



The Glasgow City Region City Deal

# CLYDE WATERFRONT RENFREW RIVERSIDE SUPPORTING DOCUMENTS

PRE-APPLICATION CONSULTATION REPORT

July 2017

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Issue	Date	Reason for Issue	Prepared		Checked		Approved	
S1/S2	15.6.17	Suitable for Co-ordination	KS	15.6.17	MB	26.06.17		
S3	30.06.17	Suitable for Internal Review & Comment	MB	26.06.17	RMcL	27.06.17		
S6	03.07.17	Suitable for PIM Authorization	MB	29.06.17	RMcL	30.06.17	CC	30.06.17
<b>BIM REFERENCE - 117086-SWECO-EGN-00-SP-EN-00070</b>								



## **1 Introduction**

### **1.1 Purpose of the Pre-Application Consultation Report**

This Pre-Application Consultation (PAC) Report outlines the activities undertaken by Renfrewshire Council City Deal Team, the applicant, to ensure that a comprehensive range of pre-application consultation has been undertaken to inform local communities and stakeholders of the Clyde Waterfront and Renfrew Riverside (CWRR) proposals, in advance of the submission of a Planning Application and an application for a Marine Licence. It also provides information on the feedback received throughout the pre-application consultation process and how such views have been reflected in the proposals.

Pre-application consultation forms the third phase of consultation undertaken by the applicant, following non-statutory engagement events held to exhibit the Proposed Development in May/ June and December of 2016. The earlier events served to provide information on the options being considered, while those in December provided detail on the preferred options being progressed as part of the appraisal and design process.

This report forms part of a comprehensive package of information submitted with the Planning and Marine Licence applications, which includes the following supporting documents:

- Environmental Statement;
- Planning Statement;
- Design and Access Statement;
- Planning Applications and Drawings; and
- Marine Licence and supporting information.

### **1.2 Background**

The Proposed Development includes a new road crossing over the east to west running River Clyde, as well as other associated ancillary development including new road links to connect the crossing to the existing road network at Dock Street (leading to Glasgow Road) north of the river, and Meadowside Street (leading to Ferry Road and Kings Inch Road) and Argyll Avenue (leading to Inchinnan Road) south of the river.

The development also includes Inchinnan Road Cycle Link within a widened section of the northern Inchinnan Road footway between Argyll Avenue Roundabout and an existing pedestrian crossing to the east.

In addition, the Proposed Development would also include control and plant buildings, a new culvert for the Yoker Burn, a retaining wall for Lobnitz Dock, and variable message signs for motorists on the local road network.

A Planning Application is being submitted for the above. The Marine aspects of the Proposed Development, for which a Marine License is being sought, include the following:

- A bridge with two piers in the River Clyde;
- The realignment of the Yoker burn;
- The construction of walkways, gantries and up to eight dolphins associated with the proposed layby berth structure;
- A capital dredge;
- Sea disposal activities; and
- The construction of five outfalls.

### **1.3 Statutory Requirements for Pre-Application Consultation**

#### **1.3.1 Planning Application**

Statutory pre-application consultation is required to be undertaken in relation to the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006, and by the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. Specifically, Regulation 7(1) of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations requires that an applicant must:

- Consult every community council any part of whose area is within or adjoins the land where the Proposed Development is situated. This includes community councils in a neighbouring planning authority;
- Hold at least one public event for members of the public where they can make comments on the proposals; and
- Publish a notice of the public event in a local newspaper at least 7 days in advance of the public event. The notice must include the following information:

*A description of, and location of the Proposed Development; where further information may be obtained concerning the Proposed Development, the date and place of the event; a statement explaining how, and by when, persons should make comments on the proposal; a statement explaining that comments made are not representations to the planning authority but that formal representations can be made upon application submission.*

#### **1.3.2 Marine Licence**

Statutory pre-application consultation is also required in relation to Section 23 of The Marine (Scotland) Act 2010 which specifies the following:

- Notify Marine Scotland, SNH, SEPA, Maritime & Coastguard Agency and Northern Lighthouse Board of the intention to apply for marine licences at least 12 weeks prior to submission of the applications. The prescribed format for this notification is detailed in Section 23 of The Marine (Scotland) Act 2010;

- Hold at least one pre-application consultation event at which and members of the public may provide comments. The event must be held no earlier than six weeks after the notification date; and
- Publish in a local newspaper a notice detailing the licensable marine activities for which licences are to be sought and the pre-application consultation event. The prescribed format for the notice as detailed in Regulation 7(b) of The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013 requires the following:

*A description, including the location of, the licensable marine activity for which the marine licence is to relate; details as to where further information may be obtained concerning; the date and place of the pre-application consultation event; a statement explaining how comments may be provided and the date by which this must be done; a statement that comments made to the prospective applicant are not representation to the Scottish Ministers and that there will be an opportunity for representations to be made to Scottish Ministers on application.*

## 2 Pre-Application Consultation

### 2.1 Strategy

In line with the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006; the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013; and The Marine (Scotland) Act 2010, the pre-application consultation strategy for the CWRR proposals undertaken by the applicant has included:

- The submission of a Proposal of Application Notice (PAN) at least 12 weeks prior to submission of the planning application;
- Pre-application meetings and discussion with Planning Officers from Renfrewshire Council, West Dunbartonshire Council and Glasgow City Council;
- Formal PAN notification sent to Community Councils whose area is within or adjoining the land where the Proposed Development is situated;
- Formal PAN notification sent to Marine Scotland, SNH, SEPA, Marine & Coastguard Agency and Northern Lighthouse Board;
- Notification emails, containing details of drop-in/ briefing events, public consultation events and PAN submission, sent to all Elected Members in Renfrewshire and West Dunbartonshire.
- Notification emails, containing details of briefing events, public consultation events and PAN submission, sent to Glasgow City Council Elected Members from constituencies within or adjoining the land where the Proposed Development is situated;

- Briefing/ drop in sessions held on March 29<sup>th</sup> 2017 for Elected Members in Renfrewshire and on April 3<sup>rd</sup> 2017 for Elected Members in West Dunbartonshire. A briefing pack was also emailed to all Elected Members;
- Notification emails, containing details of public consultation events and PAN submission, sent to all MPs and MSPs in Renfrewshire;
- Notification emails, containing details of public consultation events and PAN submission, sent to all MPs and MSPs in West Dunbartonshire and Glasgow from constituencies within or adjoining the land where the Proposed Development is situated;
- Attendance at Community Council meetings, including delivery of a presentation (or offers of presentations) at those whose boundaries are within or adjoining the site of the Proposed Development;
- There were no Local Area Committee (LAC) meetings scheduled during the consultation period, however conveners of LACs whose boundaries are within or adjoining the site of the Proposed Development were notified of ongoing events and offers were made for future presentations;
- Newspaper adverts placed in five local newspapers in March and April 2017, giving notification of four public consultation events.

*All adverts were placed in the press at least 7 days prior to the events, in line with Planning Application guidance<sup>1</sup>, and 6 weeks in advance of the events, in accordance with Marine Licensing guidance<sup>2</sup>;*

- A press release issued by Renfrewshire Council;
- Four public consultation events held in Renfrew Town Hall, Paisley Town Hall, Clydebank Town Hall and Yoker Community Campus respectively. Elected Members; MPs; MSPs; and representatives from local Community Councils and special interest groups were able to attend the events in advance of them opening to the public;
- Emails were sent to those signed up to the applicant's 'City Deal' mailing list to inform of the submission of PAN notices and to provide information on the upcoming public consultation events. These were sent to 346 people on March 30<sup>th</sup> 2017 and again to 371 people on May 2<sup>nd</sup> 2017;
- Information about the public consultation events was also made available on Renfrewshire Council's website, on the dedicated City Deal page found at [www.renfrewshire.gov.uk/citydeal](http://www.renfrewshire.gov.uk/citydeal);

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<sup>1</sup> Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

<sup>2</sup> Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013



- Information about the public consultation events was also posted on Renfrewshire, West Dunbartonshire and Glasgow City Council Social Media (Facebook and Twitter) accounts;
- 2,000 A5 flyers and 100 A3 posters distributed across various different venues, including Libraries, Town Halls, Leisure Centres, Community Centres as well as major local stakeholders/companies to inform them of the public consultation events; and
- 900 booklets, containing information such as a description of the Proposed Development; associated benefits; timeline/process; and a pull-out map of the location of the proposed works were printed and available at each public consultation event and provided electronically on Renfrewshire Council's City Deal website. Booklets from two previous public consultation events can also be found on Renfrewshire Council's City Deal website.

## 2.2 Summary

A summary of the pre-application consultation carried out with regard to the Proposed Development is shown in **Table 1** below.

Date	Stakeholder	Engagement Type	Location
<b><i>Statutory Consultee Notifications: Proposal of Application Notice (PAN) and Marine License Application</i></b>			
March 17 <sup>th</sup> 2017	Marine & Coastguard Agency	Letter sent	N/A
	Marine Scotland		
	Northern Lighthouse Board		
	Scottish Environmental Protection Agency (SEPA)		
	Scottish Natural Heritage (SNH)		
<b><i>Community Council and Local Area Committee Notifications: Proposal of Application Notice (PAN), Marine License Application and Public Consultation Events</i></b>			
March 17 <sup>th</sup> and March 29 <sup>th</sup> 2017	Paisley North Community Council	Notice of public consultation events sent by email, March 17 <sup>th</sup> ; and Copy of PAN sent March 29 <sup>th</sup>	N/A
	Inchinnan Community Council		
	Renfrew Community Council		
	Yoker Community Council		
	Clydebank East Community Council		
	Linnvale and Drumry Community Council		

	Parkhall, North Kilbowie and Central Community Council		
	Dalmuir and Mountblow Community Council		
March 23 <sup>rd</sup> 2017	Garscadden/Scotstounhill Area Partnership	Notice of public consultation events sent by email	N/A
March 30 <sup>th</sup> 2017	Paisley North Local Area Committee	Notice of public consultation events sent by email	N/A
	Renfrew & Gallowhill Local Area Committee		
	Houston, Crosslee, Riverside & Erskine Local Area Committee		
<b><i>Community Council Presentations</i></b>			
April 3 <sup>rd</sup> 2017	Yoker Community Council	Presentation given by Renfrewshire Council City Deal Team	Yoker Resource Centre
	Clydebank East Community Council		Centre 81, Clydebank
April 4 <sup>th</sup> 2017	Inchinnan Community Council		Inchinnan Community Centre
April 11 <sup>th</sup> 2017	Paisley North Community Council		Beechwood Community Centre
May 2 <sup>nd</sup> 2017	Renfrew Community Council		Renfrew Town Hall
<b><i>Elected Member Notifications: Proposal of Application Notice (PAN), Marine License Application and Public Consultation Events</i></b>			

March 17 <sup>th</sup> 2017	Renfrewshire Council	Email sent	N/A
March 23 <sup>rd</sup> 2017	Glasgow City Council	Email sent	N/A
March 27 <sup>th</sup> 2017	West Dunbartonshire Council	Email sent	N/A
<b><i>Elected Member Briefings</i></b>			
March 29 <sup>th</sup> 2017	Renfrewshire Council	Drop-in briefing session ahead of public consultation events	Renfrewshire House, Paisley
April 4 <sup>th</sup> 2017	West Dunbartonshire Council	Drop-in briefing session ahead of public consultation events	Clydebank Town Hall, Clydebank
<b><i>MP and MSP Notifications: Proposal of Application Notice (PAN), Marine License Application and Public Consultation Events</i></b>			
March 23 <sup>rd</sup> 2017	Renfrewshire Council	Email sent	N/A
	Glasgow City Council		
	West Dunbartonshire Council		
<b><i>Consultee Correspondence: Proposal of Application Notice (PAN), Marine License Application and Public Consultation Events</i></b>			
March 30 <sup>th</sup> 2017	Renfrewshire City Deal mailing list subscribers	An email was sent to the 346 City Deal mailing list subscribers to provide them with details of the forthcoming public consultation events	N/A
April 7 <sup>th</sup> – 11 <sup>th</sup> 2017	Landowners, local businesses and utility companies	An email was sent to over 60 stakeholders, including businesses, land owners and utility companies, to provide them with details of the forthcoming public consultations	N/A

April 7 <sup>th</sup> – 18 <sup>th</sup> 2017	Members of the public	Distribution of flyers and posters to Libraries, Town Halls, Leisure Centres, Community Centres, Community Councils and major local stakeholders/companies	Venues throughout Renfrewshire, West Dunbartonshire and Glasgow
May 2 <sup>nd</sup> 2017	Renfrewshire City Deal mailing list subscribers	A reminder email was sent to the 371 City Deal mailing list subscribers to provide them with details of the forthcoming public consultation events	N/A
June 22 <sup>nd</sup> 2017	Renfrewshire City Deal mailing list subscribers	An email was sent to the now 470 City Deal mailing list subscribers to provide an update on the outcome of the public consultation events	N/A
<b>Regulator Meetings</b>			
July 15 <sup>th</sup> 2016	Renfrewshire Council Glasgow City Council West Dunbartonshire Council	Regular Planning Steering Group meetings held to enable pre-application discussions with Renfrewshire, Glasgow City and West Dunbartonshire Councils to agree strategy for consents applications, processes to be followed and programme.	Renfrewshire House, Paisley
August 10 <sup>th</sup> 2016			
September 8 <sup>th</sup> 2016			
October 27 <sup>th</sup> 2016			
December 20 <sup>th</sup> 2016			
January 26 <sup>th</sup> 2016			
February 23 <sup>rd</sup> 2016			
<b>Renfrewshire City Deal Webpage</b>			

March 29 <sup>th</sup> 2017	All	Proposal of Application Notices, Marine License Notices and Public consultation event information published	www.renfrewshire.gov.uk/citydeal
April 7 <sup>th</sup> 2017		Public consultation event flyer uploaded	
May 8 <sup>th</sup> 2017		Information displayed at public consultation events also uploaded, including booklets, boards, feedback survey and fly-through video	
June 9 <sup>th</sup> 2017		Online feedback survey closed	
June 22 <sup>nd</sup> 2017		An article, containing updates on the outcomes of the public consultation events, was published	
<b>Advertisement of Public Consultation Events</b>			
March 21 <sup>st</sup> and April 25 <sup>th</sup> 2017	All	Public notice placed	Dumbarton and Vale of Leven Reporter
March 22 <sup>nd</sup> and April 26 <sup>th</sup> 2017	All	Public notice placed	Evening Times
			Paisley and Renfrewshire Gazette
			Paisley Daily Express
			Clydebank Post
<b>Pre-application Consultation Events</b>			

May 8 <sup>th</sup> 2017	All	Public consultation events open 1100 – 1900 hours*  *Elected Members; MPs; MSPs; and representatives from local Community Councils and special interest groups were invited to attend from 1000 to 1100 hours for dedicated access to the Renfrewshire Council City Deal team	Renfrew Town Hall
May 9 <sup>th</sup> 2017			Paisley Town Hall
May 10 <sup>th</sup> 2017			Clydebank Town Hall
May 11 <sup>th</sup> 2017			Yoker Community Campus

**Table 1: Summary of Pre-application Consultation**

### 2.2.1 Proposal of Application Notice (PAN)

The 12 week application process began on March 21st 2017 with the publication of notices in the Dumbarton and Vale of Leven Reporter (March 21st), the Evening Times (March 22nd), the Paisley and Renfrewshire Gazette (March 22nd), the Paisley Daily Express (March 22nd) and the Clydebank Post (March 22nd).

**Figure 1** shows the PAN, while **Figure 2** shows the advert as placed in the aforementioned newspapers.

The Marine Notice, as featured in the aforementioned newspapers, is shown in **Figure 3**.



**PROPOSAL OF APPLICATION NOTICE**

Town and Country Planning (Scotland) Act 1997 (Section 35B)  
The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 (Regulations 4-7)

**To be completed for all developments within the national or major categories of development**

Name of Council   
 Address

Proposed development at [Note 1]

Description of proposal [Note 2]

Notice is hereby given that an application is being made to

[Note 3]  Council by [Note 4]

Of [Note 5]

In respect of [Note 6]

To take place on [Note 7]

[Note 8] The following parties have received a copy of this Proposal of Application Notice

[Note 9] For further details contact   
 on telephone number   
 And/or at the following address

[Note 10] I certify that I have attached a plan outlining the site

Signed   
 On behalf of   
 Date

Figure 1: Proposal of Application Notice

Public Notices

**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](mailto:citydeal@renfrewshire.gov.uk)  
 Web: <http://www.renfrewshire.gov.uk/cwrr>

The pre-application consultation events will be held as follows;

- Renfrew Town Hall (8th May – 11am to 7pm)
- Paisley Town Hall (9th May – 11am to 7pm)
- Clydebank Town Hall (10th May – 11am to 7pm)
- Yoker Community Campus (11th May – 11am to 7pm)

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](mailto: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.

Figure 3: Marine Notice as Featured in the Press

**Best Picture Guaranteed & Installed Today!**

TV Aerials - Digital Aerials - Freeview - Sky - BBC Freesat

**WE GUARANTEE TO**  
 To Beat Any Quote - To Turn Up On Time  
 To Be Clean & Tidy - Offer OAP Discounts

**Aerials from £45**  
**0141 278 7265**  
 Paisley Economy Aerial and Satellite

**Your TV Reception Fixed Today!**

**Bad Reception? No Signal? Picture Freezing?**

Friendly local fully insured engineers in your area today - Call now!

**Aerial & Satellite Specialists**


**PROPOSAL OF APPLICATION NOTICE**  
**Clyde Waterfront and Renfrew Riverside Project**  
**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 - SECTION 35B OF THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATIONS 2013 REGULATIONS 4-7**

Proposed Development: Planning application notice for the construction of new 'opening' bridge across the River Clyde and associated roads and cycleways (including the Renfrew North Development Road) north and south of the river. This will be take place at Yoker Station, to the north of the Clyde, extending to Inchinnan Road, to the south of the Clyde, crossing the river immediately east of Rothesay Dock. Further information can be obtained at public exhibitions which are being held between 11am and 7pm on the 8th May Renfrew Town Hall, 9th May Paisley Town Hall, 10th May Clydebank Town Hall and 11th May Yoker Community Campus. Alternatively, a written request can be sent to City Deal Team, Renfrewshire House, Cotton Street, Paisley, PA1 1JD. Comments can be made in writing to City Deal at the above address by 9th June 2017. Additional information can be found at <http://www.renfrewshire.gov.uk/citydeal>. Comments submitted to the City Deal Team are not representations to the planning authority. When an application is submitted there will be an opportunity to make representations on that application to the planning authority.

Figure 2: Proposal of Application Notice as Featured in the Press

### 2.2.2 Elected Member Briefings

A drop-in session for the Elected Members of Renfrewshire Council was held on March 29th 2017, during which attendees were briefed on the project and were able to ask questions of the Renfrewshire Council City Deal Team.

A drop-in session was also held for the Elected Members of West Dunbartonshire Council on April 3<sup>rd</sup> 2017 and a similar session offered to Glasgow City Council, however there was no take-up from Glasgow City Council.

### 2.2.3 Community Council Presentations

Representatives of the Renfrewshire Council City Deal Team attended meetings of the Community Councils shown in **Table 2** below to deliver a PowerPoint presentation. The presentation was designed to provide an update on the project; explain the application process and enable questions to be asked.

It should be noted that all Community Councils, any part of whose area is within or adjoining the land where the Proposed Development is situated, were offered a presentation.

Date	Community Council	Attendees
April 3 <sup>rd</sup> 2017	Yoker	10 People; No Elected Member in attendance
April 3 <sup>rd</sup> 2017	Clydebank East	40 people; Councillors William Hendrie, Marie McNair, Gail Casey and Kath Ryall in attendance
April 4 <sup>th</sup> 2017	Inchinnan	15 people; Councillor Sam Mullin in attendance
April 11 <sup>th</sup> 2017	Paisley North	10 people; Councillors Mags McLaren and Kenny McLaren in attendance
May 2 <sup>nd</sup> 2017	Renfrew	24 people; Councillor W Brown in attendance

**Table 2: Community Council Presentation**

The main comments raised by Community Councils related to the operational phase of the Proposed Development. Specifically, changes to, and increased, traffic flows and the impact on Clydebank Shopping Centre were raised and addressed as part of the above presentations. Information on traffic modelling outputs was provided, alongside confirmation that a retail impact assessment had been commissioned (the results of which accompany the Planning Application).

### 2.2.4 Statutory Consultees

A letter was sent to the statutory consultees: SNH, SEPA, Northern Lighthouse Board, Marine Coastguard Agency and Marine Scotland on March 17<sup>th</sup> 2017 to notify them of the planning and licence applications, and to serve as an invitation to the pre-application

consultation events. Information on where to download the Scoping Report and Scoping Update was also provided.

The letters sent to the statutory consultees are included in **Appendix A**.

## 2.2.5 Non-Statutory Consultees

The Elected Members of Renfrewshire, West Dunbartonshire and Glasgow were sent a notification of the submission of the PAN as well as information on the public consultation events. A copy of this correspondence can be found in **Appendix A2**.

A letter/ email and the pre-application consultation event flyer, including information on the events and shown in **Figure 4**, were sent to relevant landowners with whom contact had been made and who may be affected by the proposals.

Two emails were also sent to the applicant's 'City Deal' mailing list subscribers to provide them with details of the pre-application consultation events. These were sent to 346 email addresses on the March 30<sup>th</sup>, with a further reminder sent to the 371 signed up as at May 2<sup>nd</sup> 2017.



**Final opportunity for your input on major infrastructure projects**

There is £1.13 billion being invested in 20 major infrastructure projects across the Glasgow City Region, bringing major economic benefits and job opportunities to communities throughout the region.

Proposal of Application Notices (PAN) for two of Renfrewshire's City Deal projects have been submitted which starts the statutory planning procedures. This includes a period of consultation, during which events will be held to get stakeholders' views before the plans are finalised. A full planning application will then be submitted later this year.

**The two projects we are consulting on at this stage are:**

- The Clyde Waterfront and Renfrew Riverside (CWRR): comprises a new 'opening' bridge across the Clyde linking the communities of Renfrew, Yoker and Clydebank. Proposals also include the Renfrew Northern Development Road and new cycle routes aimed at providing improved access to development opportunities, employment, education, health and leisure locations.
- The Glasgow Airport Investment Area (GAIA): comprises the realignment of Abbotsinch Road to facilitate new development opportunities and business growth associated with the airport. It also provides new and improved connections between the Westway, Inchinnan and Airport Business Parks with the provision of a new bridge across the White Cart at Wright Street and new off-road cycling infrastructure.

These events will include four days of public exhibitions at which people will be able to discuss the plans with members of the project team;

**Monday 8 May, 11am to 7pm**  
**Renfrew Town Hall**,  
 Hairst St, Renfrew, PA4 8PF

**Tuesday 9 May, 11am to 7pm**  
**Paisley Town Hall**  
 Abbey Close, Paisley, PA1 1JF

**Wednesday 10 May, 11am to 7pm**  
**Clydebank Town Hall**,  
 49 Dumbarton Rd,  
 Clydebank, G81 1UA

**Thursday 11 May, 11am to 7pm**  
**Yoker Community Campus**  
 10 Kelso Place, Glasgow,  
 G14 0LL

To find out more please visit  
[www.renfrewshire.gov.uk/citydeal](http://www.renfrewshire.gov.uk/citydeal)

Renfrewshire Council | GLASGOW City Deal

**Figure 4: Pre-Application Consultation Event Flyer**

### 3 Public Consultation Events

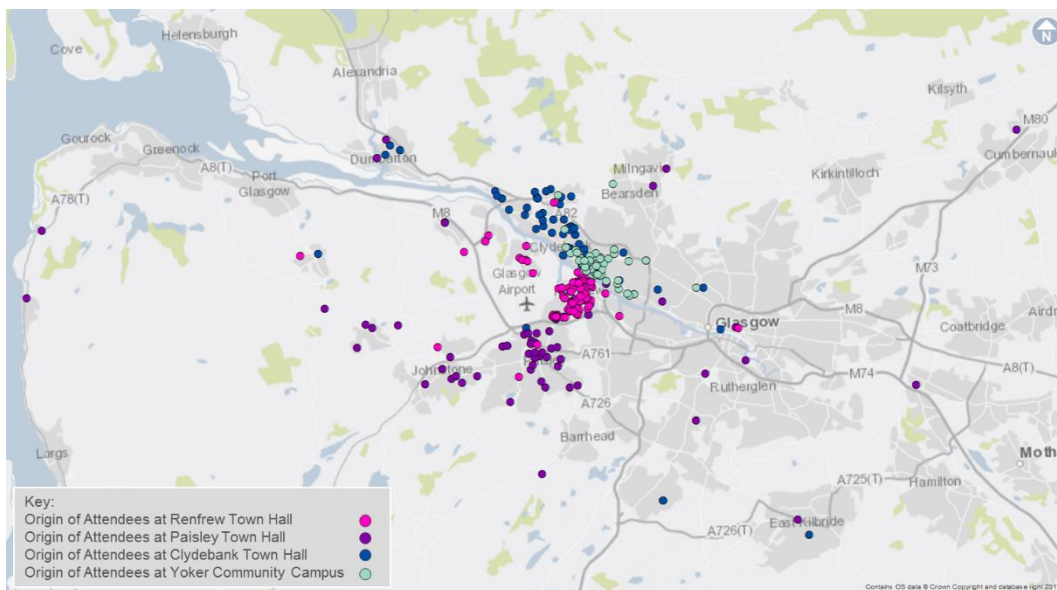
#### 3.1 Attendance

A total of four pre-application consultation events were held in May 2017. The dates, location and number of attendees are shown in **Table 3** below.

Date	Location	Number of Attendees
May 8th 2017	Renfrew Town Hall	133
May 9th 2017	Paisley Town Hall	99
May 10th 2017	Clydebank Town Hall	75
May 11th 2017	Yoker Community Campus	148

**Table 3: Pre-Application Consultation Event Attendance**

The sign-in sheets, from which these attendance numbers were calculated, also registered the home postcodes of attendees. These were plotted and can be seen in **Figure 5** below.



**Figure 5: Origin of Attendees across the Pre-Application Consultation Events**

##### 3.1.1 Renfrew Town Hall

The first pre-application consultation event was held on May 8<sup>th</sup> 2017 in Renfrew Town Hall. The event was held in a first floor location, accessible by lift, and was attended by Alan Anderson, Norman Yardley, Kevin Waters and Caitlin Martin of the Renfrewshire Council City Deal Team, and by Megan Blake and Catriona Weir of Sweco.

133 people were recorded at this event and all members of the public who attended were approached and asked about their views on the project.



**Figure 6: Pre-Application Consultation Event, Renfrew Town Hall**

### 3.1.2 Paisley Town Hall

The second pre-application consultation event was held on May 9<sup>th</sup> 2017 in Paisley Town Hall. The event was held in a first floor location, accessible by lift, and was attended by Alan Anderson, Norman Yardley, Kevin Waters and Caitlin Martin of the Renfrewshire Council City Deal Team, and by Megan Blake and Catriona Weir of Sweco.



**Figure 7: Pre-Application Consultation Event, Paisley Town Hall**

99 people were recorded at this event and all members of the public who attended were approached and asked about their views on the project.

### 3.1.3 Clydebank Town Hall

The third pre-application consultation event was held on May 10<sup>th</sup> 2017 in Clydebank Town Hall. The event was held in an accessible ground floor location and was attended by Alan Anderson, Norman Yardley, Kevin Waters and Caitlin Martin of the Renfrewshire Council City Deal Team, and by Keri Stewart and Catriona Weir of Sweco.

75 people were recorded at this event and all members of the public who attended were approached and asked about their views on the project.



Figure 8: Pre-Application Consultation Event, Clydebank Town Hall

### 3.1.4 Yoker Community Campus

The fourth pre-application consultation event was held on May 11<sup>th</sup> 2017 in Yoker Community Campus. The event was held in an accessible ground floor location and was attended by Alan Anderson, Norman Yardley, Kevin Waters and Caitlin Martin of the Renfrewshire Council City Deal Team, and by Keri Stewart and Megan Blake of Sweco.



Figure 9: Pre-Application Consultation Event, Yoker Community Campus

148 people were recorded at this event and all members of the public who attended were approached and asked about their views on the project.

## 3.2 Promotion

Each event was promoted in the same manner, as follows:

- Newspaper adverts were placed in five local newspapers in March and April 2017;
- A press release was issued by Renfrewshire Council on March 23<sup>rd</sup> 2017;
- An email was sent to the 346 subscribers on Renfrewshire Council's City Deal mailing list on March 30<sup>th</sup> 2017, and again on May 2<sup>nd</sup> 2017 to 371 people;
- Information was available on Renfrewshire Council's City Deal webpage [www.renfrewshire.gov.uk/citydeal](http://www.renfrewshire.gov.uk/citydeal);

- Information was provided via Renfrewshire, West Dunbartonshire and Glasgow City Council’s Facebook and Twitter accounts;
- 2,000 flyers and 100 posters were distributed across various venues, including Libraries, Town Halls, Leisure Centres, Community Centres as well as major local stakeholders and organisations; and

An email was sent to all Renfrewshire Council employees.

### 3.3 Display Materials

#### 3.3.1 Exhibition Boards

13 exhibition boards were displayed at each event to provide an overview of the project and its benefits, and to show the preferred proposals and the updated programme. An example is shown in **Figure 10**.



All exhibition boards were published at [www.renfrewshire.gov.uk/citydeal](http://www.renfrewshire.gov.uk/citydeal), where they remain available, and can be found in **Appendix B** of this report.

### 3.3.2 Fly-through Masterplan and Traffic Modelling Videos

In addition to the exhibition boards, two monitors displayed videos of the CWRR masterplan and of the traffic modelling which has been undertaken at key locations throughout the local road network.

The videos, as shown in **Figures 11, 12 and 13**, aided attendees' understanding of the impact of the proposals both with regards to potential future developments and traffic and transport.



**Figure 11: Fly-through Masterplan and Traffic Modelling Videos**



**Figure 12: Snapshot of Fly-through Masterplan Video**



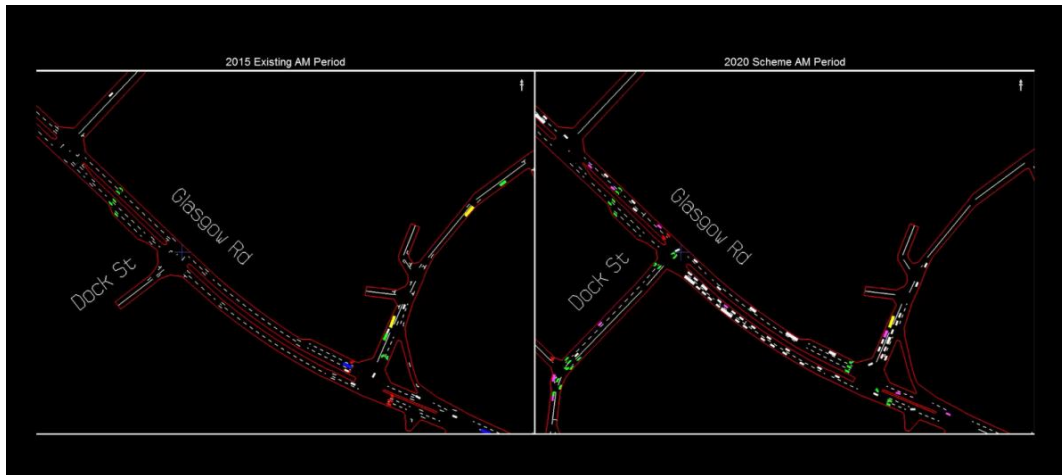


Figure 23: Snapshot of Traffic Modelling Video

### 3.3.3 Project Booklet

A project booklet was also produced to show the proposals and made available at the consultation events, and online at [www.renfrewshire.gov.uk/citydeal](http://www.renfrewshire.gov.uk/citydeal).

The booklet, the centrefold of which is shown in **Figure 14**, can be found in **Appendix C**.

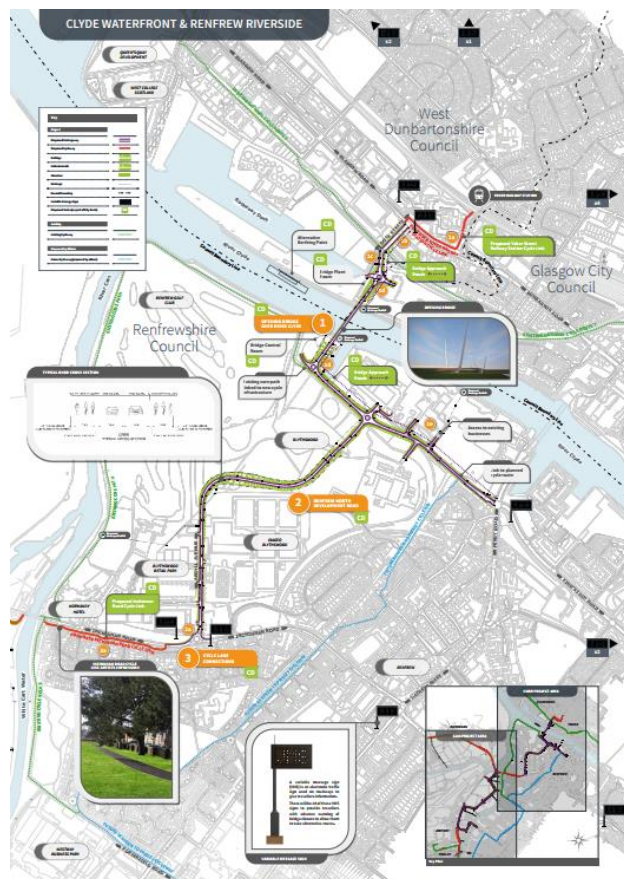


Figure 14: Project Booklet Centrefold

## 4 Analysis of Public Engagement Feedback

A feedback survey was open from May 8th until June 9th 2017 and completion was encouraged both at the public consultation events and online. A total of 149 responses were received in that time.

### 4.1 Overall Support

Overwhelming support for the proposals was found upon analysis of the responses. Of the total 149 respondents, 135 provided their opinion on the Proposed Development with 121 (90%) advising they were supportive and 14 (10%) unsupportive.

Figure 15 charts these views.

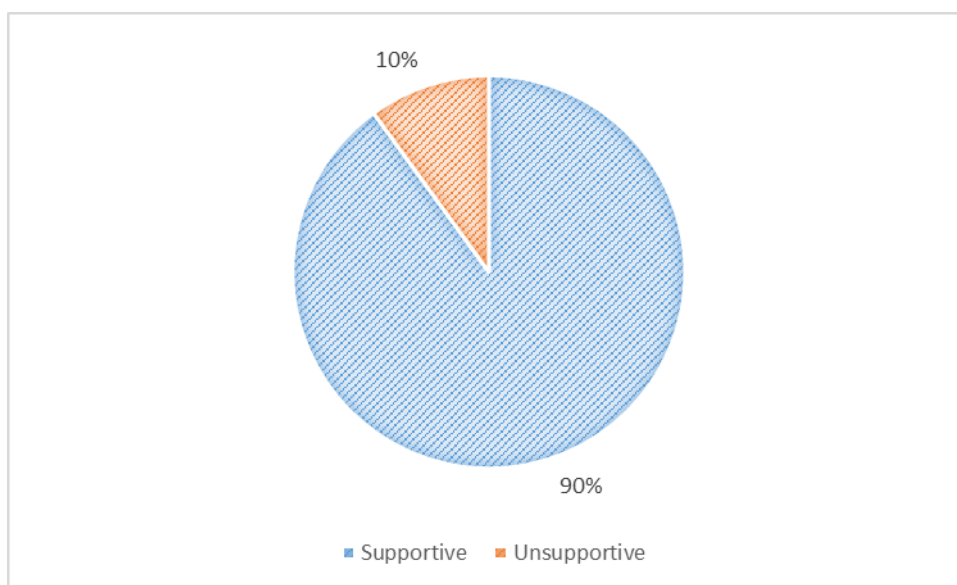


Figure 3: Levels of Support for the Proposed Development

### 4.2 Comments Received

Alongside overall support for the Proposed Development, survey respondents were asked to provide any comments that they wished the applicant to consider before the plans were finalised. A total of 106 comments were received and these have been categorised as follows:

- General Comments;
- Regeneration;
- Active Travel;
- Traffic; and
- Wildlife.

The majority of comments received were positive in nature, with the remaining questions and concerns primarily relating to traffic and wildlife in the area. A summary of the feedback received is shown in **Table 4** below.

Category	Total Number of Comments	Number of Positive Comments
General Comments	26	19
Regeneration	25	25
Active Travel	12	11
Traffic	35	13
Wildlife	8	4

**Table 3: Summary of Comments Received**

Examples of typical comments received, across the above categories, and resulting actions undertaken by the project team are provided in **Table 5** below.

All comments and how they have been addressed are found in **Appendix D**.

Category	You Said	We Did
General Comments	Try to employ local construction companies where possible.	The procurement strategy for City Deal projects includes the requirement to advertise projects, and any sub-contract and supply chain opportunities, through the Public Contract Scotland Portal. This process will ensure that continually subdivided project and material supply opportunities are available for companies to view and bid.
Regeneration	They [the CWRR proposals] are welcome. They should restore what was once a heavily industrialised area and bring a better mix of residential, leisure and business locations. It will provide access to the frontages at the river and make Blythswood an accessible urban woodland which will be frequented by the public and deter anti-social	While Blythswood is privately owned, the application includes proposals to clear out dead and diseased trees and to undertake works which will improve the quality and regeneration of this woodland.

	<p>conduct and fly tipping. A managed woodland can be ecologically regenerative.</p>	
<p><b>Active Travel</b></p>	<p>Terrific concept. CWRR bridge should consider segregated rather than shared access for cyclists/ pedestrians, or alternatively look at use of space for pedestrians &amp; two-way cycling - current spec would be [a] constrained/ nervy experience for less confident cyclists...</p>	<p>We have consulted with Sustrans throughout the design process and they are content with our proposals. The proposals have been developed with a number of non-motorised users (NMUs) in mind, such as pedestrians, inexperienced or recreational cyclists and commuter cyclists, and have considered a number of NMu provisions. We feel the proposed shared facility offers adequate space for the anticipated usage and the estimated pedestrian and cyclist flows. Unsegregated routes will maximise usable width and minimise maintenance requirements and sign/ line clutter. It should be noted that additional clearances to the road carriageway, street furniture and other fixed objects will be provided for the comfort and safety of users.</p> <p>Effective segregation may benefit all users but requires significant additional width to provide the same level of service. A shared use facility requires a preferred minimum width of 3 metres, whereas the segregated option requires a preferred minimum width of 7 metres. The additional width needed to provide this arrangement has obvious cost implications.</p>
<p><b>Traffic</b></p>	<p>Concerns about traffic on Dumbarton Road, but coordination of junction lights should alleviate this.</p>	<p>Traffic modelling has been undertaken for every signalised junction on Dumbarton Road which lies within the Proposed Development area. Optimisation of all signals in the road network has been undertaken to ensure the maximum level of through flow traffic.</p>

<b>Traffic</b>	Limit time the bridge is open.	Operational procedures will be agreed with the Harbour Authority as part of the consent processes to enable the Proposed Development to be delivered. This will seek to reach the most effective operational process for all river and road users.
<b>Wildlife</b>	Take wildlife into consideration & use hard and soft landscaping with this in mind.	Tree planting avenues and hedge planting have been incorporated into the design proposals to create corridors for wildlife. Native woodland planting is also proposed within certain sections of the route to integrate the scheme into the local landscape.  Where possible, existing trees have been retained to limit the impact on wildlife, where this has not been possible new tree planting is proposed to replace those lost and create new habitats for wildlife.

**Table 5: Summary of Specific Comments Received**

## 5 Conclusions

The applicant considers the approach taken to pre-application consultation to have provided every opportunity for members of the public, the local community and all stakeholders to understand and contribute to the CWRR proposals.

This report has shown the applicant to have fulfilled, and at many points exceeded, its statutory obligation with regards to pre-application consultation, for which they have been commended; at a recent parliamentary enquiry by the Local Government and Communities Committee, a call for views on City Region Deals received a response describing Renfrewshire Council’s City Deal engagement to be “exemplar”<sup>3</sup>. The statutory minimum has been surpassed in the following ways:

- Three phases of public engagement, totalling thirteen separate consultation events, were organised to correspond with key project milestones. For pre-application consultation specifically, four separate consultation events were held in and surrounding the site of the application;
- Numerous public notices were published in the press;

<sup>3</sup> Response from Scotland’s Regeneration Forum (SURF): “We also recognise the good work done by some local authorities to make their constituents aware of City Region Deal activities – Renfrewshire Council is an exemplar” – Page 4 of SURF response at <http://www.parliament.scot/parliamentarybusiness/CurrentCommittees/104480.aspx>

- Various meetings were held with the Planning Authorities and statutory bodies;
- Meetings were held with Community Councils and Local Area Committees, including those whose boundaries are not within or adjoining the site of the application;
- Provision of a specific section on Renfrewshire Council's website where regularly updated information about the project can be accessed and feedback given by members of the public;
- A booklet was produced that summarised the proposals and outlined how to give feedback, noting that comments provided are not representations to the Planning Authorities. The booklet produced for the pre-application consultation process was the third published for public consumption, after those titled 'Developing Proposals' and 'Developed Proposals' were made available in May and December 2016 respectively;
- Emails were sent to all of the applicant's 'City Deal' mailing list subscribers to advise them of the dates of the public consultation events and how they could give feedback; and
- Two display monitors were used to exhibit a fly-through video, which outlined the CWRR masterplan and provided an insight into what the potential future developments could look like, and the traffic modelling that was carried out in key locations.

While some concerns have been highlighted through the pre-application consultation process, in engaging with communities and the planning authorities these have been reviewed and all are considered to have been taken into account in the design proposals. The potential impacts of the Proposed Development can therefore be considered to have been reduced to an acceptable level.

**Appendix A1**

Letters to Statutory Consultees



Registered Office  
Sweco UK Limited  
Grove House  
Mansion Gate Drive  
Leeds, LS7 4DN  
Registered in London  
No. 02888385

17<sup>th</sup> March 2017

Emailed to 

Project:  
117086

Our Reference:  
117086\_CWRR\_Marine  
PACConsultationLetterFinal\_SEPA\_v003\_RMclean.docx

Dear Sirs

**Marine Licence – Pre-Application Consultation  
Renfrew City Deal - Clyde Waterfront Renfrew Riverside Project**

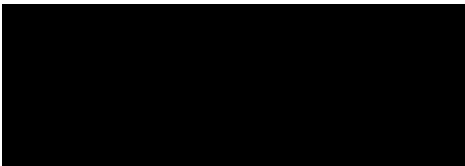
As required under the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013, we write to inform you that an application is scheduled to be submitted in June 2017 to Marine Scotland in respect to the above project.

A copy of the advertisement giving notice of information on the project and also on the consultation events to be held on the 8<sup>th</sup> to the 11<sup>th</sup> of May 2017 is enclosed.

A Scoping Report and a Scoping Update can also be downloaded from <http://www.renfrewshire.gov.uk/cwrr>, which provides a description of the proposed works and includes drawings outlining the scheme. In summary the marine aspects of the project, include 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 drainage outfalls. With regards to Marine Licensing, it is currently understood that a licence will be required for all of these activities.

Please provide any comments or queries during the Pre-Application Consultation period, which will end on the 9<sup>th</sup> June 2017, as advised in the attached notice.

Yours faithfully



Rebecca McLean  
EIA Technical Manager

E: [rebecca.mclean@sweco.co.uk](mailto:rebecca.mclean@sweco.co.uk)

Enclosed: Copy of the Advertisement



## 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](mailto: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 8<sup>th</sup> until the 11<sup>th</sup> May at the following venues:

Renfrew Town Hall (8<sup>th</sup> May)  
Paisley Town Hall (9<sup>th</sup> May)  
Clydebank Town Hall (10<sup>th</sup> May)  
Yoker Community Campus (11<sup>th</sup> 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](mailto:citydeal@renfrewshire.gov.uk)

Or by post, not later than the 9<sup>th</sup> 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 A2**

Elected Member, MSP, MP and Community Council Notifications

## Notification of Statutory Consultation Events for City Deal Projects



Dear Councillor,

A 'Proposal of Application Notice' for two of Renfrewshire's City Deal projects, including the Clyde Waterfront and Renfrew Riverside project, was submitted on 17<sup>th</sup> March 2017. This will begin a period of consultation during which stakeholders across our communities will have an opportunity to review and comment on the proposals before the plans are finalised and a full planning application is submitted later this year.

Renfrewshire has 3 City Deal projects which, like all of the City Deal projects, are aimed at bringing major economic benefits and job opportunities to communities in the local area and across the Glasgow City Region.

The two Renfrewshire Council City Deal projects that are being consulted on at this time are:

**The Clyde Waterfront and Renfrew Riverside (CWRR):** a new 'opening' bridge across the Clyde linking the communities of Renfrew, Yoker and Clydebank. Proposals also include new roads and cycle routes providing improved access to development opportunities, employment, education, health and leisure locations.

A PAN was also submitted for the Glasgow Airport Investment Area (GAIA): Realignment of Abbotsinch Road to facilitate new development opportunities, business growth associated with the airport and improved connections between the Westway, Inchinnan and Airport Business Parks.

### Statutory Consultation / Phase 3 Public Engagement

Plans are now in place for the 3rd phase of Public Consultation on the CWRR and GAIA projects in May 2017.

These events will comply with the statutory consultation process associated with major planning applications and allow feedback from the public prior to planning submissions in June. This follows previous (non statutory) engagement events held in May and December last year to provide information on the options being considered (May) and also the selected options being progressed (December) as part of the project appraisal and design process.

The public consultation events, which will be advertised across various local media platforms, will take place on:

Monday 8 May Renfrew Town Hall 11am to 7pm	Tuesday 9 May Paisley Town Hall 11am to 7pm	Wednesday 10 May Clydebank Town Hall 11am to 7pm	Thursday 11 May Yoker Community Campus 11am to 7pm
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The project team would be delighted to answer any specific questions you may have on these projects at your convenience, however we also wanted to make you aware that the first hour of each event (10 – 11am) will be reserved for MP's, MSP's, Local Elected Members, representatives from local community councils and special interest groups, to ensure you have dedicated access to the project team to cover any specific questions.

Should you require any further information, please contact the City Deal project team using the contact details below.

Regards,

Tel: 0141 618 7771

Email: [citydeal@renfrewshire.gov.uk](mailto:citydeal@renfrewshire.gov.uk)

web: [renfrewshire.gov.uk/citydeal](http://renfrewshire.gov.uk/citydeal)

**Appendix B**  
Exhibition Boards

# Clyde Waterfront and Renfrew Riverside Project (CWRR)

## Project Overview

The £90.7M Clyde Waterfront and Renfrew Riverside Project (CWRR) aims to significantly enhance connectivity and economic development opportunities for existing and new businesses in the City Region. It will also create new opportunities at key development sites along both sides of the River Clyde.

The new opening bridge across the Clyde, for cars, public transport, cyclists and pedestrians, will give currently disengaged communities and businesses better access to jobs, customers, services, facilities and amenities.

The new transport infrastructure south of the River Clyde will open up areas of derelict and underused land for development and act as a catalyst for a transformational change in an area with the potential to be an attractive business and residential destination.



## Project aims and objectives

- To unlock the development potential in existing vacant or derelict sites to attract private investment and create employment and housing opportunities.
- To improve the connections between businesses, suppliers, amenities, services and communities on both sides of the Clyde.
- To advance the location as a vibrant riverside quarter; maximising potential for private investment in residential, retail and commercial developments.
- To optimise the delivery of a focused economic development strategy by taking advantage of the project's proximity to the Glasgow Airport Investment Area and major developments.
- To build on existing planned developments and transport interventions to deliver further economic regeneration.
- To create jobs during construction of the infrastructure and through resulting development opportunities.



# Glasgow Airport Investment Area (GAIA)

## Project Overview

The Glasgow Airport Investment Area has the potential to become a powerhouse of economic growth for Renfrewshire and the Glasgow City Region; being close to the M8, and to key commercial sites with significant economic growth potential such as the Airport, Westway and Inchinnan Business Parks, Paisley and Renfrew town centres.

To help realise that potential, the £39.1M Glasgow Airport Investment Area project will deliver infrastructure and environmental improvements aimed at facilitating the creating of a world class business and commercial location in the heart of Renfrewshire.

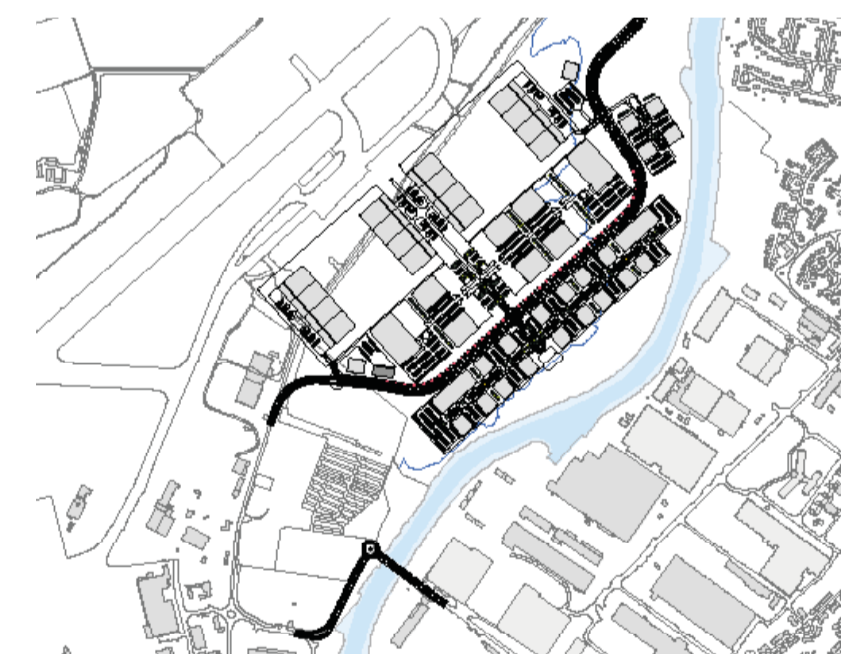
It's completion will assist in the continued growth and expansion of the airport, a key driver of the local and regional economy and a source of thousands of local jobs, allowing existing business to grow and new business to be created.

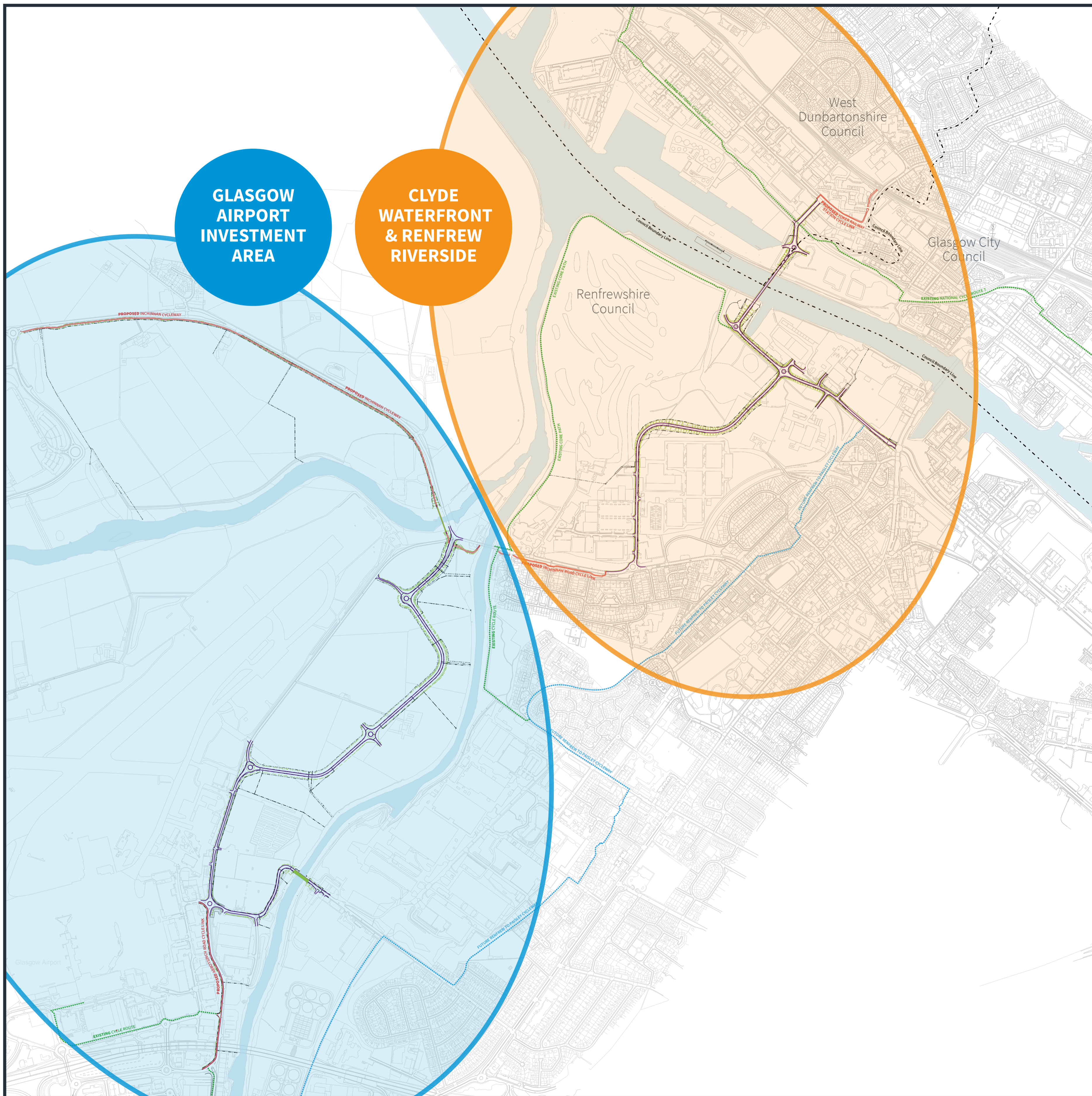
This investment in infrastructure will help to create a more attractive, vibrant and sustainable place to live and work by better connecting communities and businesses; resulting in more employment opportunities for Renfrewshire and City Region residents.

These infrastructure improvements will also build on and complement the improved connections being delivered by the Clyde Waterfront & Renfrew Riverside project.

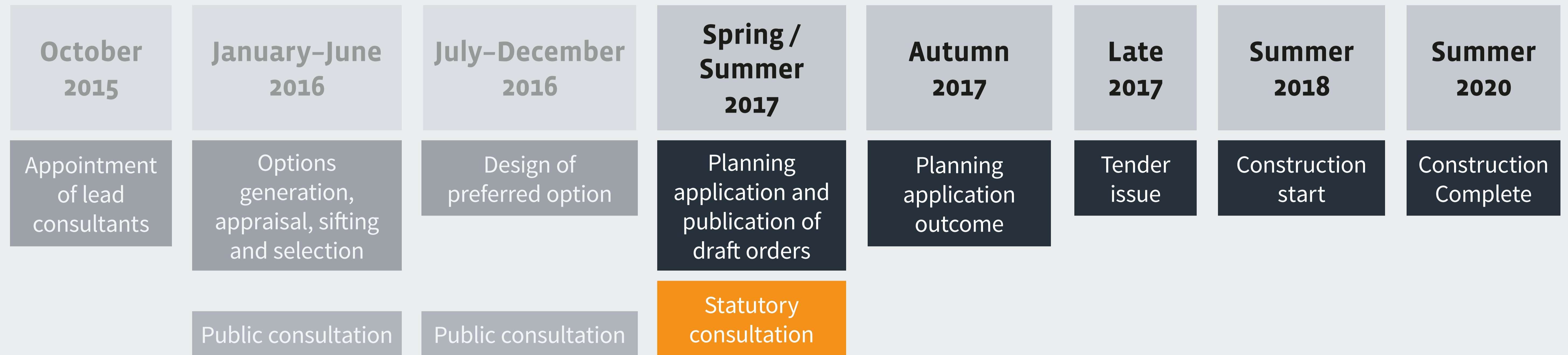
## Project aims and objectives

- To maximise the potential of the Glasgow Airport Investment Area as a key strategic business location and centre for economic growth.
- Facilitate the creation of a world class business and commercial location in the heart of Renfrewshire providing many local jobs.
- Enhance development opportunities by improving connections between existing business parks, new development sites and significant population and employment areas.
- Enhance the local environment through the use of high quality landscaping to encourage high quality development and regeneration.
- Optimise the results of a focused economic strategy by taking advantage of the opportunities provided by the Glasgow Airport Investment Area and the project's proximity to other major development sites.
- Create jobs during construction of the infrastructure and through the resulting development opportunities.





# Project Milestones



## Informing and engaging with our communities

### Current Position

- The project team has developed the designs based on feedback from the public, stakeholders and technical outputs from environmental, engineering and traffic studies.
- These proposals, which are considered to provide the best opportunity of delivering the project objectives, while taking into account the feedback from the public and other key stakeholders.
- The project team now wish to gather further feedback (following similar events in 2016) prior to finalising the plans for a planning application later in 2017.

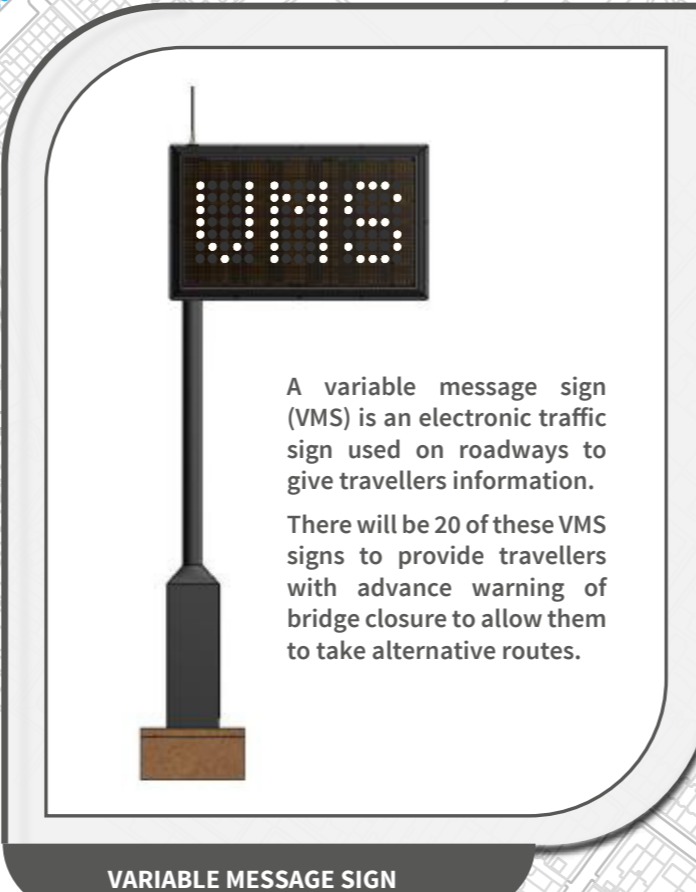
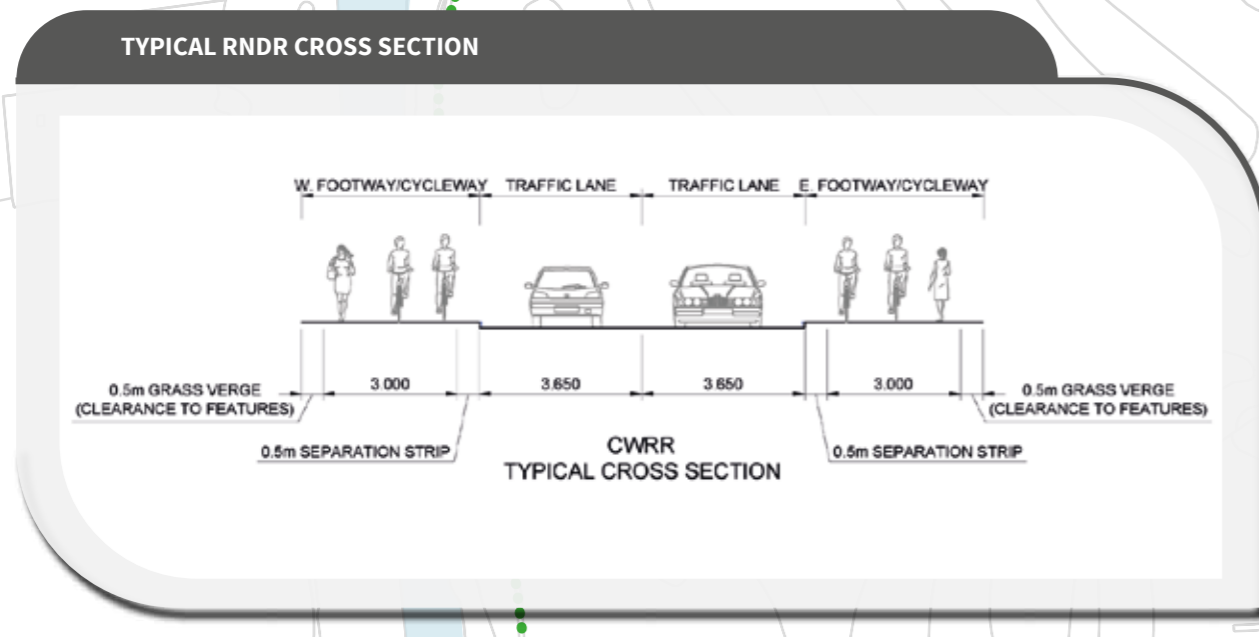
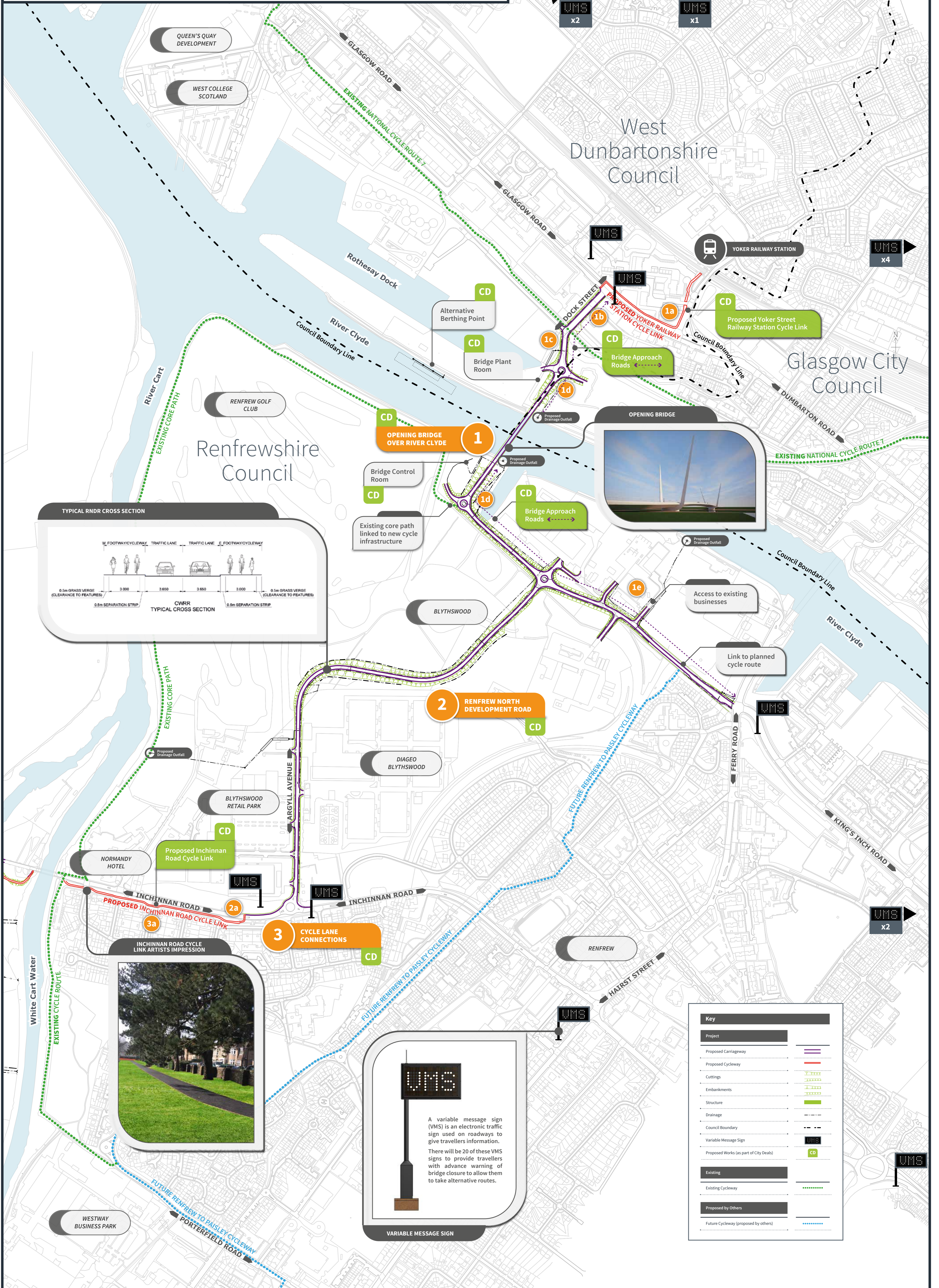
### The Next Steps

- The design for the projects will be finalised, taking account of this latest feedback.
- An application for planning consent will then be submitted to the relevant authorities later in 2017.
- Following a successful conclusion to the statutory processes (including planning permission) tenders for construction will be issued in late 2017
- Construction is programmed to start in the summer of 2018, with completion due in summer 2020.





# Clyde Waterfront and Renfrew Riverside Project (CWRR)



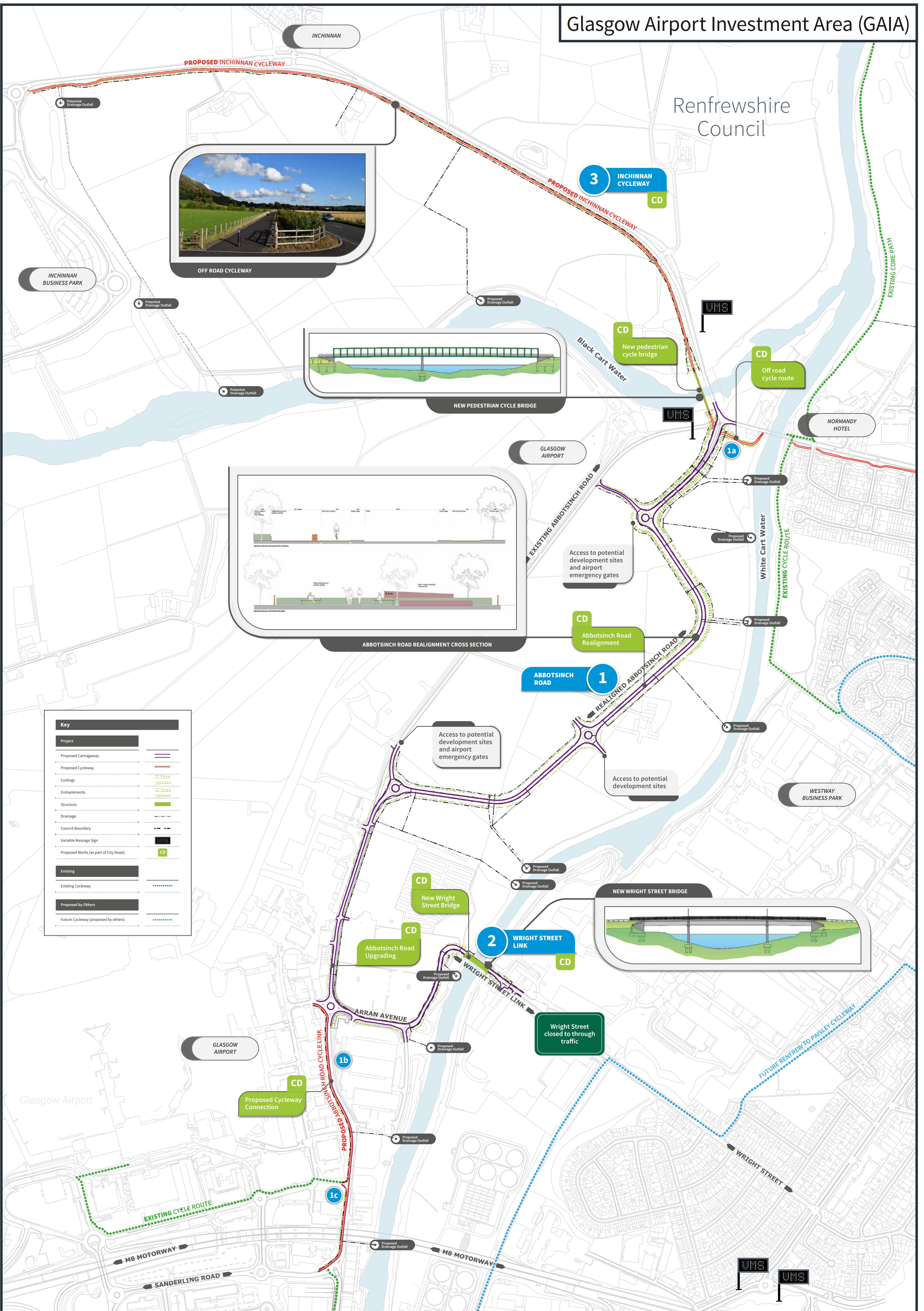
**Key**

Project	
Proposed Carriageway	—
Proposed Cycleway	—
Cuttings	—
Embankments	—
Structure	—
Drainage	—
Council Boundary	—
Variable Message Sign	—
Proposed Works (as part of City Deals)	—
Existing	—
Existing Cycleway	—
Proposed by Others	—
Future Cycleway (proposed by others)	—



# Glasgow Airport Investment Area (GAIA)

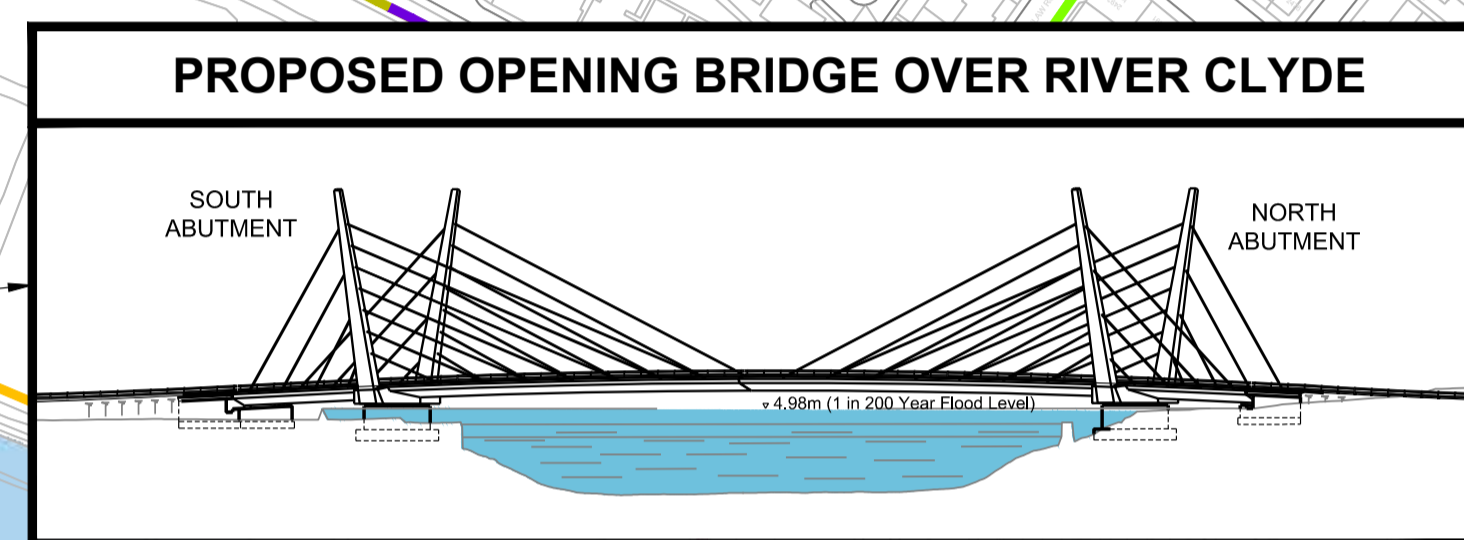
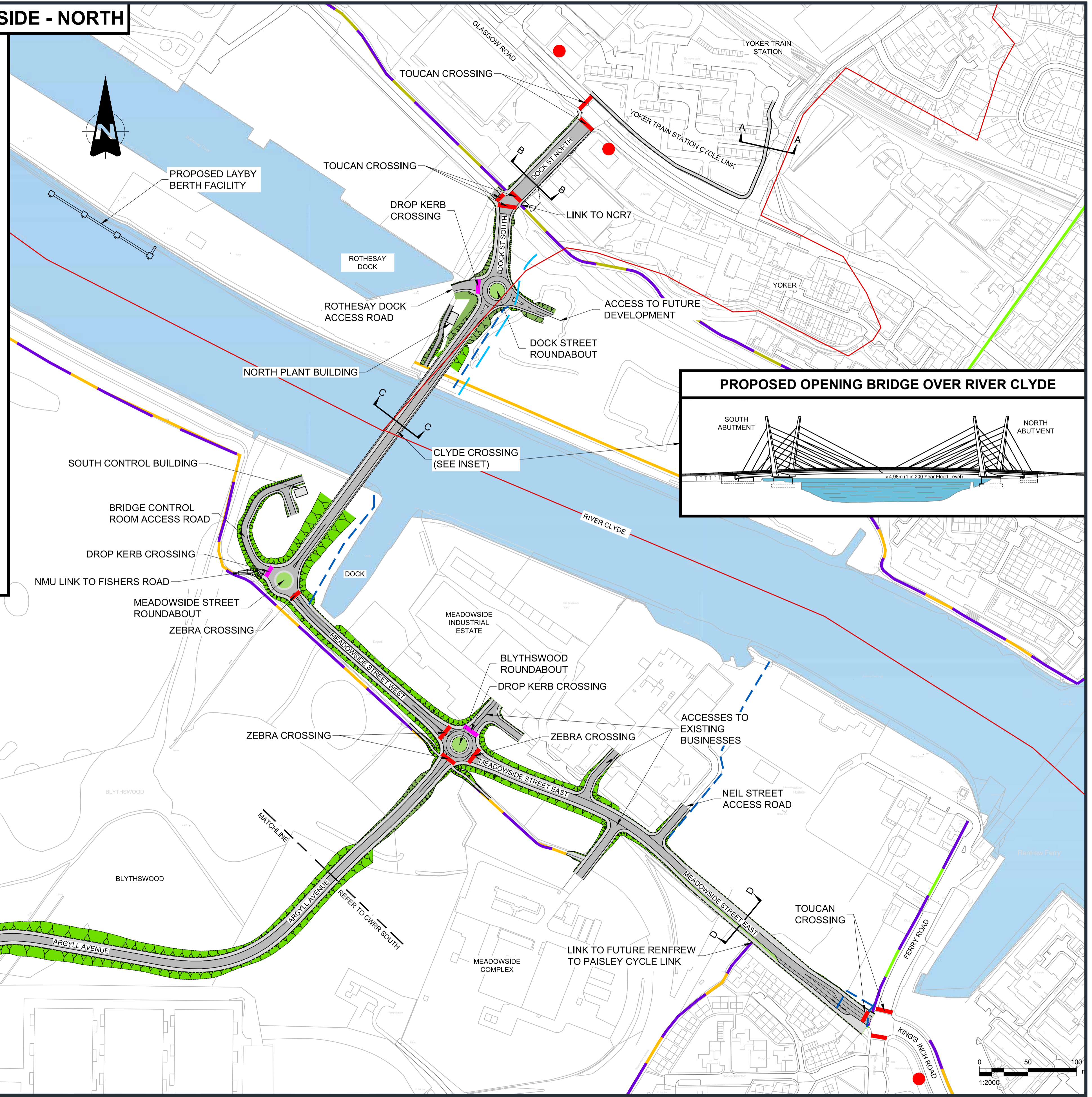
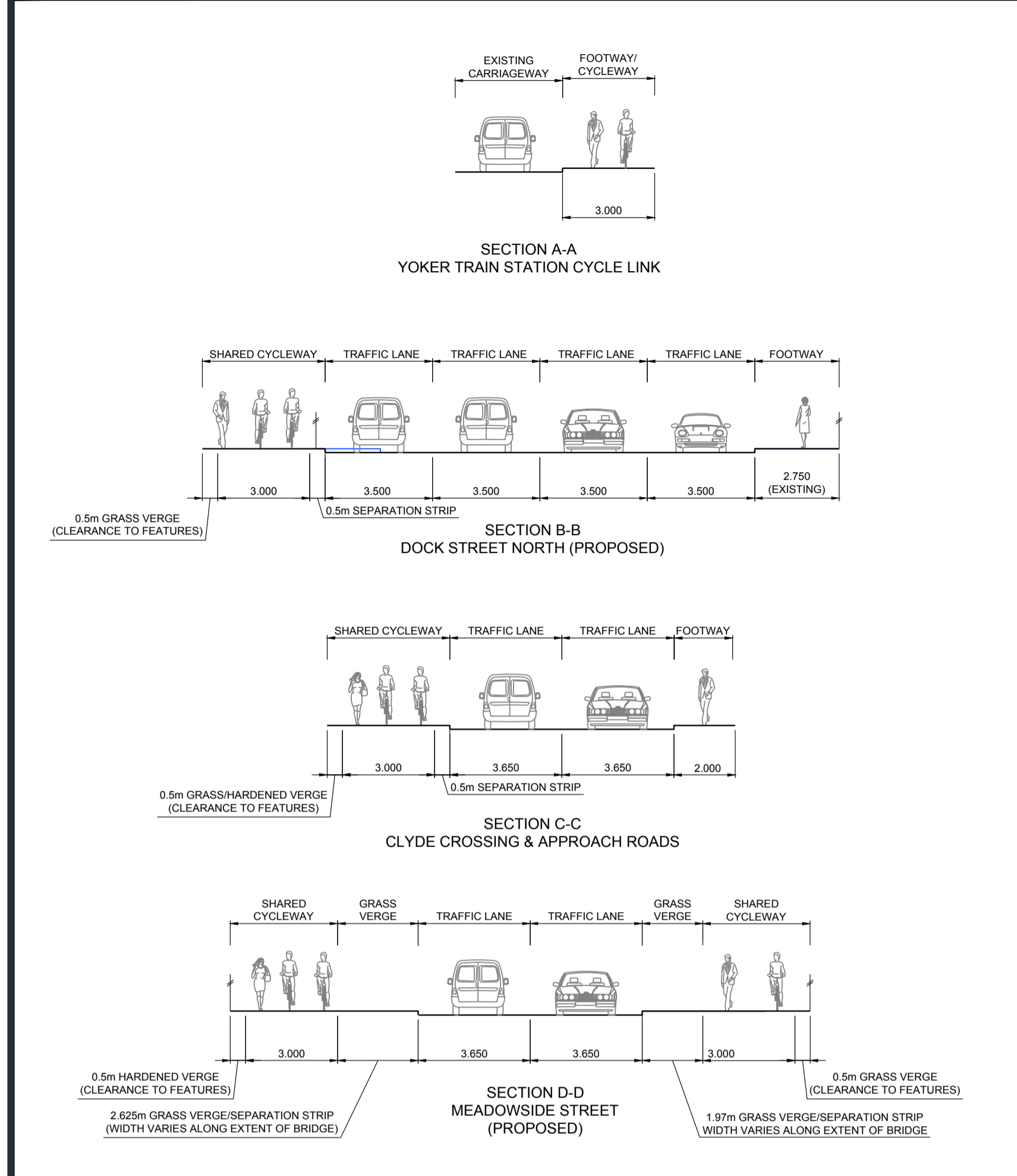
Renfrewshire Council



Key	
<b>Project</b>	
Proposed Carriageway	
Proposed Cycleway	
Cuttings	
Embankments	
Structure	
Drainage	
Council Boundary	
Variable Message Sign	
Proposed Works (as part of City Deals)	
<b>Existing</b>	
Existing Cycleway	
Proposed by Others	
Future Cycleway (proposed by others)	

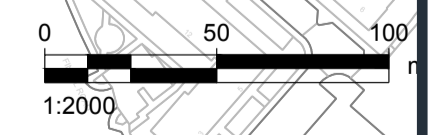


# SWECO CLYDE WATERFRONT & RENFREW RIVERSIDE - NORTH

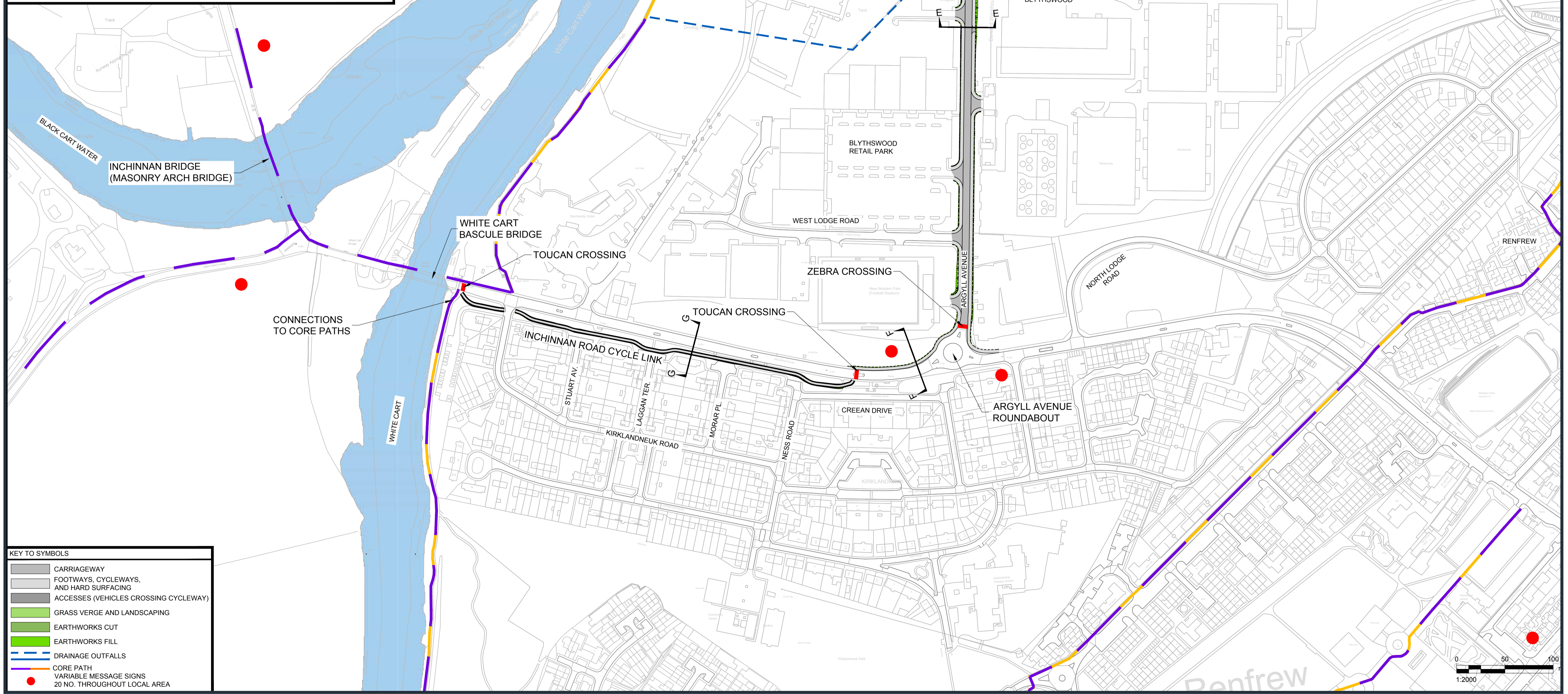
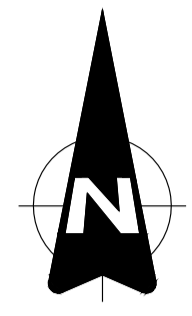
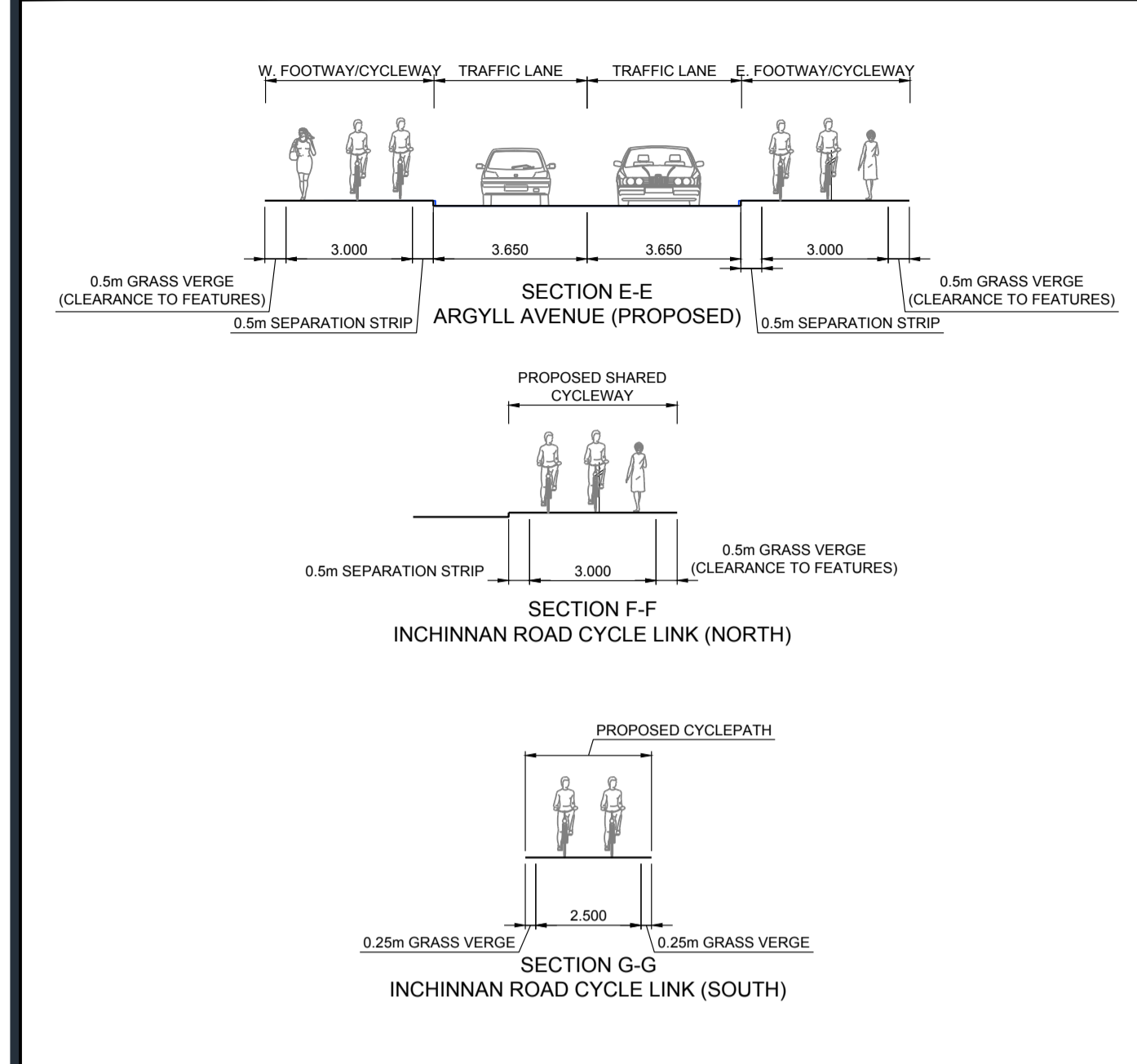


**KEY TO SYMBOLS**

- CARRIAGEWAY
- FOOTWAYS, CYCLEWAYS, AND HARD SURFACING
- ACCESSES (VEHICLES CROSSING CYCLEWAY)
- GRASS VERGE AND LANDSCAPING
- EARTHWORKS CUT
- EARTHWORKS FILL
- DRAINAGE OUTFALLS
- CORE PATH
- SUSTRANS CYCLEWAY
- COUNCIL BOUNDARIES
- YOKER BURN CULVERT REALIGNMENT
- VARIABLE MESSAGE SIGNS
- 20 NO. THROUGHOUT LOCAL AREA

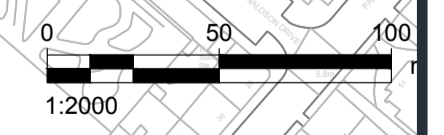


**SWECO CLYDE WATERFRONT & RENFREW RIVERSIDE - SOUTH**

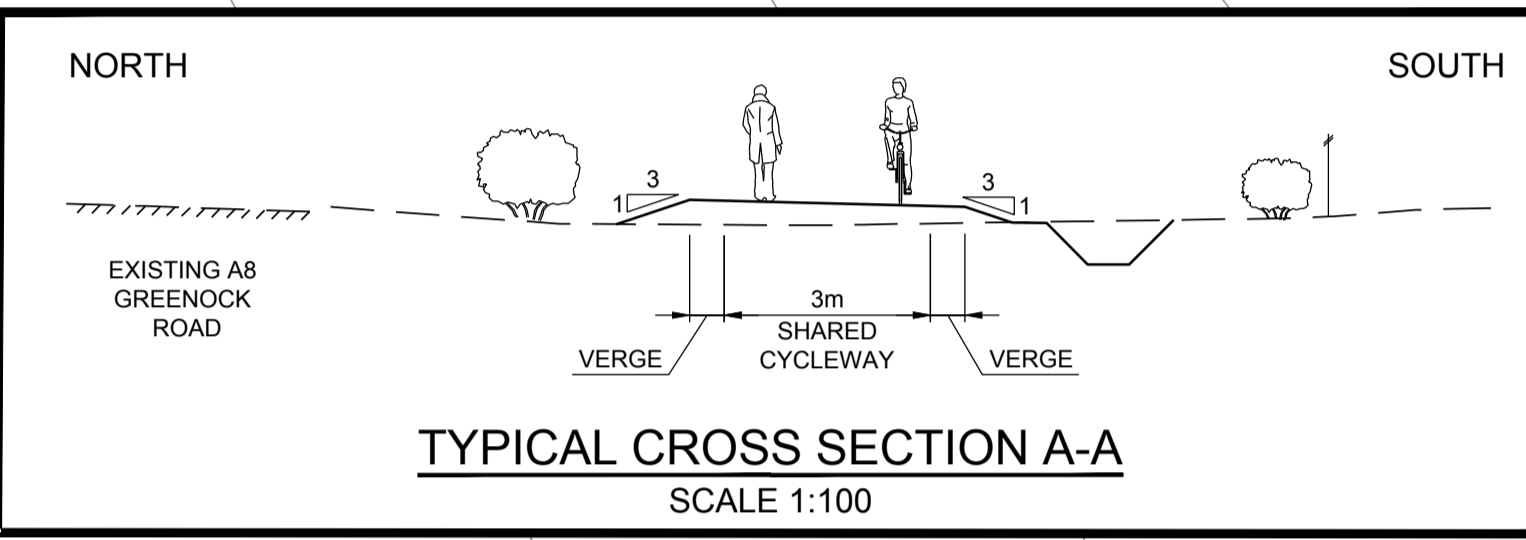
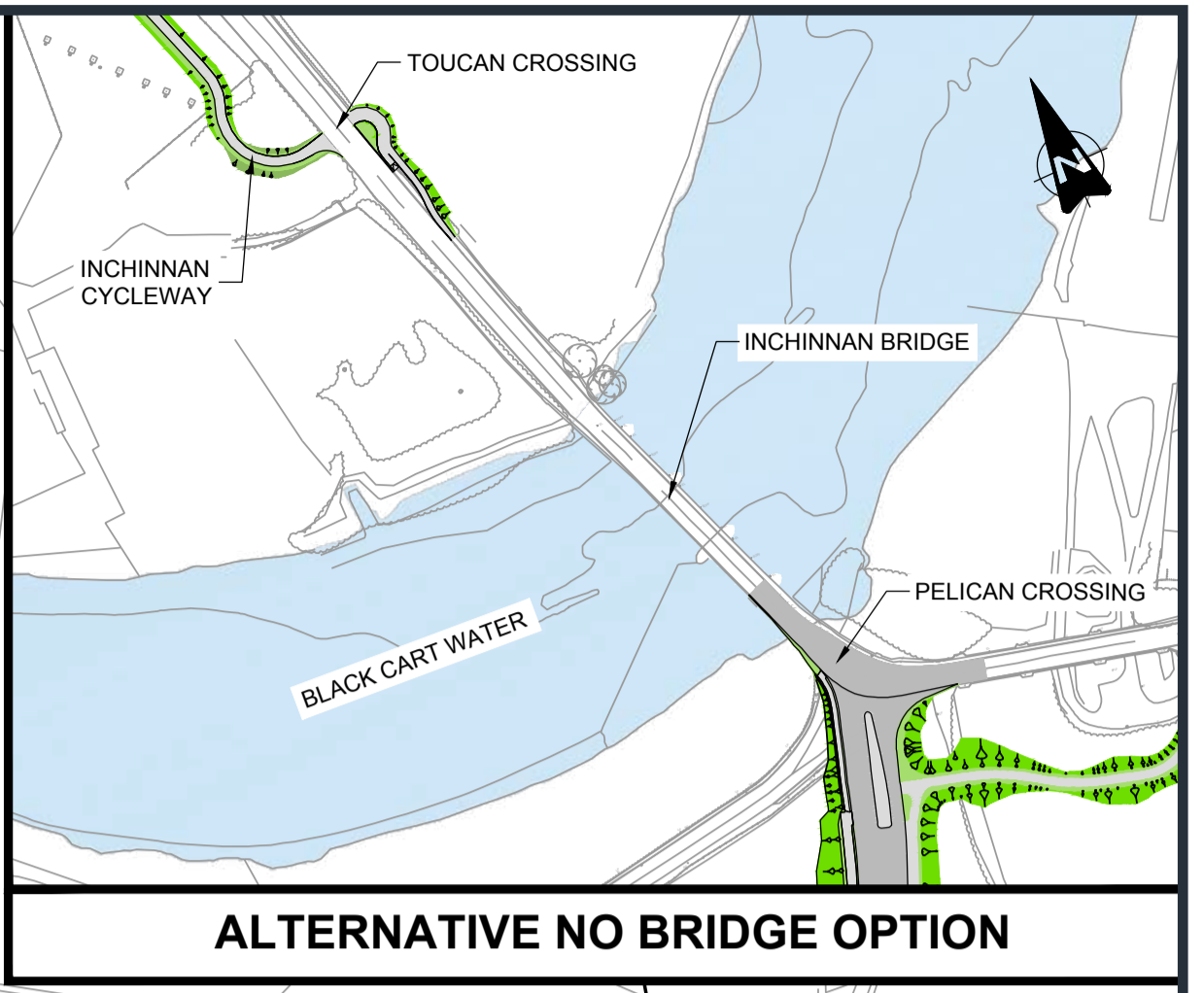
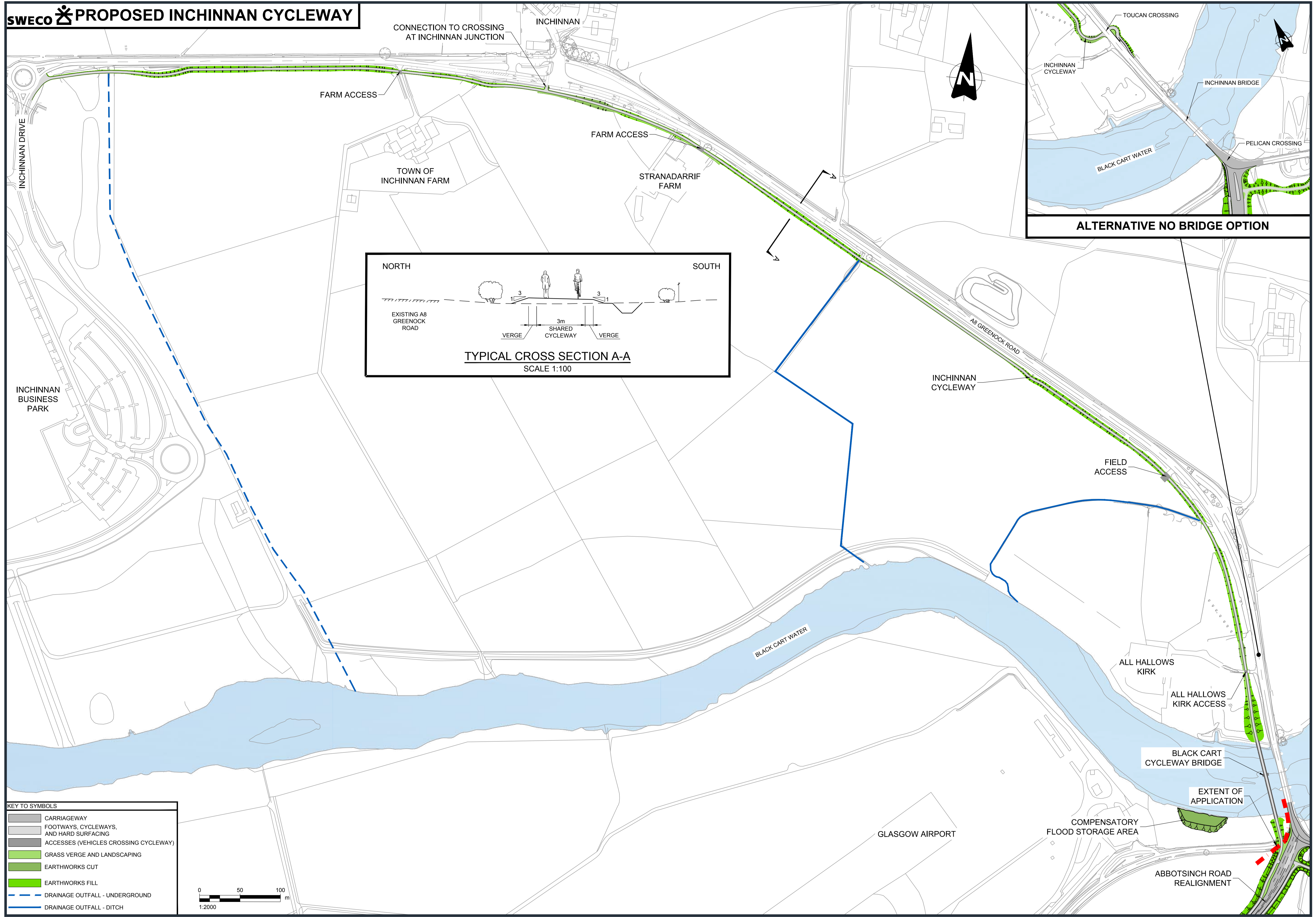


**KEY TO SYMBOLS**









- CARRIAGEWAY
- FOOTWAYS, CYCLEWAYS, AND HARD SURFACING
- ACCESSES (VEHICLES CROSSING CYCLEWAY)
- GRASS VERGE AND LANDSCAPING
- EARTHWORKS CUT
- EARTHWORKS FILL
- DRAINAGE OUTFALLS
- CORE PATH
- VARIABLE MESSAGE SIGNS
- 20 NO. THROUGHOUT LOCAL AREA



**SWECO**  **PROPOSED INCHINNAN CYCLEWAY**

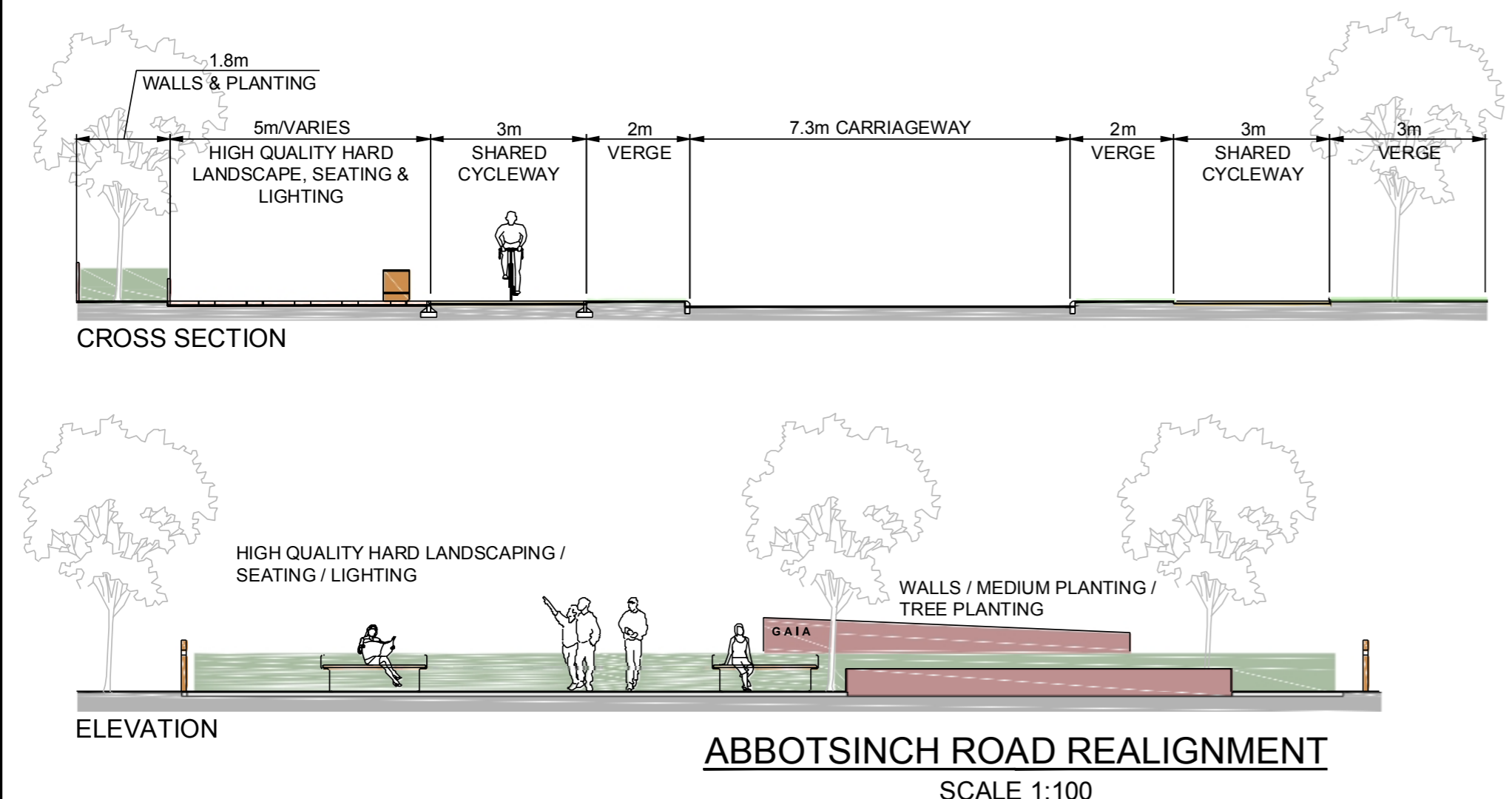


**KEY TO SYMBOLS**

	CARRIAGEWAY
	FOOTWAYS, CYCLEWAYS, AND HARD SURFACING
	ACCESSES (VEHICLES CROSSING CYCLEWAY)
	GRASS VERGE AND LANDSCAPING
	EARTHWORKS CUT
	EARTHWORKS FILL
	DRAINAGE OUTFALL - UNDERGROUND
	DRAINAGE OUTFALL - DITCH

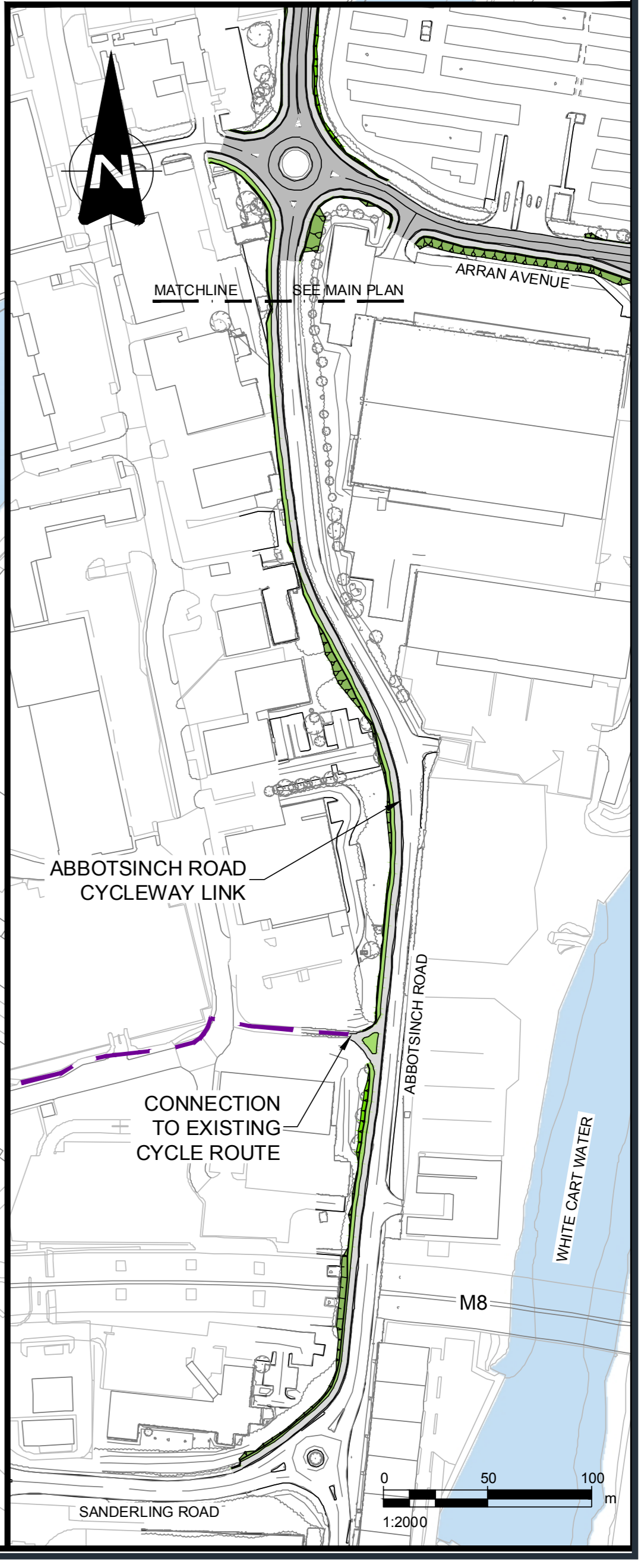
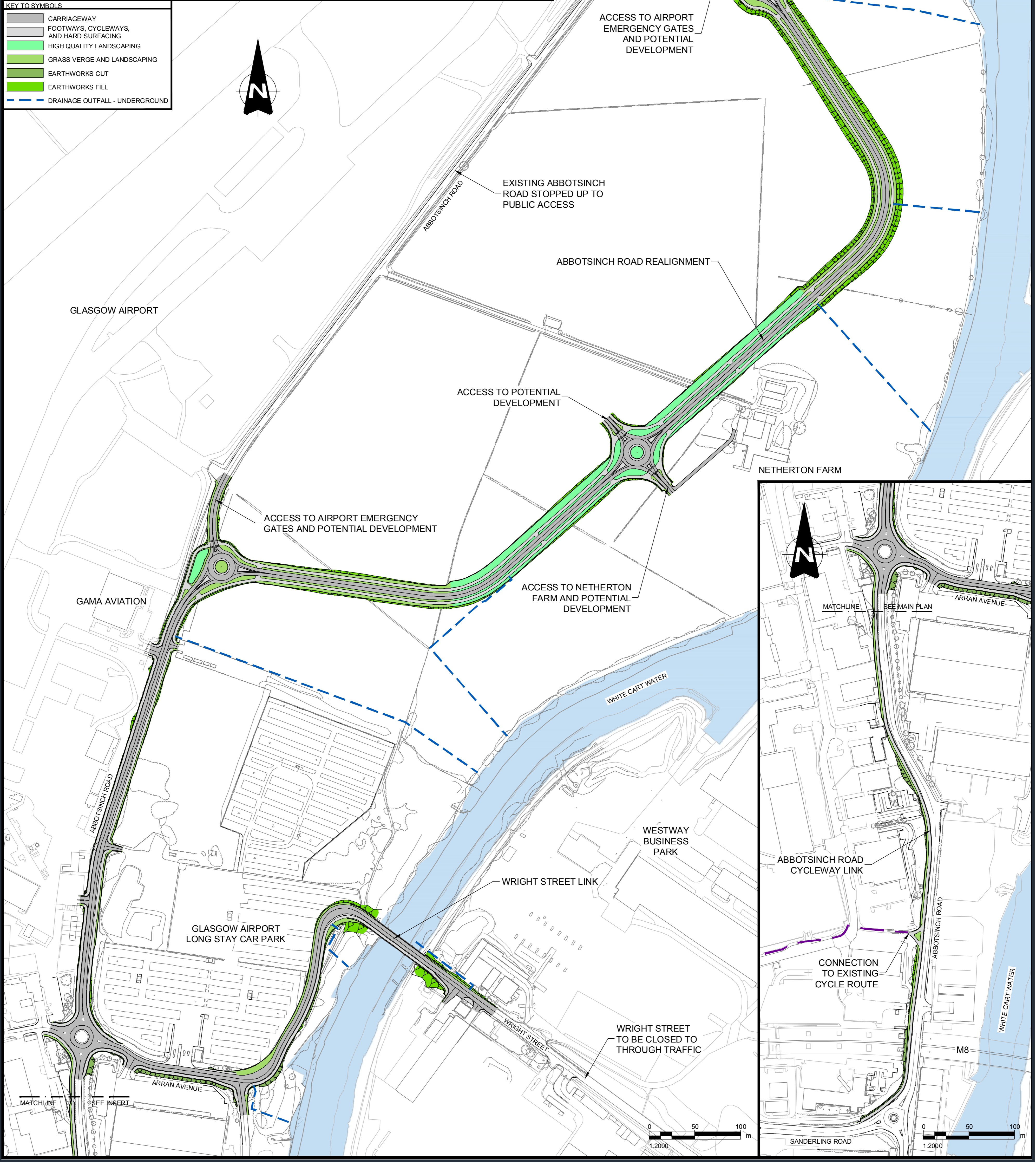
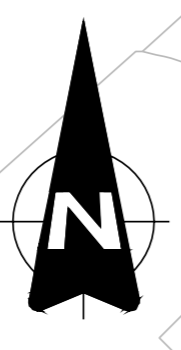


**SWECO** PROPOSED GLASGOW AIRPORT INVESTMENT AREA



**KEY TO SYMBOLS**

- CARRIAGEWAY
- FOOTWAYS, CYCLEWAYS, AND HARD SURFACING
- HIGH QUALITY LANDSCAPING
- GRASS VERGE AND LANDSCAPING
- EARTHWORKS CUT
- EARTHWORKS FILL
- DRAINAGE OUTFALL - UNDERGROUND



# Clyde Waterfront and Renfrew Riverside Project (CWRR)

Through the construction of the proposed infrastructure it is anticipated that the project will enable the delivery of the following benefits for the local and wider communities;

## Development benefits

- Vacant and derelict land brought back into use (83.38 hectares)
- Land remediated (21.51 hectares)
- New business space (Industrial/Storage/Distribution) (27,480 sqm)
- Enhanced retail space (10,000 sqm)
- New public realm (2 hectares)
- New office space (2,800 sqm)
- New homes (1,690)

## Private Sector Investment

- £282m

## Jobs Created

- 1015 during construction of the project
- 629 permanent additional jobs as a result of new business creation

Development of the project design, in consultation with stakeholders and the public, has enabled the following additional benefits to be delivered by the project;

- Reduction in journey times between the newly connected communities (up to 50%)
- Significantly reduced traffic flow through Renfrew Town Centre, particularly Inchinnan Road (east)
- Access to local woodland areas improved for communities on both sides of the River Clyde
- Safer and significantly expanded cycleways
- Cycle links extended to Yoker Railway Station, with a connection to NCR7
- Improvements to Dock Street / Glasgow Road junction including provision for safe crossing for pedestrians and cyclists
- Opportunity for enhanced public transport on both sides of the river including enhanced reliability through Renfrew town centre
- Potential for significant area adjacent to the River Clyde to be become an accessible area for leisure
- Reduction in greenhouse gas emissions from vehicles by over 500 tonnes in 2020
- One of the first projects in the world to follow the new standard (PAS 2080) to minimise greenhouse gas emissions—directly contributing to the achievement of the UN’s Sustainable Development Goals



# Glasgow Airport Investment Area (GAIA)

Through the construction of the proposed infrastructure it is anticipated that the project will enable the delivery of the following benefits for the local and wider communities;

## Development benefits

- Vacant and derelict land brought back into use (60 hectares)
- Land remediated (11.4 hectares)
- New business space (Industrial/Storage/Distribution) (101,880 sqm)
- Enhanced business space (Industrial/Storage/Distribution) (9,754 sqm)
- Enhanced commercial space (450 sqm)
- New office space (200,963 sqm)
- Enhanced office space (6,387sqm)
- New homes (250)

## Private Sector Investment

- £430m

## Jobs Created

- 365 during construction of the project
- 10,600 permanent additional jobs as a result of new business creation

Development of the project design, in consultation with stakeholders and the public, has enabled the following additional benefits to be delivered by the project;

- Reduction in HGV traffic on Porterfield Road (due to Wright Street link).
- Reduction in HGV traffic on Paisley Road, by linking Westway business park to M8 over White Cart
- Improved operation of the Greenock Road/Abbotsinch Road junction
- Safer and significantly expanded cycleways
- Enhanced opportunity for public transport links between Renfrew, the Airport and Airport Business Park
- Potential for significant area adjacent to the White Cart to be become an accessible area for leisure
- Reduction in greenhouse gas emissions from vehicles by over 200 tonnes in 2020
- One of the first projects in the world to follow the new standard (PAS 2080) to minimise greenhouse gas emissions—directly contributing to the achievement of the UN’s Sustainable Development Goals





# Renfrewshire City Deal: public consultation key facts

**81% supportive**

**Glasgow Airport Investment Area**

Over **1500** people



took part in engagement

over **350** people

signed up to receive project updates



**85% supportive**

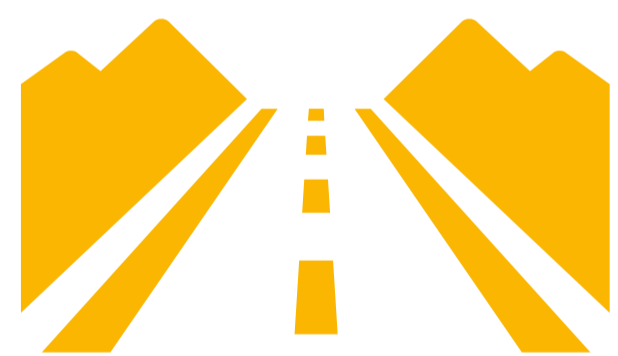
**Clyde Waterfront and Renfrew Riverside**

**440** people responded to project surveys



**Nine** public exhibitions in 2016 in Paisley, Renfrew, Yoker and Clydebank

## Your feedback matters...



- It helped identify the preferred route locations



- All new roads include improved walking and cycling routes



- Traffic modelling study checked and addressed congestion concerns



- Selected routes minimise impact on wildlife and the environment

**" This can only serve to benefit the local community and business, housing and general pride in the locality."**

Survey respondent

**Appendix C**  
Project Booklet



The Glasgow City Region City Deal

# CLYDE WATERFRONT & RENFREW RIVERSIDE

FINALISING PROPOSALS

May 2017

## The Glasgow City Region City Deal

The £1.13bn Glasgow City Region City Deal is an agreement between the UK Government, the Scottish Government and eight local authorities across the Glasgow City Region.

This City Deal will fund major infrastructure projects; create thousands of new jobs and assist thousands of unemployed people back to work; improve public transport and connectivity; drive business innovation and growth and generate billions of pounds of private sector investment.

Further information can be found on the City Deal website at [www.glasgowcityregion.co.uk](http://www.glasgowcityregion.co.uk).

## Clyde Waterfront & Renfrew Riverside (CWRR)

The Clyde Waterfront & Renfrew Riverside project aims to regenerate the Clyde Waterfront as an attractive riverside and urban area that supports existing and promotes new residential, industrial, commercial, business, retail and leisure opportunities. With the construction of a new 'opening' bridge across the River Clyde, which will accommodate vehicles, pedestrians and cyclists, and the construction of the Renfrew North Development Road, the project will better link communities and businesses on both sides of the river. This will increase the potential for business growth, for businesses on both sides of the river, as they gain access to increased numbers of customers and suppliers throughout Renfrewshire, Clydebank, Glasgow and the wider Glasgow City Region.

To help realise that potential, the £90.7m Clyde Waterfront & Renfrew Riverside project will deliver the infrastructure and environmental improvements (described below) with the objective of facilitating:

- The regeneration of the waterfront as an attractive, vibrant and sustainable urban area by improving access to key development sites, providing new housing, business and employment opportunities
- Improve access for communities north & south of the Clyde to key residential, employment, healthcare, education, leisure and retail sites for all modes of transport, including improved opportunities for leisure and active travel alongside and across the Clyde
- Enhance the local environment through the use of high quality landscaping to encourage high quality development and regeneration
- Optimise the operation of the local road network, resulting in improved journey time reliability and safety
- Improve access to and enhance local greenspace

This investment in infrastructure will help to create a more attractive, vibrant and sustainable place to live and work by better connecting communities and businesses; resulting in more employment opportunities for local residents and wider Glasgow City Region residents.

## CWRR Project Benefits

Through the construction of the proposed infrastructure (described overleaf in 'Project Detail') it is anticipated that the project will enable the delivery of the following benefits for the local and wider communities:

### DEVELOPMENT BENEFITS

- Vacant and derelict land brought back into use (83.38 hectares)
- Land remediated (21.51 hectares)
- New business space (Industrial/Storage/Distribution) (27,480 sqm)
- Enhanced retail space (10,000 sqm)
- New public realm (2 hectares)
- New office space (2,800 sqm)
- New homes (1,690)

Development of the project design, in consultation with stakeholders and the public, has enabled the following additional benefits to be delivered by the project:

- Reduction in journey times between the newly connected communities (up to 50%)
- Significantly reduced traffic flow through Renfrew Town Centre, particularly Inchinnan Road (east)
- Access to local woodland areas improved for communities on both sides of the River Clyde
- Safer and significantly expanded cycleways
- Cycle links extended to Yoker Railway Station, with a connection to NCR7
- Improvements to Dock Street / Glasgow Road junction including provision for safe crossing for pedestrians and cyclists
- Opportunity for enhanced public transport on both sides of the river including enhanced reliability through Renfrew town centre
- Potential for significant area adjacent to the River Clyde to be become an accessible area for leisure
- Reduction in greenhouse gas emissions from vehicles by over 500 tonnes in 2020
- One of the first projects in the world to follow the new standard (PAS 2080) to minimise greenhouse gas emissions - directly contributing to the achievement of the UN's Sustainable Development Goals

### PRIVATE SECTOR INVESTMENT

- £282m

### JOBS CREATED

- 1015 during construction of the project
- 629 permanent additional jobs as a result of new business creation

## CWRR Project Details

The CWRR project involves a new opening bridge across the River Clyde linking Renfrew, Yoker & Clydebank that maintains existing navigation rights and a new Renfrew North Development Road from the new bridge to Meadowside Street / King's Inch Road and Inchinnan Road and improved facilities for public transport, cyclists and pedestrians. A summary of the key project outputs are as follows:

### 1 OPENING BRIDGE OVER RIVER CLYDE

A new opening bridge linking Dock Street to Meadowside Street at Lobnitz Dock, including:

- 184m long twin leaf cable stayed swing bridge with a 7.3m road accommodating 2 lanes of traffic
- 3m wide shared cycleway<sup>1</sup> on west side only (2m footway on east)
- Layby berthing facility for ships at Rothesay Dock
- Plant & control rooms will be constructed on both sides of the river
- Minimum clearance height of 5.5m from bridge to water level

### 2 RENFREW NORTH DEVELOPMENT ROAD

New 30mph road will be constructed to link Meadowside Street to the A8 at Argyll Avenue:

- 750m of new 7.3m wide road accommodating 2 lanes of traffic from a new junction with Meadowside Street to the existing Argyll Avenue
- 400m of upgrading of the existing Argyll Avenue
- 3m wide shared cycleway<sup>1</sup> on both sides of the new and upgraded road

### 3 CYCLE LANE CONNECTIONS

In addition to the active travel routes incorporated into the new roads and bridges described above, new / improved active travel routes connecting to these will also be constructed, including:

- **2a** Conversion of 100m of existing northern footway of the A8 Inchinnan Road to provide a 3m wide shared cycleway<sup>1</sup> connection between Argyll Avenue and the new off road cycle link
- **3a** 420m of new 2.5m wide cycle only off-road link parallel to A8 Inchinnan road, between Argyll Avenue and the Bascule Bridge

Further improved connections to existing cycleways & core paths will also be provided:

- **1a** Conversion of 400m of existing footway on Glasgow Road and Mill Road to provide a shared cycleway<sup>1</sup> connection from Dock Street to Yoker Railway Station
- Links to existing cycle routes (NCR7, core paths) and planned routes (Paisley / Renfrew)
- New toucan crossings on Glasgow Road and A8 Inchinnan Road

<sup>1</sup> By 'shared cycleway' we mean a shared use path for use by pedestrians and cyclists.

**xx** Corresponds to map reference overleaf.

### BRIDGE APPROACH ROADS

New 30mph approach roads will be constructed to provide access to the bridge from existing roads:

- **1b** 120m of upgrading & widening to 14m of Dock Street to accommodate 4 lanes of traffic from its junction with Glasgow Road to a new signalised junction
- **1c** 70m of new 11m wide road accommodating 3 lanes of traffic from the new signalised junction to the proposed Dock Street Roundabout
- **1d** 190m of new 7.3m wide road accommodating 2 lanes of traffic between Dock Street Roundabout and Meadowside Street West Roundabout
- **1e** 750m of new and upgraded 7.3m wide road (Meadowside Street) accommodating 2 lanes of traffic linking the bridge to Ferry Road / King's Inch Road. This includes a number of minor access roads maintaining connections to existing land and businesses

### JUNCTIONS

There will also be new & improved junctions:

- Upgrading of the existing Glasgow Road / Dock Street Junction
- New signalised junction on Dock Street
- A new roundabout on the north approach to the bridge providing a turn back facility and link to existing and future developments
- A new roundabout on the south approach to the bridge providing a turn back facility
- A new roundabout connecting Meadowside Street with the new Renfrew North Development Road
- Upgrading of the existing Meadowside Street / Ferry Road / Kings Inch Road Junction
- Upgrading of the existing Argyll Avenue / A8 Inchinnan Road Junction

### LANDSCAPING

Landscaping new roads and cycleways, including:

- New woodland planting to replace trees removed as a result of the scheme
- Trees planted to provide continuity along proposed and existing road corridors
- Landscape design to reinforce the aesthetics of the Clyde Crossing
- Soft landscaping used to reduce the visual impact of the new roads
- New hedges to create habitats for wildlife

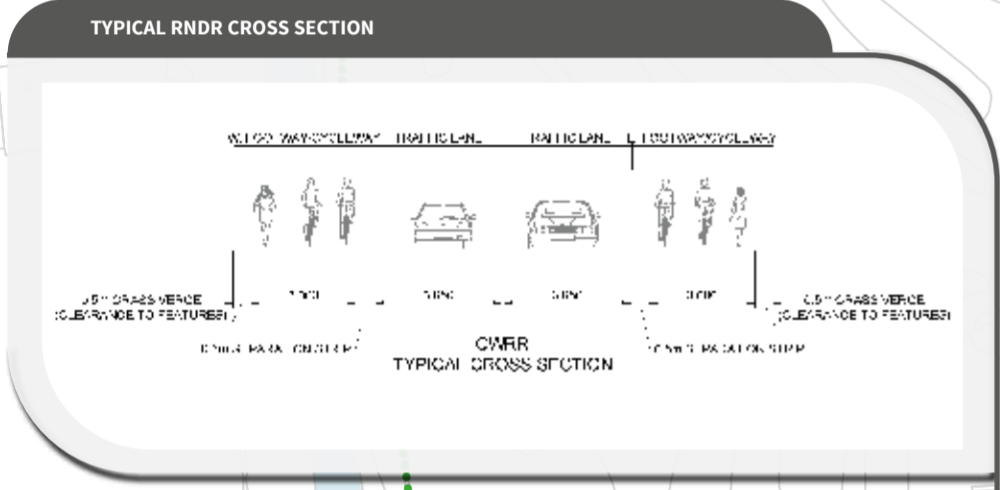
### DRAINAGE

Drainage for new road and cycleways will use the principles of Sustainable Urban Drainage Systems and include:

- Pollution Control
- Realigned Yoker Burn Culvert
- Tidal Attenuation
- Flood relief measures

# CLYDE WATERFRONT & RENFREW RIVERSIDE

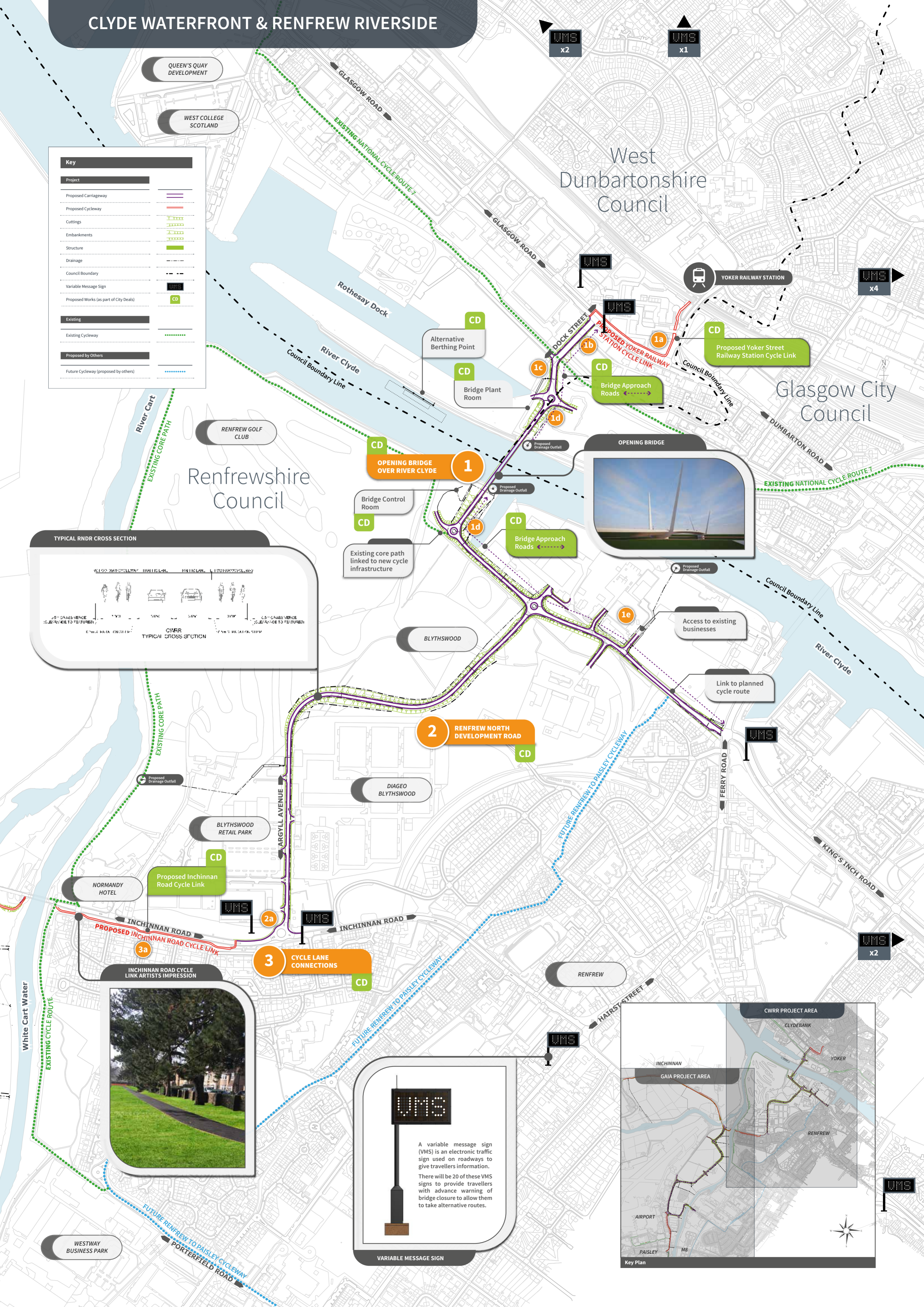
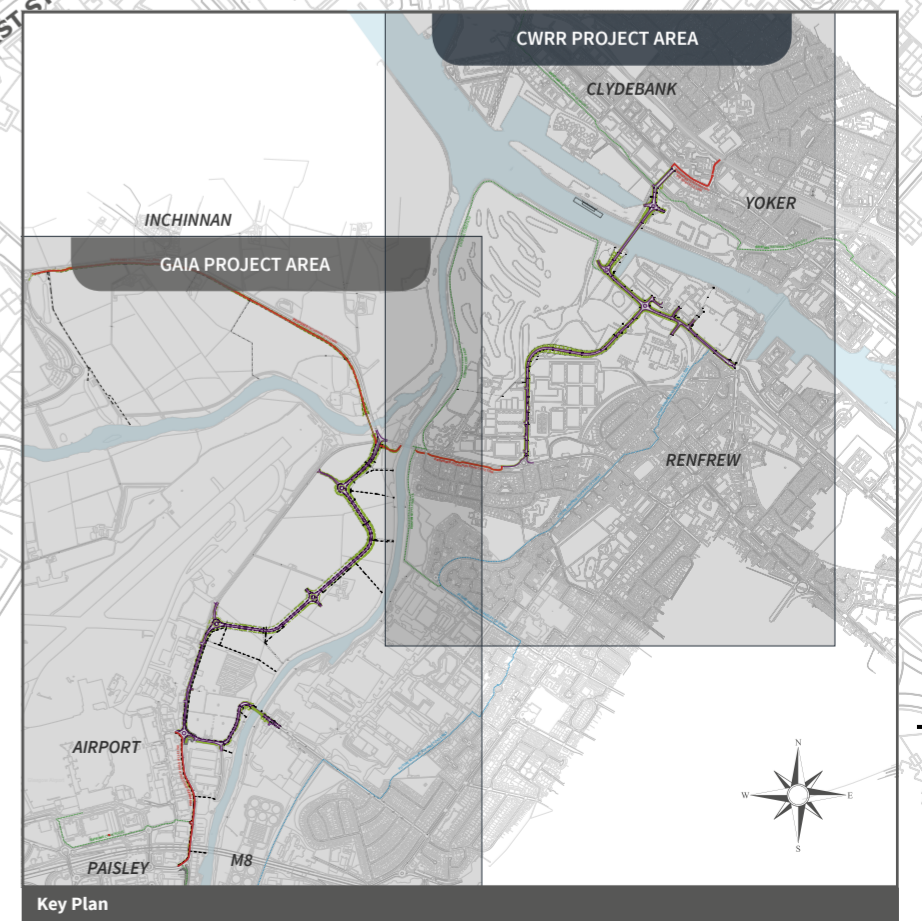
Key	
Project	
Proposed Carriageway	—
Proposed Cycleway	—
Cuttings	———
Embankments	———
Structure	———
Drainage	———
Council Boundary	———
Variable Message Sign	UMS
Proposed Works (as part of City Deals)	CD
Existing	
Existing Carriageway	———
Existing Cycleway	———
Proposed by Others	———
Future Cycleway (proposed by others)	———



**VARIABLE MESSAGE SIGN**

A variable message sign (VMS) is an electronic traffic sign used on roadways to give travellers information.

There will be 20 of these VMS signs to provide travellers with advance warning of bridge closure to allow them to take alternative routes.



## Statutory Process

The submission of Proposal of Application Notices (PAN) for this project began a period of consultation, during which events will be held to seek stakeholders' views before the plans are finalised. A full planning application will then be submitted later this year.

The planning application and supporting documents (including an Environmental Statement containing the findings from an Environmental Impact Assessment) will be available from the Planning Authorities\* after submission and validation of the application. To sign up to our mailing list to be notified of these key project updates, or for further details visit our website at [www.renfrewshire.gov.uk/citydeal](http://www.renfrewshire.gov.uk/citydeal).

\* Planning Authority Portal: <http://pl.renfrewshire.gov.uk/online-applications> | GCC Planning Portal: <https://publicaccess.glasgow.gov.uk/online-applications/>  
| WDC Planning Portal: [https://www.west-dunbarton.gov.uk/uniform/dcsearch\\_app.asp](https://www.west-dunbarton.gov.uk/uniform/dcsearch_app.asp)

### PROPOSED PROJECT TIMELINE

March 2017	Proposal of Application Notices (PAN) submitted
April 2017	Consultation with Elected Members and Community Councils
May 2017	Public consultation events 8th to 11th May in Renfrew, Paisley, Clydebank & Yoker**
June 2017	Submission of full planning application
June onwards	Consideration by the planning authority*** and decision on application.
2018	Start construction****
2020	Complete construction; roads and bridges open****

\*\* Please note that comments recorded at these events are being considered as general project feedback and are not representations to the planning authority. The process for making a formal representation is set out in the note below;

\*\*\* Any person has the right to make representation on the proposals. Such representations must be made in writing within set time limits. These will be clearly set out in explanatory material accompanying the Planning Application and Environmental Statement.

\*\*\*\* Dates dependant on Planning Application outcomes and timescales.

## Consultation to Date

Feedback from surveys completed by members of the public in December 2016 at the second phase of consultation continued to demonstrate the overwhelming support shown in the initial phase of engagement in May & June 2016 where the public voiced support for the project and the benefits it will deliver in the local and wider area.

The Project Team has spoken regularly with key stakeholders to ensure that their concerns, along with any potential problems and constraints, have been identified and where possible addressed, prior to finalising the design and the subsequent planning application. For example:

YOU SAID	WE DID
Strong preference for westernmost option for bridge location	<ul style="list-style-type: none"> <li>Westernmost option taken forward as preferred option</li> <li>locating the new bridge and access roads away from existing and planned housing and also minimising impact on river users</li> </ul>
Concern about impact on Blythswood	<ul style="list-style-type: none"> <li>Discounting of option through woodland resulting in a preferred road alignment that minimises the impact on the trees in Blythswood</li> </ul>
Include safe walking and cycling route	<ul style="list-style-type: none"> <li>All new roads will include cycle routes, remote from vehicle traffic where possible</li> <li>Cycle route extended from new bridge to Yoker Train Station</li> </ul>
Concerns about traffic congestion	<ul style="list-style-type: none"> <li>Comprehensive Traffic Modelling assessment carried out</li> <li>Bridge and access road location chosen to minimise traffic impact on both sides of the river</li> </ul>

**Appendix D**

Responses to Comments Received During Pre-Application Consultation

Reference	Category	Feedback Received	Project Response
CWRR - 26	General Comments	The project looks great. What a lovely area it will be to live in.	This is covered by objectives of the CWRR project which include facilitating the regeneration of the Clyde Waterfront as an attractive riverside and urban area that supports existing and promotes new residential, industrial, commercial, business, retail and leisure opportunities.
CWRR - 27		Good	No action required.
CWRR - 28		Sooner the better.	The project's programme cannot be accelerated. As per CWRR-01 above the remaining comments are covered by objectives of the CWRR project.
CWRR - 29		I am very supportive	No action required.
CWRR - 30		Very informative. Good layout of plans & staff were very happy to go into details about how the local area would benefit or be affected.	As per CWRR-26 above this is covered by objectives of the CWRR project.
CWRR - 31		Looks lovely so far.	No action required.
CWRR - 32		Looks good to me - long overdue. Hope to see it complete in my lifetime!	No action required.
CWRR - 33		This project looks very good.	No action required.
CWRR - 34		It can only benefit the local community, which is beneficial for it to prosper.	As per CWRR-26 above this is covered by objectives of the CWRR project.
CWRR - 35		Very well presented & helpful. All very interesting & good idea.	No action required.
CWRR - 36		I will find the new bridge very useful and can see me using it regularly.	As per CWRR-26 above this is covered by objectives of the CWRR project.
CWRR - 37		Feel happier with plans especially over the swing bridge & junction.	As per CWRR-26 above this is covered by objectives of the CWRR project.
CWRR - 38		The proposals work very interesting. My only criticism is that it is not closer to Southern side of Yoker, whereby more ask to connect to Braehead. I appreciate that its aim is to regenerate areas in need of regeneration. Hope it goes ahead.	The location of the river crossing has been selected based on a range of technical and consultative considerations. The location maximises potential for good quality development on both sides of the river, minimises adverse impact on existing businesses and residences, while enabling the



			most effective management of traffic rerouting which will evolve following completion of the works.
<b>CWRR - 39</b>		The quality of the residential development + place will be important to consider.	This is covered by objectives of the CWRR project. The potential 'quality of place' of the area cannot be overstated. The river frontage has been neglected for many years but offers significant opportunities for creating an attractive, vibrant and sustainable environment for a wide variety of uses on both banks of the River Clyde. This project has the potential to radically improve the current socio-economic conditions in the local area and by doing so influence improvements across the City Region.
<b>CWRR - 40</b>		The affect to Renfrew Town Centre businesses?	Traffic modelling undertaken as part of the project development indicates that traffic which currently passes through Renfrew Town centre will use the new RNDR. This will free up road space for public transport and reduce congestion in the town centre. All of these will result in positive outcomes for Renfrew Town Centre businesses.
<b>CWRR - 41</b>		APP for bridge timings.	The operational protocol of the bridge allows for Variable Message Signs (VMS) (20 across the road network) to be illuminated in advance of the bridge requiring to open. This time is greater than the motorised travel time within the local road network. Information will also be made available to aid other bridge users (pedestrians, cyclists) through means such as phone applications and a website.
<b>CWRR - 42</b>		Keep filter lights on for flats on Kings Inch Rd!	Traffic along Kings Inch Road is expected to increase as a result of the proposed Clyde Crossing and as such the traffic signals currently in place

			along Kings Inch Road are expected to remain in operation. They are likely to undergo optimisation to allow for the most efficient flow of traffic on the network. The adjacent Kings Inch Road/ Ferry Road/ Meadowside Street junction has been subject to junction modelling to ensure that it will operate satisfactorily once the new crossing opens.
<b>CWRR - 43</b>		All looks good, will help commute from Renfrew to Dumbarton.	As per CWRR-26 above this is covered by objectives of the CWRR project.
<b>CWRR - 44</b>		Have you all the funding for such a big project	<p>The project will be majority funded through capital investment committed by the Glasgow City Region City Deal to support the delivery of 20 infrastructure projects, including CWRR.</p> <p>The Council contribution has been allowed for through normal financial planning processes and incorporated within the Council's financial planning models.</p>
<b>CWRR - 45</b>		This project appears to only promote new industrial, commercial, business, retail, housing and leisure opportunities. It gives no consideration to the residents already living in the areas affected by the this project.	The project evaluation and optioneering process considered existing residents as well as businesses and possible future residential development. The completed design seeks to enhance economic conditions, employment potential, and access to health, leisure and education centres for residents within the local area.
<b>CWRR - 46</b>		You are putting me out of a job. I have worked at Christie scrap yard for 17 years no I face the prospect of being made redundant for the first time in my working life.	The project evaluation and optioneering process considered existing businesses and possible future development in the area and wider afield. The completed design seeks to enhance economic conditions, employment potential, and access to health, leisure and education centres for residents within the local area. The additional economic

			growth generated by the project ranks first amongst all city deal projects.
<b>CWRR - 47</b>		I'm against the proposals because I will lose my job due the bridge, also I think its a waste of tax payers money it could better spent on education, nhs, policing, fixing roads etc. It will also bring the roads in renfrew to a grinding halt!	The project evaluation and optioneering process considered existing businesses and possible future development in the area and wider afield. The completed design seeks to enhance economic conditions, employment potential, and access to health, leisure and education centres for residents within the local area. The additional economic growth generated by the project ranks first amongst all city deal projects. The trrasnport modelling indicates improvements in the traffic flows in Renfrew town centre.
<b>CWRR - 48</b>		Is bridge and wall strong enough to take extra traffic? Is there plan to do anything at junction of Campbell Street?	Studies and investigations are on-going to establish the potential reasons for the reported vibration in the area of Meadowside Street. Detailed designs will ensure that any existing condition is not exacerbated by the project.
<b>CWRR - 49</b>		I disagree with the new bridge being built as this will jeopardise jobs .	The project evaluation and optioneering process considered existing businesses and possible future development in the area and wider afield. The completed design seeks to enhance economic conditions, employment potential, and access to health, leisure and education centres for residents within the local area. The additional economic growth generated by the project ranks first amongst all city deal projects.
<b>CWRR - 50</b>		Intu remain supportive of the bridge proposals and the confirmed positioning.	No action required.
<b>CWRR - 51</b>		Unfortunately I wasn't able to attend the recent exhibition - this is just a thought I had. So there's been some discussion in the past couple of years about Renfrew getting a train station - I was wondering about the feasibility of either a	The introduction of rail services is outwith the scope of this project. As an opening bridge the introduction of rail systems would be difficult. The

		<p>standard train or a a similar tram-train system to the Paisley-&gt;Airport bound one which would connect over the bridge and join into the main railway network on the north side of the river? (and potentially could then go on from Renfrew and connect to the north end of Glasgow Airport joining into the tram train line coming from Paisley). This would also allow airport passengers coming from both Glasgow Queen Street station (or from further northwest along the Partick etc. line, without having to go all the way into Glasgow) I probably wasn't considering it specifically as part of this project, but wonder if it's worth bearing in mind - eg. if the new bridge would need to be wider to support such a concept.</p>	<p>project does provide a new link for pedestrian and cyclists to Yoker Station.</p>
<b>CWRR - 01</b>	<b>Regeneration</b>	<p>Need for regeneration in the Yoker/Renfrew area is long overdue and to provide thousands of jobs can only be beneficial to the economy and the community. Bringing in revenue, upgrading the area which In Renfrew will create a positive attitude in the area.</p>	<p>This is covered by objectives of the CWRR project which include facilitating the regeneration of the Clyde Waterfront as an attractive riverside and urban area that supports existing and promotes new residential, industrial, commercial, business, retail and leisure opportunities.</p>
<b>CWRR - 02</b>		<p>This is an essential development that will help to regenerate this area, I bought property in this area in expectation after continued success of this project.</p>	<p>As per CWRR-01 above this is covered by objectives of the CWRR project.</p>
<b>CWRR - 03</b>		<p>Totally in favour of this project. It will connect the communities &amp; offer job opportunities to people on other side of the bridge. This has been long overdue &amp; will be a welcome additional for travelling to the Renfrew area &amp; beyond.</p>	<p>As per CWRR-01 above this is covered by objectives of the CWRR project.</p>
<b>CWRR - 04</b>		<p>Both sides of the river need improving and businesses and housing are definitely as asset and absolutely a need in the area.</p>	<p>As per CWRR-01 above this is covered by objectives of the CWRR project.</p>
<b>CWRR - 05</b>		<p>A very much long overdue development which can only benefit both sides of the Clyde. The link for traffic has been missing since vehicle ferry's ended.</p>	<p>As per CWRR-01 above this is covered by objectives of the CWRR project.</p>

<b>CWRR - 06</b>		Get it done quicker. Can't wait for this to happen long over due. Welcome investment to the area linking both sides of the city.	The projects programme cannot be accelerated. As per CWRR-01 above the remaining comments are covered by objectives of the CWRR project.
<b>CWRR - 07</b>		I believe this project will provide much needed economic growth for the areas concerned.	As per CWRR-01 above this is covered by objectives of the CWRR project.
<b>CWRR - 08</b>		Great idea, clean up area and give another way to get to other side of river. Free the Clyde tunnel up a bit.	As per CWRR-01 above this is covered by objectives of the CWRR project.
<b>CWRR - 09</b>		Clydebank badly needs to be regenerated so much ground going to waste on the waterfront.	As per CWRR-01 above this is covered by objectives of the CWRR project.
<b>CWRR - 10</b>		This project is long over due and will benefit the people & shops of Renfrew.	As per CWRR-01 above this is covered by objectives of the CWRR project.
<b>CWRR - 11</b>		The possibilities for uses of undeveloped land involved both sides of the river are terrific. I am looking forward to having access to Renfrew side of river and fully support the proposals.	As per CWRR-01 above this is covered by objectives of the CWRR project.
<b>CWRR - 12</b>		I would be very happy with these proposals but have no direct input to make.	No action required.
<b>CWRR - 13</b>		The presentation was very impressive. Hopefully the plans came to fruition and bring the areas much needed improvement.	As per CWRR-01 above this is covered by objectives of the CWRR project.
<b>CWRR - 14</b>		Much needed development + opening up the area to many more residents in the area.	As per CWRR-01 above this is covered by objectives of the CWRR project.
<b>CWRR - 15</b>		Anything to create employment and upgrade area for the better is good.	As per CWRR-01 above this is covered by objectives of the CWRR project.
<b>CWRR - 16</b>		I am delighted to see that we have very ambitious plans for this project. I can see the advantages in creating jobs for the future and also will improve life in Renfrew.	As per CWRR-01 above this is covered by objectives of the CWRR project.
<b>CWRR - 17</b>		An exciting project that should provide much needed long term employment to the area.	As per CWRR-01 above this is covered by objectives of the CWRR project.
<b>CWRR - 18</b>		This is a very well thought out practical proposal which can be of great benefit on both sides of the river - especially for job opportunities and traffic transport. The display was both	As per CWRR-01 above this is covered by objectives of the CWRR project.

		well presented and very well presented by Renfrewshire officials.	
<b>CWRR - 19</b>		Will open up derelict or unused land.	As per CWRR-01 above this is covered by objectives of the CWRR project.
<b>CWRR - 20</b>		Very well presented & appears to enhance the local area environment & offer aspirational opportunities for development. Please try to employ local construction companies where possible.	The procurement strategy for City Deal projects includes the requirement to advertise projects and any sub-contract and supply chain opportunities through the Public Contracts Scotland Portal. This process will ensure that continually subdivided project and material supply opportunities are available for companies to view and bid. A Community Benefits aspects of contracts in City Deal is also included. This will ensure larger contractors and suppliers engage with local communities to enhance opportunities for education, apprenticeship etc. during the construction phase, with wider long term business growth being a key outcome of the project.
<b>CWRR - 21</b>		There are welcome. They should restore what was once a heavily industrialised area and bring a better mix of residential, leisure and business locations. It will provide access to the frontages at the river and make Blythswood an accessible urban woodland which will be frequented by the public and deter anti-social conduct and fly tipping. A managed woodland can be ecologically regenerative.	While Blythswood is privately owned, the application includes proposals to clear out dead and diseased trees, and to undertake works which will improve the quality and regeneration of this woodland.
<b>CWRR - 22</b>		Also, if there will be full time employment for Renfrew and surrounding areas and houses for council tenements for rent.	This is covered by objectives of the CWRR project which include facilitating the regeneration of the Clyde Waterfront as an attractive riverside and urban area that supports existing and promotes new residential, industrial, commercial, business, retail and leisure opportunities. The local and surrounding area has over 80 ha of vacant, derelict and underused sites that offer the potential for

			development of new and enhanced uses including housing. The project business case includes many benefits including 1690 new homes and 1015 new jobs during construction and 629 permanent additional jobs. The project also provides improved accessibility to thousands of jobs throughout the City Region.
<b>CWRR - 23</b>		Bring welcome investment leading to regeneration of this area. About time!	No action required.
<b>CWRR - 24</b>		I think the proposals are excellent and strongly support them. I have moved back to Glasgow after living in other major cities (London, New York, San Francisco) for a combined total of 20 years. On returning to Glasgow I have been struck by the positive changes in the city and also the enormous potential that I now recognise more clearly. I am pleased to say that Glasgow stands up very well in comparison to those other great cities. I am excited by the prospect of close connections between the West End and the airport. I think that these improved transport links can drive a real step-change in the regeneration of the area, and accelerate the positive changes I see taking place across the West End, the Clyde Waterfront, and Renfrew.	No action required.
<b>CWRR - 25</b>		Let the project go ahead it will bring great things to all areas.	As per CWRR-01 above this is covered by objectives of the CWRR project.
<b>CWRR - 52</b>	<b>Active Travel</b>	New bridge & cycle track should be good for local residents, nearby communities, hopefully easing traffic in Renfrew Town Centre.	This is covered by objectives of the CWRR project including facilitating improved access for communities north & south of the Clyde to key residential, employment, healthcare, education, leisure and retail sites for all modes of transport, including improved opportunities for leisure and active travel alongside and across the Clyde.

<b>CWRR - 53</b>		The making of cycle paths is good.	As per CWRR-52 above this is covered by objectives of the CWRR project.
<b>CWRR - 54</b>		As a pedestrian with walking difficulties can you say if provision for a pedestrian ferry will be available.	The existing pedestrian ferry is privately owned and operated. The project team have engaged with the operator who will consider himself whether he proposes continue to operate in this area after completion of the project. All the planned works incorporate pedestrian routes suitable for use by disabled users.
<b>CWRR - 55</b>		I think the proposed bridge would provide excellent traffic links through for Renfrew. I work at the Beatson & having an alternative to the Clyde tunnel will be very useful. Having new walkways & cycle ways will be great for us as a family.	As per CWRR-52 above this is covered by objectives of the CWRR project.
<b>CWRR - 56</b>		-Fantastic ideas & very much in favour. - Please consider: cycle racks/storage at the airport.	Glasgow Airport has confirmed that this already exists. The airport has parking for 66 bikes across the campus: St Andrew's Crescent - 4 bikes; Car Park - 1-10 bikes; Admin Car Park - 10 bikes; and Staff Car Park - 42 bikes. All areas can be used by both staff and passengers.
<b>CWRR - 57</b>		Brilliant plan. I like the inclusion of footpaths and cycleways. With this there are possibilities for employment which open up for residents on either side of the Clyde which don't exist today.	As per CWRR-52 above this is covered by objectives of the CWRR project.
<b>CWRR - 58</b>		I think it will be a great benefit to the Town, the new cycle paths will provide excellent links and will encourage more people to be active.	As per CWRR-52 above this is covered by objectives of the CWRR project.
<b>CWRR - 59</b>		Terrific concept. CWRR bridge should consider segregated rather than shared access for cyclists/pedestrians, or alternatively look at use of space for pedestrians & 2 way cycling - current spec would be constrained/nervy	We have consulted with Sustrans throughout the design process and they are content with our proposals. We have developed the proposals with a number of non-motorised users (NMUs) in mind, such as pedestrians, inexperienced or recreational



		<p>experience for less confident cyclists v fast commuting cyclists.</p>	<p>cyclists and commuter cyclists, and have considered a number of NMU provisions. We feel the proposed shared facility offers adequate space for the anticipated usage and the estimated pedestrian and cyclist flows. Unsegregated routes will maximise usable width and minimise maintenance requirements and sign/line clutter. It should be noted that additional clearances to the road carriageway, street furniture and other fixed objects will be provided for the comfort and safety of users.</p> <p>Effective segregation may benefit all users but requires significant additional width to provide the same level of service. A shared use facility requires a preferred minimum width of 3m, whereas the segregated option requires a preferred minimum width of 7m. The additional width needed to provide this arrangement has obvious cost implications.</p>
<b>CWRR - 60</b>		<p>The plans to have considered the needs of both active and non-active travellers.</p>	<p>As per CWRR-52 above this is covered by objectives of the CWRR project.</p>
<b>CWRR - 61</b>		<p>The new cycle lane will be good for kids &amp; parents to get out and about Renfrew.</p>	<p>As per CWRR-52 above this is covered by objectives of the CWRR project.</p>
<b>CWRR - 62</b>		<p>I think that thought should be given to the provision of waiting areas for pedestrians at both ends, in case bridge is opened.</p>	<p>Facilities will be incorporated for pedestrian waiting areas at each end of the bridge.</p>
<b>CWRR - 63</b>		<p>I am also a keen cyclist and am very happy that accommodating cyclists is a central aspect of the plans. Glasgow is already an enjoyable city to cycle in, but in places the routes are a bit restrictive and improvements are always welcome. I do hope that an effort will be made to ensure that where possible the small number of character buildings</p>	<p>Due to existing site constraints and technical aspects of the potential development in the area, there is a limit to the potential for existing building retention. Proposals are being compiled for use of selected materials and futures from buildings</p>

		in the development area will be preserved; at the very least I hope that some aspects - e.g. the characterful facades of these buildings - can be preserved.	impacted by the project as part of the landscape plans.
<b>CWRR - 64</b>	<b>Traffic</b>	Consider traffic along Kings Inch Road especially at the weekends and peak times for Braehead - Christmas?	Traffic along Kings Inch Road is expected to increase with the opening of the Clyde Crossing as it is one of the primary routes to the bridge. However, peak time traffic models have been conducted for the junction with Ferry Road and Meadow side Street and show that it will still operate satisfactorily after the completion of the Clyde Crossing.
<b>CWRR - 65</b>		What will happen if the Erskine Bridge is shut? Will traffic be diverted to tunnel or new bridge?	VMS signs are to be in operation in the local area. When the new bridge is closed to road traffic, the signs will direct users to the nearest strategic river crossings which are the Clyde Tunnel and Kingston Bridge.
<b>CWRR - 66</b>		If it eases congestion in and around Town Centre then I am very pleased with the plans.	There are measures in place to reduce traffic in the town centre. The Renfrew Northern Development Road provides an alternative route around the town centre for traffic originating from the east, west and the north. This includes improvements to Argyll Avenue and Meadowside Street in order to accommodate the increased levels of traffic associated with the Clyde Crossing
<b>CWRR - 67</b>		Hopefully help traffic congestion.	The Renfrew Northern Development Road will provide an alternative route around Renfrew town centre for traffic from the east, west and north, reducing traffic going through the town.  Key junctions in the study area, including the Abbotsinch Road / Greenock Road junction, the Kings Inch Road / Ferry Road junction and the Dock Street / Glasgow Road junction in Yoker have all

			been modelled to ensure that they operate at their optimal levels once construction is complete. Where issues arise, particular roads or junctions will be monitored and managed to ensure that problems do not escalate further and issues are resolved.
<b>CWRR - 68</b>		Concerns about traffic on Dumbarton Road, but coordination of junction lights should alleviate this.	Traffic models have been undertaken for every signalised junction on Dumbarton Road which lies within the CWRR area. Optimisation of all signals in the network has been undertaken to ensure the maximum level of throughflow traffic and the minimum amount of queuing.
<b>CWRR - 69</b>		I have a small concern about traffic exiting Dyke Road onto the A814 which is already difficult and maybe more awkward with increased traffic.	Traffic models have been undertaken for every signalised junction on Dumbarton Road which lies within the CWRR area. Optimisation of all signals in the network has been undertaken to ensure the maximum level of throughflow traffic. The junction with Dyke Road has not been included as part of this but optimisation of the signals should mean that the network improves overall.
<b>CWRR - 70</b>		-Traffic flow/need for lights at the junction with Dumbarton Rd and Dyke Rd. This is already a busy junction in all directions and hard to get out at times. It would be a concern under new scheme. Thanks	As CWRR – 69.
<b>CWRR - 71</b>		My concerns are more centred on non-active travel management on the north side of the river and steps that will be taken to prevent traffic back up on Dumbarton Rd.	As CWRR – 68.
<b>CWRR - 72</b>		Concern that river traffic which has right of way over road traffic is disrupted. - 230m+ vessels will need access - Temporally berth at Rothesay Docks must take maximum vessel size.	The Harbour Authority (HA) have advised that Rothesay Dock is unable to accommodate vessels over 160m in length. Operational procedures will be agreed with the HA as part of the consent processes to enable the project to be delivered. This will consider all vessel sizes and types.

<b>CWRR - 73</b>		Anything that controls the traffic in Renfrew is a good idea.	As per CWRR-52 above this is covered by objectives of the CWRR project.
<b>CWRR - 74</b>		A long needed relief option to Clyde tunnel & Dumbarton Road especially for reaching the Airport & Braehead.	The CWRR project is not intended as a strategic alternative to the Clyde Tunnel. The chosen location and design reduces diversion of traffic from the tunnel other than traffic which is moving between the communities of Yoker/ Clydebank and Renfrew. For this traffic it does form an effective route between these areas.
<b>CWRR - 75</b>		I'm for it. Just worried about the amount of traffic on Dumbarton Road.	Although traffic is likely to increase on Dumbarton Road as a result of the new crossing, traffic models have been undertaken for every signalised junction on Dumbarton Road which lies within the CWRR area. Optimisation of all signals in the network has been undertaken to ensure the maximum level of throughflow traffic and the minimum amount of queuing.
<b>CWRR - 76</b>		Limit traffic congestion on Dumbarton Rd.	As CWRR – 75.
<b>CWRR - 77</b>		Limit time bridge is open.	Operational procedures will be agreed with the HA as part of the consent processes to enable the project to be delivered. This will seek to reach the most effective operational process for all river and road users.
<b>CWRR - 78</b>		I believe it will alleviate some traffic issues with regard to Clyde tunnel + Erskine Bridge - it will be another option while travelling to Braehead + the airport I don't think it will have any impact on Clydebank shopping centre.	The proposed Clyde Crossing provides an additional crossing point of the River Clyde meaning that local traffic does not have to travel further east to the Clyde Tunnel, or west to the Erskine Bridge to cross. Additionally, access to Braehead is improved from the area directly to the north of the river, with the requirement of using the Clyde Tunnel removed.

<b>CWRR - 79</b>		Overall I am happy with proposals. However, Dock Street should have a 'slip road' exiting left onto Glasgow Road to allow free-flow of traffic.	Free-flow left turn traffic from Dock Street on to Dumbarton Road would prevent safe crossing for pedestrians. The proposed layout of the junction is the optimal in terms of operation whilst simultaneously ensuring satisfactory facilities for pedestrian movements.
<b>CWRR - 80</b>		Concerns about congestion and 'Rat Running' on Yoker Mill Road and adjacent side roads as Yoker Mill Road is the nearest north bound/south bound route to proposed new bridge.	<p>Although traffic is likely to increase on Yoker Mill Road, it is not to be signed as a primary route to the bridge. Modelling suggests that with the proposed optimisation of signals on Dumbarton Road this will operate more effectively, thereby reducing the "attractiveness" to use residential side streets. Therefore, any rat-running is likely to be localised.</p> <p>This issue can be monitored to ensure that it does not escalate further.</p>
<b>CWRR - 81</b>		This congestion will also bring increased air pollution both from road traffic and aircraft traffic as desired by Glasgow Airport. This at a time when car and aircraft pollution has been greatly highlighted as injurious to health!	Monitoring and modelling of air quality changes resulting from the project has noted no increase beyond permissible standards. In addition the project includes proposals for sustainable measures which will increase opportunity for more sustainable travel choices as well as carbon saving measures as a wider advantage.
<b>CWRR - 82</b>		Amount of through traffic still going into Renfrew Town Centre.	The Renfrew Northern Development Road will help to alleviate traffic congestion at Renfrew Cross (Inchinnan Road/ Hairst Street) and a significant amount of the traffic associated with the new crossing. The road will be of a standard designed to accommodate levels of traffic.
<b>CWRR - 83</b>		I remain unconvinced that this will not attract a significant amount of traffic from the Clyde Tunnel onto this route. I am also concerned about the increased level of traffic through	The new crossing is designed to be a local route as opposed to the strategic routes which the Erskine Bridge and Clyde Tunnel both are. This is

		put and the potential for this bridge to become the 'bottleneck' for other crossings when they are unavailable.	highlighted in the traffic modelling undertaken for the CWRR project which incorporated both the Erskine Bridge and the Clyde Tunnel as their respective western and eastern boundaries. The traffic model shows, after accommodating the expected yearly growth in traffic, that there is little discernible difference in flows at the Clyde Tunnel between now and project completion.
<b>CWRR - 84</b>		Also concerned about the 'draw' to Renfrewshire from W.Dunbartonshire in terms of business and shopping flow.	An Economic retail impact assessment has been undertaken as part of the project development. This Study indicates that the improved links between the adjacent communities and resulting economic improvements results in a net increase in economic conditions for both sides of the river as a consequence of the project.
<b>CWRR - 85</b>		Great idea. Any plans to reduce traffic in Renfrew is a great idea.	Although not a project objective, development of the project design has enabled additional benefits to be delivered by the project which include reduced traffic flow through Renfrew Town Centre, particularly Inchinnan Road (east).
<b>CWRR - 86</b>		We are concerned about the proposed increased traffic along Kings Inch Road + the associated fumes/pollution that will follow.	As one of the primary routes to the new crossing, traffic levels on Kings Inch Road are to indicated to increase. However traffic modelling on this route and at its junction with Meadowside Street show that it will be able to incorporate the increased traffic satisfactorily. Air quality modelling shows no increase in emissions beyond permitted limits.
<b>CWRR - 87</b>		I am concerned about noise and air conditions for residents on Meadow Lane and Meadowside Street.	As per CWRR - 86, no significant effects on local air quality have been identified through the EIA process. The findings of this are available in the Environmental Statement (ES) which has been submitted with the planning application.

<b>CWRR - 88</b>		I am very concerned about the volume of traffic that will be using the west end of Inchinnan Road between Argyle Avenue and Bascule Bridge. All routes lead onto this one area of Inchinnan Road. It is a major impact on the lives of people living in this area.	Traffic is likely to increase on this section of Inchinnan Road as a result of the Abbotsinch Road realignment as part of the associated GAIA project as well as the crossing itself. However modelling of this area notes that the junctions can be designed to accommodate the increased traffic generated. The Renfrew Northern Development Road is designed to alleviate traffic from Renfrew Town Centre itself.
<b>CWRR - 89</b>		Sufficient consideration on impact of bridge on traffic on Dumbarton Rd - flow - pollution	Traffic models have been undertaken for every signalised junction on Dumbarton Road which lies within the CWRR area. Optimisation of all signals in the network has been undertaken to ensure the maximum level of through flow traffic and the minimum amount of queuing.
<b>CWRR - 90</b>		Will there be a bus service for footfall at the Yoker side as existing ferry passengers will have to make their way to Dock Street? Will the ferry still be in use?	The project team have engaged with SPT and bus operators on the project and will continue to engage with them to encourage the private sector bus operators to use the facilities for the benefit of the local communities. In relation to this particular point, there is a number of existing services available from nearby Glasgow Road.
<b>CWRR - 91</b>		Buses linking Renfrew and Clydebank shopping centre and surrounding areas as well as taxis and cycle routes.	The infrastructure is designed to enable all transport types to use it. The project team have engaged with SPT and bus operators on the project and will continue to engage with them to encourage the private sector bus operators to use the facilities for the benefit of the local communities.
<b>CWRR - 92</b>		It would be good if you could get bus companies to use this route over bridge and go all the way to Clydebank.	As CWRR – 91.
<b>CWRR - 93</b>		Concern about traffic on Inchinnan Rd.	Traffic is likely to increase on the western section of Inchinnan Road as a result of the Abbotsinch

			Road realignment as part of the associated GAIA project as well as the crossing itself. The Renfrew Northern Development Road is designed to alleviate traffic from Renfrew Town Centre itself.
<b>CWRR - 94</b>		I am all for it as it will ease the traffic in and around the Town Centre. Will there be a bus route over the bridge to Clydebank?	As CWRR – 91.
<b>CWRR - 95</b>		This proposed bridge link in my opinion can only cause more bedlum on traffic congestion ... i have worked in renfrew for over 20 years and know only to well what the traffic is like getting in and out of town ..it is a no brainer what traffic will be like when it is busy on the roads and then ... the bridge opens ... not only that my work is on the site of the new bridge proposed site at lobnitz docks ... i am a 63 year old man who is going to lose his job because of this project .. it will not work it will be traffic mayhem...	Traffic modelling undertaken as part of the project development indicates that traffic which currently passes through Renfrew Town centre will use the new Renfrew Northern Development Road. This will free up road space for public transport and reduce congestion in the town centre. All of these will result in positive outcomes for Renfrew Town Centre businesses. The project evaluation and optioneering process considered existing businesses and possible future development in the area and wider afield. The completed design seeks to enhance economic conditions, employment potential, and access to health, leisure and education centres for residents within the local area. The additional economic growth generated by the project ranks first amongst all city deal projects.
<b>CWRR - 96</b>		We have concerns about increased traffic flows during peak times particularly in the daily commute windows and how this will impact on junctions.	Traffic models have been undertaken for every signalised junction which lies within the CWRR area. Optimisation of all signals in the network has been undertaken to ensure the maximum level of through flow traffic and the minimum amount of queuing.
<b>CWRR - 97</b>		I believe that it would be more beneficial to have the link road between Ferry Road and the roundabout at the north of Argyll Avenue to be two lanes each way for its whole	The road design and modelling associated with it has shown that the proposed design can accommodate the traffic anticipated. The



		length as this ease congestion at this roundabout meaning any queueing traffic waiting to turn left to Erskine and right to Clydebank would be kept separate. Especially if the bridge is open for shipping!	communication strategy which is proposed for the bridge being opened for shipping will not encourage road traffic to wait so no additional road width is required. It is noted that more notice can be given to road users for bridge closures than is the travel time within the local road network, allowing the public to make informed choices about routes.
<b>CWRR - 98</b>		As resident in Clydebank area my concerns are about the proposed bridge Would be indeed be ideal for quicker communication to and from Renfrew, Paisley and further south but Without radical improvement to roads on the north side of the river , the already overloaded roads would become chaotic at peak times.-- Future traffic predictions always prove underestimated.-- Traffic from much further away would use this crossing as alternative to the Clyde Tunnel and Erskine Bridge. Should the Tunnel or Erskine Bridge be closed massive amounts of traffic would attempt to use this alternative route-- Despite warnings of bridge closure times there would be large amounts of traffic waiting to cross just before a bridge reopening--Air-height obstruction on the Clyde would restrict the future possible use of the river for the development of the river for fast passenger transport and discourage use of river.	<p>Traffic models have been undertaken for every signalised junction on Dumbarton Road which lies within the CWRR area. Optimisation of all signals in the network has been undertaken to ensure the maximum level of through flow traffic.</p> <p>The new crossing is not intended as an alternative route to the tunnel or Erskine bridge and modelling shows that is not the case.</p> <p>The message protocols planned for the bridge will not indicate when the bridge will be reopened for road users, as such there will be no information available to users which may encourage parking and waiting.</p> <p>The bridge opens for river traffic thus not preventing any growth in business opportunities on the river. Clearance below the bridge is also set at the same level as the Clyde Arc, thus preventing any new constraint on a fast passenger ferry to Glasgow City.</p>
<b>CWRR - 99</b>	<b>Wildlife</b>	Yes as long as marine river ecosystems are protected from negative impact.	Best Practice construction measures will protect the marine environment including but not limited

			<p>to the use of cofferdams and dewatering of construction areas.</p> <p>The time required for in river works is also fairly short (a matter of weeks) in most cases and this will be timed outwith sensitive seasons (in particular March and April when juvenile salmon -smolts make their way from the river to the sea and November - when adult fish are spawning).</p> <p>We have carried out an initial investigation in to the proposed material that will be dredged for the proposed layby berth. From reviewing the chemical analysis, it has been assumed that this material will be disposed of via landfill until a more detailed assessment can be undertaken following detailed design. This is in line with the precautionary principle to avoid any impacts upon the marine environment at the disposal of sea site. Dredging will also be carried out using methods that will minimise sediment release.</p>
<p><b>CWRR - 100</b></p>		<p>Concern about wildlife in woods.</p>	<p>Ecological surveys have been carried out and identified the protected species present with Blythswood and the important habitats.</p> <p>Impacts have been predicted with regards the loss of a number of bat roosts but these are to be replaced within the wider woodland to ensure no net loss.</p> <p>The loss of woodland is to be compensated for and we are also proposing to undertake a tidy up of the woodland within the land owned by Christie's &amp; Sons, this will involve the removal of INNS species and Rhododendron, thinning and removal of dead or dying trees, especially where there is a health</p>

			and safety risk. This tidy up will also help the woodland to self-generate and thrive. Providing better habitats for the wildlife present.
<b>CWRR - 101</b>		Protection of wildlife on road through woods.	As CWRR – 100.
<b>CWRR - 102</b>		Sounds very good as long as you take wildlife into consideration & use hard and soft landscaping with this in mind.	Tree planting avenues and hedge planting have been incorporated into the design proposals to create corridors for wildlife. Native woodland planting has been proposed within certain sections of the route to integrate the scheme into the local landscape. Where possible existing trees have been retained to limit the impact on wildlife, where this has not been possible new tree planting is proposed to replace those lost and create new habitats for wildlife.
<b>CWRR - 103</b>		Make time to see about local wild life ie deers, rabbits	<p>The following ecological surveys were undertaken and agreed with the statutory consultee Scottish Natural Heritage. The scope of these surveys and the areas to be surveyed were developed taking cognisance of good practice guidance and in consultation with Scottish Natural Heritage:</p> <ul style="list-style-type: none"> <li>• Phase 1 Habitat survey;</li> <li>• Invasive non-native species survey;</li> <li>• Badger (<i>Meles meles</i>) survey;</li> <li>• Bat survey;</li> <li>• Otter (<i>Lutra lutra</i>) survey; and</li> <li>• Water vole (<i>Arvicola amphibious</i>) survey.</li> </ul> <p>A full description of the baseline methods pertinent to each ecological feature will be presented in the Environmental Impact Assesment (EIA) that will be submitted with the Planning</p>

			Application. All surveys were undertaken by suitably qualified ecologists with membership/affiliation to the relevant professional body, where applicable.
<b>CWRR - 104</b>		Down stream of Normandy Hotel, a very special & rare type of Holy grass.	The area downstream of the Normandy Hotel is outwith the CWRR project boundary and, as such, will be unaffected.
<b>CWRR - 105</b>		Upgrade of green spaces would be good for sake of wildlife.	See CWRR - 101 regarding Blythswood.  We will also be providing landscaping along all new infrastructure and cycleways to provide green corridors and a sense of 'place'. The species proposed for this screening/ planting have been discussed and agreed with Forestry Commission to ensure that they are suitable for the local area and will provide the best benefits with regards to biodiversity.
<b>CWRR - 106</b>		Also the spread of airport buildings and new roads replacing Abbotsinch Route are using up green fields and impacting on environment & wildlife.	The development of Netherton Farm will result in the loss of non-prime agricultural land. The ecological assessment has predicted some impacts upon habitats and bats, and suitable mitigation has been recommended to combat these within the Environmental Impact Assessment (EIA) that will be submitted with the Planning Application.

*Form*

**PRE-APPLICATION CONSULTATION REPORT**

**Marine (Scotland) Act 2010: Section 24**

**1. Proposed Licensable Marine Activity**

Please describe below or, where there is insufficient space, in a document attached to this form the proposed licensable marine activity, including its location

Two separate licensable activities shall be applied for, as required by Marine Scotland, and as described below:

1. Construction of bridge foundations, emergency ship layby berth, realigned culvert outfall and drainage outfalls
  - o The proposed Clyde Crossing is a 3-span swing bridge including 2 No. piled piers which shall be situated within the extents of the Mean High Water Spring (MHWS) of the River Clyde. Works shall include installation of permanent sheet piled cofferdams at each pier along with excavation, pumping and subsequent installation of proposed reinforced concrete piling for the bridge substructure.
  - o An alternative layby berth for commercial shipping is proposed located downstream of the Clyde Crossing. This will comprise 4 No. discrete reinforced concrete dolphins each supported on a group of steel or reinforced concrete piles.
  - o Due to the position of the Clyde Crossing North Pier and the associated approach embankments, a 160m section of Yoker Burn Culvert is to be realigned to the east of the works to remove any conflict with the crossing or carriageway drainage. Demolition of the existing masonry arch culvert along with construction of a proposed reinforced concrete box culvert will both be required and are both located partially below the MHWS level of the Clyde.
  - o 5 No. drainage outfalls into the Clyde and Cart rivers will be required as part of the works. These are all located below the respective MHWS levels.
  
2. A capital dredge will be required adjacent to the emergency layby berth to facilitate the passage of large draft ships. This is in order to provide a safe berthing location at low tide in the unlikely event of operational failure of the moving bridge.

The alternative layby berth structure is located adjacent to Rothesay Dock on the River Clyde. The proposed bridge shall cross between Yoker and Renfrew immediately to the east of Rothesay dock.

**2. Applicant Details**

Title	Initials	Surname
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Trading Title  
(if appropriate)

Renfrewshire Council

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Telephone No.  
(inc. dialing code)

Fax No.  
(inc. dialing code)

0300 300 0300

N/A

Company Registration No.

Email

N/A

norman.yardley@renfrewshire.gcsx.gov.uk

Is this the  prospective applicant  
or  proposed licensee?  
NO

YES

If NO, please complete Section 3 below.

### 3. Proposed Licensee Details

Title	Initials	Surname
Mr	Stephen	McFadden

Trading Title  
(if appropriate)

Renfrewshire Council

Address

Renfrewshire Council  
Renfrewshire House  
Cotton Street  
Paisley  
PA1 1JD

Name of contact  
(if different)

Position within Company  
(if appropriate)

City Deal Project Director

Telephone No.  
(inc. dialing code)

0300 300 0300

Fax No.  
(inc. dialing code)

N/A

Company Registration No.

N/A

Email

Stephen.mcfadden@renfrewshire.gcsx.gov.uk

**4. Pre-application Consultation Event**

Please describe below or, where there is insufficient space, in a document attached to this form the pre-application consultation event

**Refer to Section 3 of Pre-Application Consultation Report.**

**5. Information provided by the Prospective Applicant at the Pre-application Consultation Event**

Please provide below or, where there is insufficient space, in a document attached to this form details of any information provided by the prospective applicant for a marine licence at the pre-application consultation event

**Refer to Section 3.3 and Appendices B and C of the Pre-Application Consultation Report.**

**6. Information received by the Prospective Applicant at the Pre-application Consultation Event**

Please provide below or, where there is insufficient space, in a document attached to this form details of any comments and objections received by the prospective applicant for a marine licence at the pre-application consultation event

**Refer to Section 4 and Appendix D of the Pre-Application Consultation Report.**

**7. Amendments made, or to be made, to the Application for a Marine Licence by the Prospective Applicant following their Consideration of Comments and/or Objections received at the Pre-application Consultation Event**

Where any amendments are made, or are to be made, by the prospective applicant for a marine licence to the marine licence application as a direct result of their consideration of comments and/or objections received at the pre-application consultation event, please provide below or, where there is insufficient space, in a document attached to this form details of such amendments

**Refer to Section 4 and Appendix D of the Pre-Application Consultation Report.**

**8. Explanation of Approach taken by the Prospective Applicant where, following Relevant Comments and/or Objections being received by the Prospective Applicant at the Pre-application Consultation Event, no Relevant Amendment is made to the Application for a Marine Licence**

Where, following comments and/or objections having been received by the prospective applicant for a marine licence at the pre-application consultation event, no relevant amendment is made to the application for a marine licence by the prospective applicant, then please provide below or, where there is insufficient space, in a document attached to this form an explanation for the approach taken

**Refer to Section 4 and Appendix D of the Pre-Application Report.**



**CERTIFICATION**

**Insert name**

**Norman Yardley**

**Insert Address**

**Renfrewshire Council**

**Renfrewshire House**

**Cotton Street**

**Town**

**Paisley**

**County**

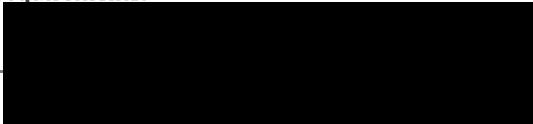
**Renfrewshire**

**Postcode**

**PA1 1JD**

I certify that I have complied with the legislative requirements relating to pre-application consultation and that the pre-application consultation has been undertaken in accordance with the statutory requirements.

Signature



Date

5/07/2017