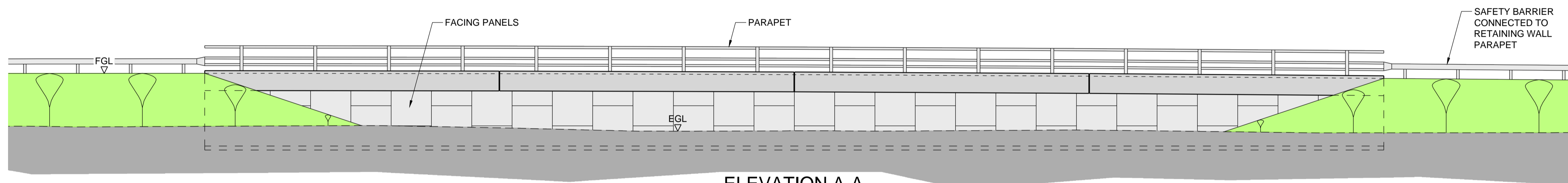
Original Size	Date	Date	Date	Date
A1	15/05/17	15/05/17		

Drawing Number	Project	Originator	Volume	Location	Type	Role	Number	Project Ref. No.
117086 - SWECO - SBR - 00 - DR - S - 44000								117086 (R09)

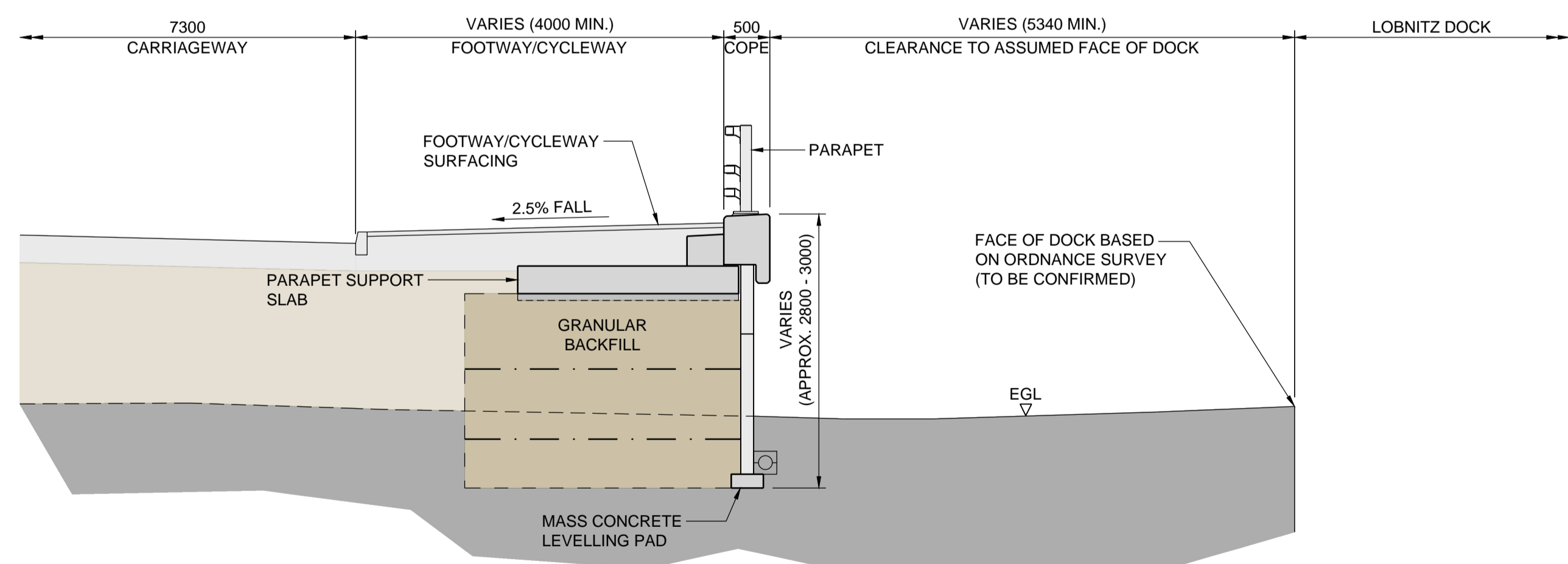
Revision	Number
P03.2	



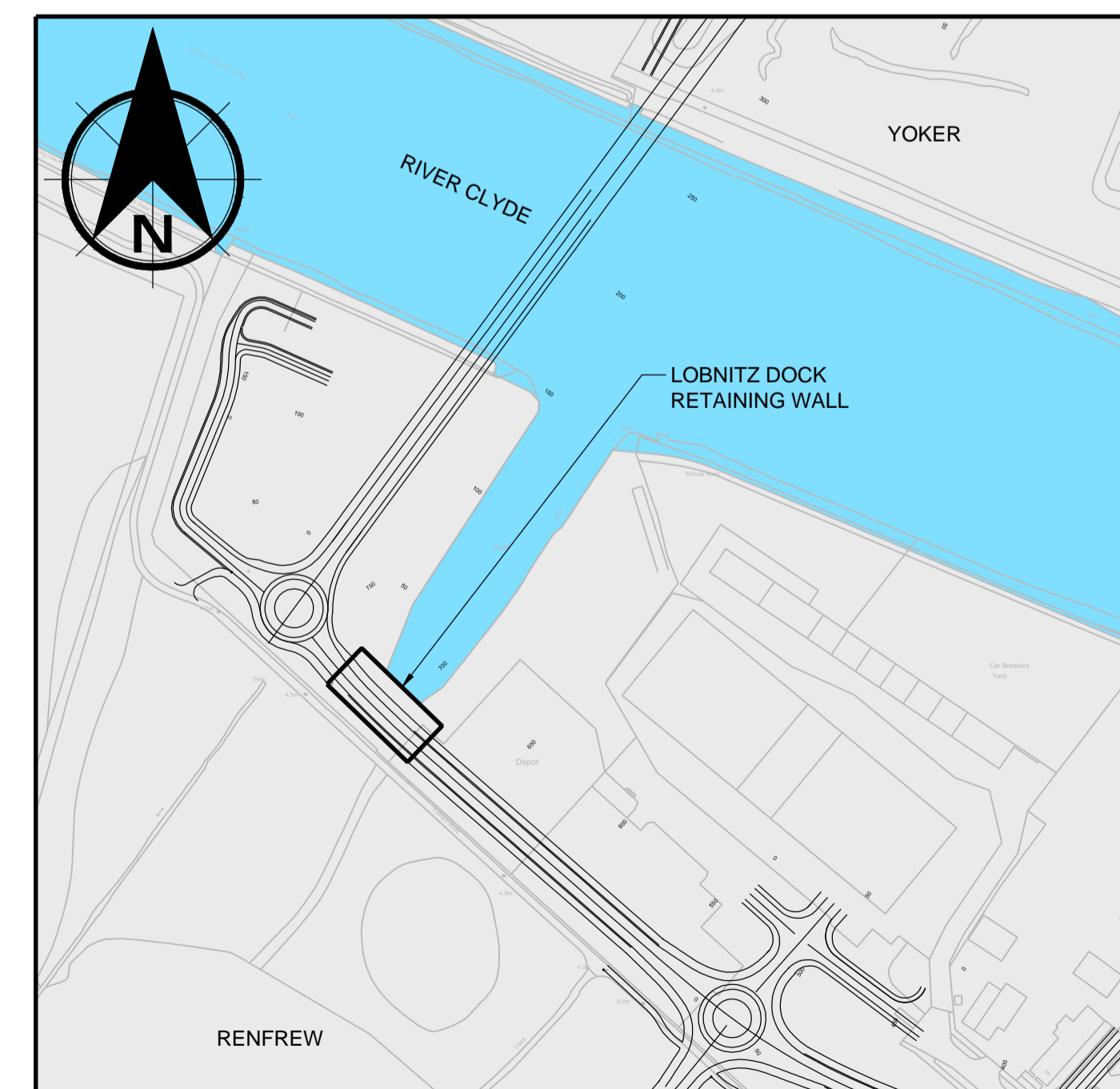
PLAN
SCALE 1:100



ELEVATION A-A
SCALE 1:100



SECTION 1-1
SCALE 1:50



LOCATION PLAN
SCALE 1:2500

- Notes
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
 2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM (m AOD) UNLESS NOTES OTHERWISE.
 3. TIDE LEVELS ARE INDICATIVE AND ARE TAKEN FROM THE RIVER CLYDE AT ROTHESAY DOCK (ADMIRALTY TIDE TABLES 2015).

Reference drawings					
REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	01/05/17	FIRST ISSUE	BJ	---	---
P01.2	15/05/17	FIRST ISSUE	BJ	---	---
P01.3	16/05/17	FIRST ISSUE	BJ	---	---
P01.4	27/06/17	ISSUED FOR PIM AUTHORISATION	BJ	---	---

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Renfrewshire Council

Drawing Status
For PIM Authorisation

Suitability
S6

Project Title
CLYDE WATERFRONT AND RENFREW RIVERSIDE

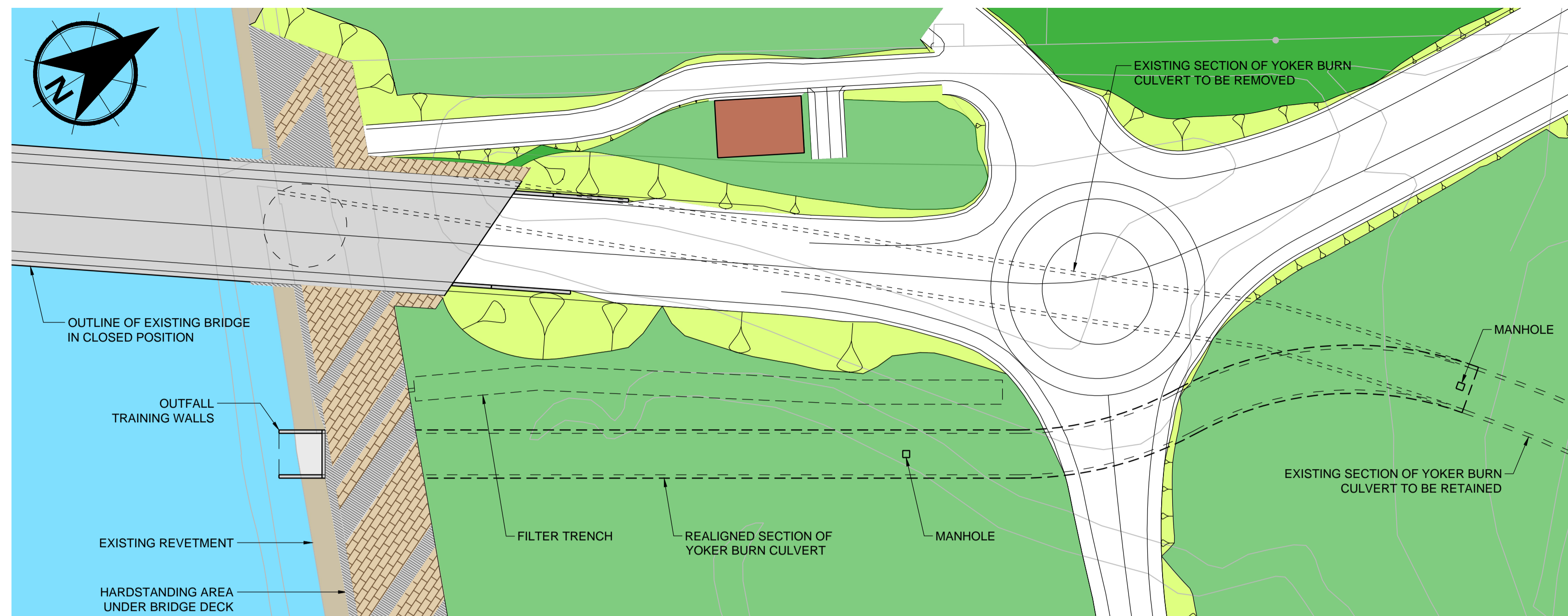
Drawing Title
**LOBNITZ DOCK RETAINING WALL
GENERAL ARRANGEMENT
PLANNING**

Scale As Shown	Designed Butler, Christopher	Drawn Jeffrey, Bryan	Checked Mackay, Ruairidh	Approved Webb, Alistair
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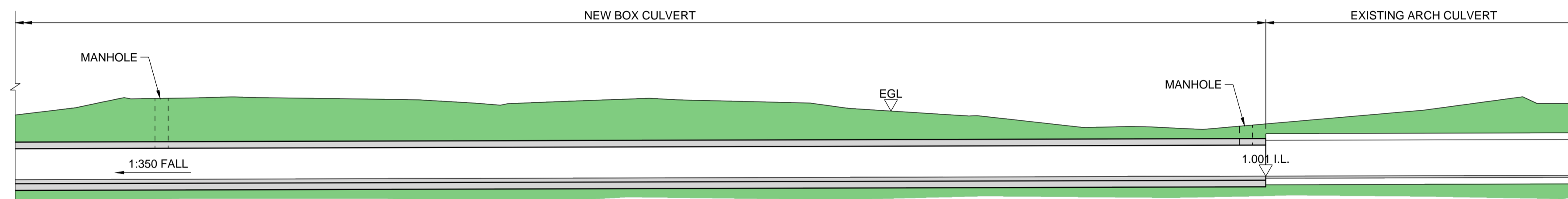
Original Size A1	Date 28/04/17	Date 28/04/17	Date	Date
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117086 - SWECO - SRW - 00 - DR - S - 42000							Revision P01.4

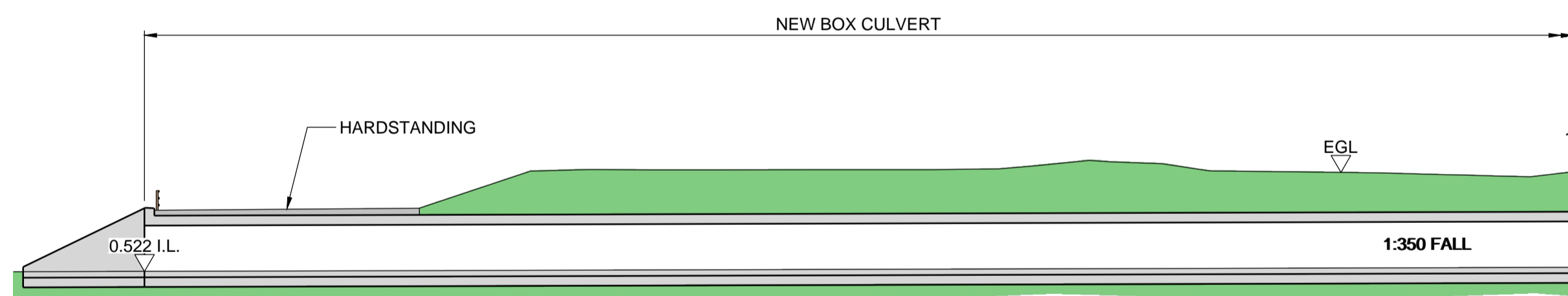
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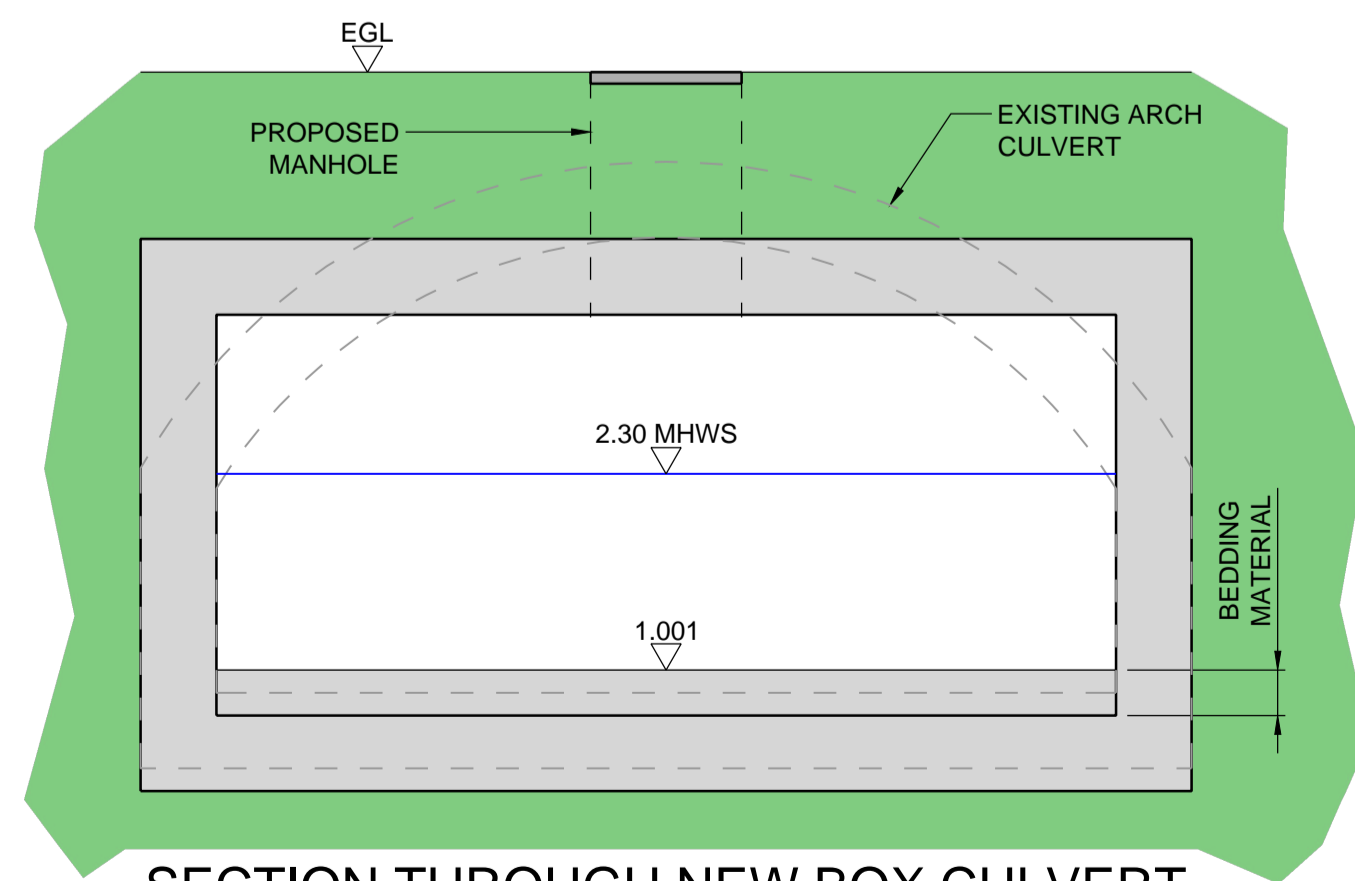
PLAN
SCALE 1:500



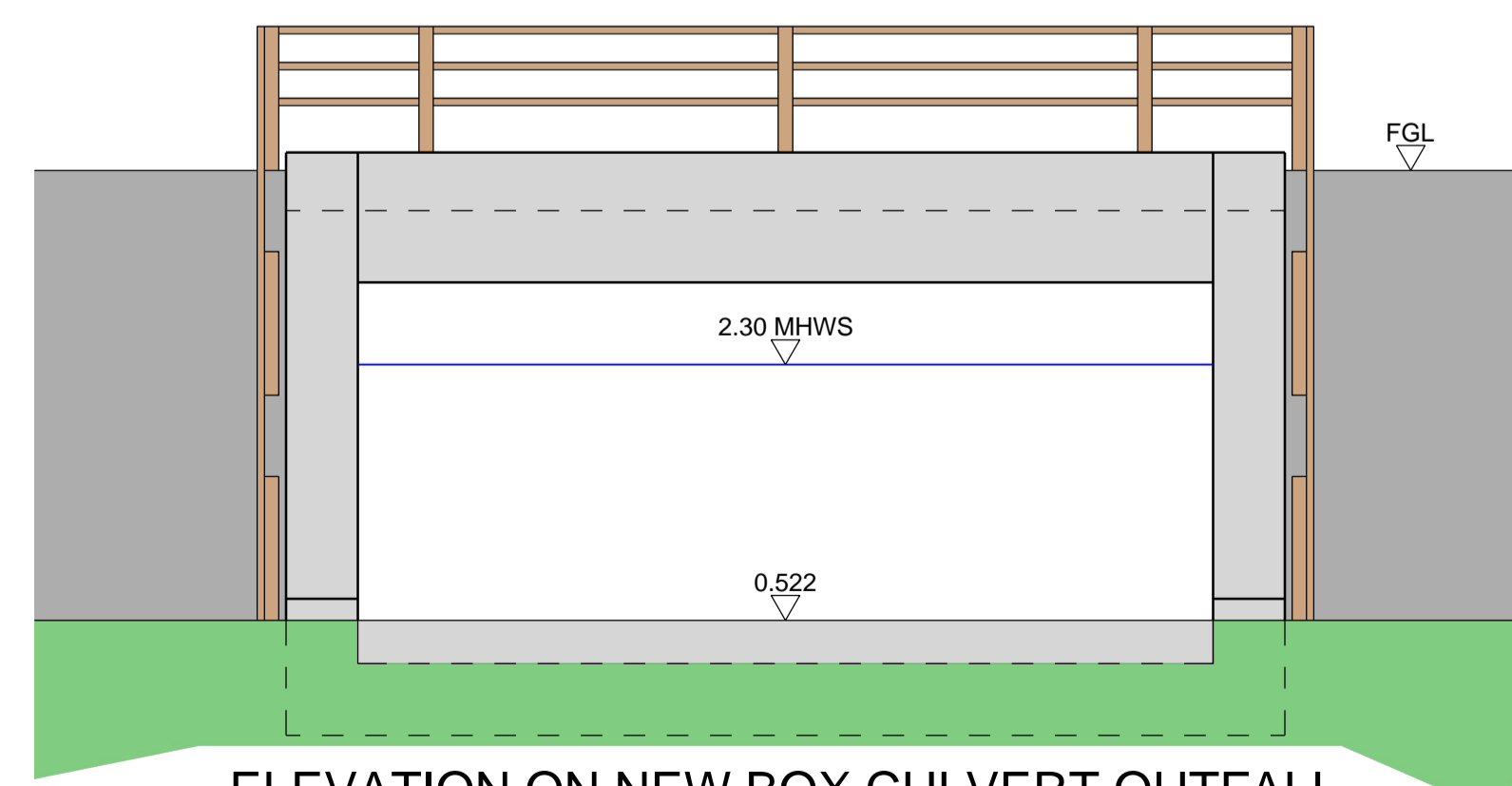
TYPICAL SECTION
THROUGH EXISTING AND REALIGNED CULVERTS
SCALE 1:250



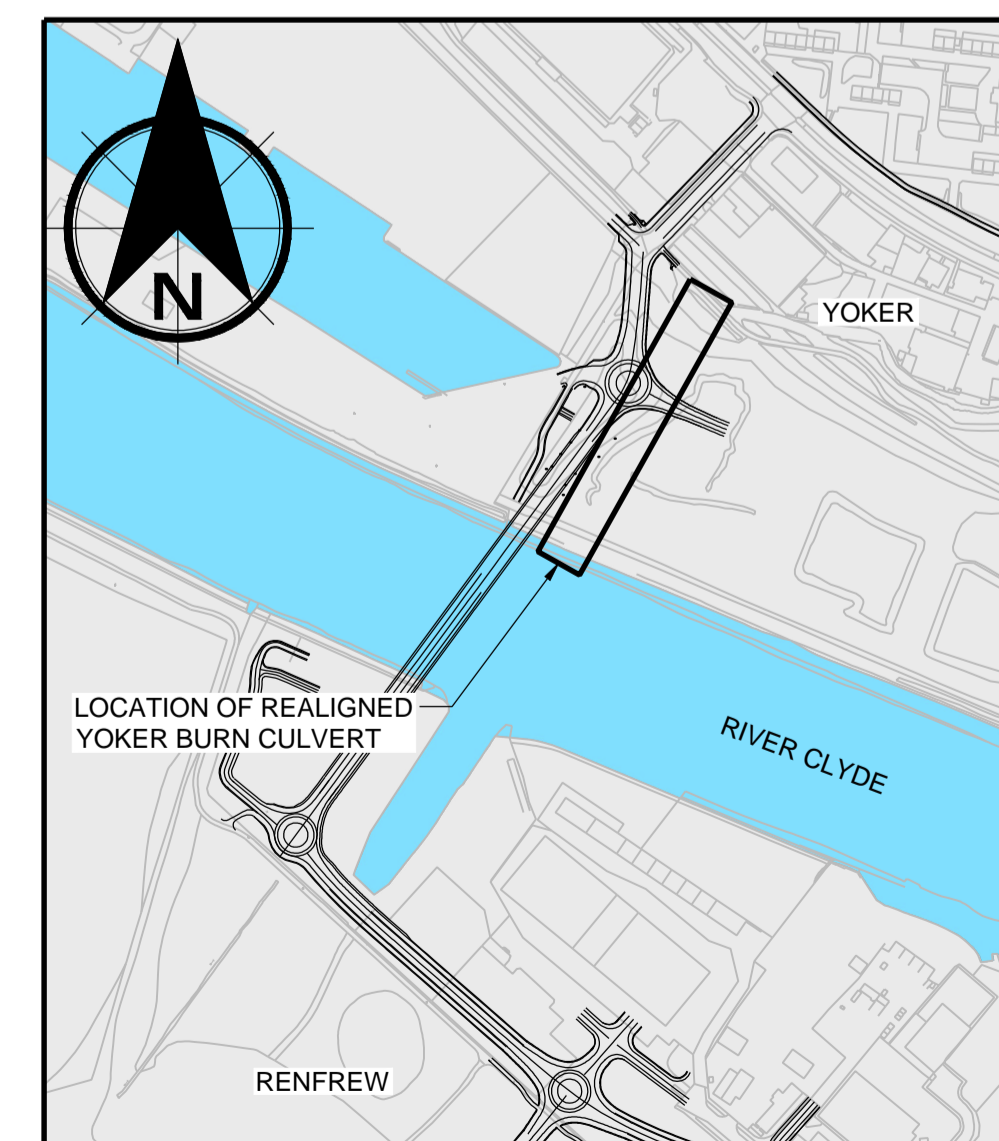
TYPICAL SECTION (CONT'D)
THROUGH REALIGNED CULVERT
SCALE 1:250



SECTION THROUGH NEW BOX CULVERT
AT POINT OF REALIGNMENT
SCALE 1:50



ELEVATION ON NEW BOX CULVERT OUTFALL
SCALE 1:50



LOCATION PLAN
SCALE 1:5000

- Notes**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
 2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM (m AOD) UNLESS NOTED OTHERWISE.
 3. TIDE LEVELS ARE INDICATIVE AND ARE TAKEN FROM THE RIVER CLYDE AT ROTHESAY DOCK (ADMIRALTY TIDE TABLES 2015).

Reference drawings					
REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	01/05/17	FIRST ISSUE	BJ	---	---
P01.2	15/05/17	FIRST ISSUE	BJ	---	---
P01.3	16/05/17	FIRST ISSUE	BJ	---	---
P01.4	27/06/17	ISSUED FOR PIM AUTHORISATION	BJ	---	---
P01.5	28/06/17	HARDSTANDING HATCH AMENDED	BJ	---	---
P02.1	28/06/17	HARDSTANDING HATCH AMENDED	BJ	---	---
P02.2	28/06/17	ISSUED FOR PIM AUTHORISATION	BJ	---	---

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Client
RENFREWSHIRE COUNCIL
Renfrewshire Council

Drawing Status
For PIM Authorisation

Suitability
S6

Project Title
CLYDE WATERFRONT AND RENFREW RIVERSIDE

Drawing Title
**YOKER BURN CULVERT REALIGNMENT
GENERAL ARRANGEMENT
PLANNING**

Scale As Shown	Designed Butler, Christopher	Drawn Jeffrey, Bryan	Checked Mackay, Ruairidh	Approved Webb, Alistair
Original Size A1	Date 28/04/17	Date 28/04/17	Date	Date

Drawing Number 117086 - SWECO - SBR - 00 - DR - S - 41000	Project Ref. No. 117086 (R09)
Revision P02.2	

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