

# **Glasgow City Council**

**From:** [REDACTED]  
**To:** [MS Marine Licensing](#)  
**Cc:** [REDACTED]  
**Subject:** RE: BAE Systems Surface Ships Ltd. (per EnviroCentre Ltd.) – Govan Basin Infill – Govan Shipyard - Port Ellen, Argyll and Bute - Screening Request - Consultation - Response Required by 30 June 2022 (OFFICIAL)  
**Date:** 29 June 2022 12:51:29  
**Attachments:** [image001.png](#)

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**OFFICIAL**

**THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 (“the EIA Regulations”)**

**CONSULTATION UNDER PART 2, REGULATION 10(5) OF THE EIA REGULATIONS**

Good afternoon Kate/Neil,

We consider the infilling of the basin to form land for a shipyard that exceeds 1000m<sup>2</sup> to constitute Schedule 2 works under the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017. In terms of the Schedule 2, we note that the proposed infill works could potentially be considered under several different categories however we consider 4(g) to be the most appropriate. As local planning authority, we have concerns about potential significant impacts upon flood risk (both in terms of the impact upon the functional flood plain and also the loss of capacity during flood events) in the tidal reach of the upper River Clyde and potential impacts upon water quality/protected species as part of the coffer dam construction and infilling process. Without more detailed information on these aspects, at this time we can only conclude that the potential impacts could be significant and advise that, in terms of Regulation 10(5) we believe the infilling of the tidal basin to be an EIA project that merits formal environmental assessment.

Separate to the Marine Licensing process, Glasgow City Council have also been holding discussions with BAE Systems regarding the need for environmental assessment for this project. Whilst not a marine license issue, it quickly became clear in those discussions that, as the infilling of the basin is only required to facilitate the construction of a new SBOH building, the whole project (infilling and building) should be screened together in planning terms as a single development proposal. Taking into account Paragraph 46 of Planning [Circular 1/2017](#) we are of the view that the partial infill of the tidal basin is the first phase of a larger project. The circular is clear that, in such circumstances, we should not be considering an application for tidal infill in isolation from the rest of the project (indeed in planning terms there is no argument for infilling a tidal basin that forms part of the River Clyde if you aren't then going to construct a building on top of that infill).

Based on the extent of the tidal infill and the scale of the proposed building and the potential environmental impacts of the scheme, we advised informally that this wider project should be a single application and that it was likely to constitute EIA development (we have yet to formally issue a screening opinion on the subject as the screening request we received related to the infilling of the basin only).

BAE Systems have accepted the single-application approach, and the likelihood that the whole project would require Environmental Impact Assessment, and rather than submit a screening request for the combined infill and SBOH have moved straight on to the scoping stage and are now in dialogue with the planning authority on the content of the Environmental Statement. We expect the submission of a formal Scoping Request for the site this week which we will register and then consult Marine Scotland on (along with other statutory consultees).

In due course, we anticipate the submission of an EIA application for infill of the tidal basin and construction of a new Ship Block Outfit Hall.

In order to avoid duplication of process, and acknowledging that the ES is likely to have to consider many matters outwith the scope of the Marine Licensing, we would have no objection to also asking the applicant to include any Environmental Statement sections required by Marine Scotland or to the consultation exercises within the planning application process including Marine Scotland consultees to ensure that the EIA process required for the planning application would also be sufficient for a marine license (should Marine Scotland also consider the works to constitute an EIA project). As you are likely

aware, the Council have accommodated Marine Scotland consultation requests into our planning procedures in the past when a dual-purpose EIA process has been deemed appropriate by both parties.

Trusting the above clarifies our position with regards to regulation 10(5) of the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 whilst also providing some useful context with regards to the planning situation for the project.

Please advise whether this email response is sufficient for your purposes or whether a formal letter is required by way of a response.

Regards

David

**David Russell** MRTPI | Planning Officer – City Centre and Clyde | Development Management | Neighbourhoods, Regeneration and Sustainability, Glasgow City Council, 231 George Street, Glasgow G1 1RX | Phone: 0141 287 6034 | Email: [REDACTED]

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# **Historic Environment Scotland**



HISTORIC  
ENVIRONMENT  
SCOTLAND

ÀRAINNEACHD  
EACHDRAIDHEIL  
ALBA

By email to: [ms.marinelicensing@gov.scot](mailto:ms.marinelicensing@gov.scot)

Neil Macleod  
Marine Licensing Casework Officer  
Marine Scotland (Aberdeen Office)  
Marine Planning & Policy

Longmore House  
Salisbury Place  
Edinburgh  
EH9 1SH

Enquiry Line: 0131-668-8716  
[HMConsultations@hes.scot](mailto:HMConsultations@hes.scot)

Our case ID: 300059045  
30 June 2022

Dear Neil Macleod

### [The Marine Works \(Environmental Impact Assessment\) \(Scotland\) Regulations 2017](#) Request for Screening Opinion in support of Proposal to Infill the Wet Basin and Maintenance Facility at Govan Shipyard

Thank you for your consultation which we received on 10 June 2022 seeking our comments on an Environmental Impact Assessment (EIA) screening opinion for the above proposed development.

This letter contains our comments for our historic environment interests. Our historic environment interests cover land-based heritage assets such as world heritage sites, scheduled monuments and their setting, category A-listed buildings and their setting, and gardens and designed landscapes (GDLs) and battlefields in their respective inventories. Our interests also cover marine heritage assets including Historic Marine Protected Areas (HMPAs) and undesignated marine cultural heritage features.

Glasgow City Council's archaeological and conservation advisors will also be able to offer advice for their interests. This may include unscheduled archaeology, category B- and C-listed buildings and conservation areas.

#### **Proposed Development**

We understand that the proposals involve infilling the existing wet basin at Govan shipyard to create a working platform. We note that it is anticipated that roughly 190,000m<sup>3</sup> of material would be required to infill the wet basin. This material would be brought to the site primarily by barge, but also by road.

#### **Our Advice**

We have reviewed the EIA Screening Report (May 2022) submitted as part of this consultation and, based on the information provided, consider that there is potential for significant impacts on our historic environment interests that could usefully be evaluated and mitigation implemented into the design [REDACTED] in the Environmental Impact Assessment (EIA) process.

The proposed development is within the historic Fairfield shipyard, which was the biggest private shipyard in the world and is a notable part of Govan's shipbuilding heritage.

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH

Scottish Charity No. **SC045925**

VAT No. **GB 221 8680 15**



While not listed, the wet basin is broadly contemporary with the adjacent Category A listed **1048 Govan Road, Govan Shipbuilders' Store, Former Engine Works of Fairfield Shipbuilding and Engineering Company** ([LB33357](#)). Infilling the wet basin therefore has the potential to significantly impact on the setting of the Category A listed building and this should be assessed.

This assessment should be undertaken by a suitably experienced professional and meet the requirements of [Scottish Planning Policy](#) (SPP, 2014), the [Historic Environment Policy for Scotland](#) (HEPS, 2019) and associated Managing Change Guidance Notes. Guidance can also be found in the Cultural Heritage Appendix to the [EIA Handbook](#) (SNH, HES, 2018). It should demonstrate a full appreciation of the special interest of the Category A listed **1048 Govan Road, Govan Shipbuilders' Store, Former Engine Works of Fairfield Shipbuilding and Engineering Company** ([LB33357](#)) and its setting, including the contribution made by the wet basin. We also recommend you consult with Glasgow City Council's archaeology and conservation advisors regarding assessment of the wet basin itself and any impacts upon it.

We have recently engaged in discussions with the applicant (BAE Systems) about the expansion of their construction sheds and the possible demolition of the Category A listed **1048 Govan Road, Govan Shipbuilders' Store, Former Engine Works of Fairfield Shipbuilding and Engineering Company** ([LB33357](#)). We emphasised the importance of this building and encouraged them to consider alternatives. It would be useful to understand the wider context of the current proposal, particularly whether infilling the wet dock would allow for the retention of the A-listed building. We therefore recommend that an assessment should include a full analysis of alternatives for the expansion of the BAE's shipbuilding operation that puts the current proposal in context.

We note that the EIA Screening Report (May 2022) gives some consideration at Table 5.1 to measures for mitigating impacts on the historic environment. These include documenting the wet basin prior to construction commencing and, also, implementing suitable protocols for the recording of previously unrecorded cultural heritage assets. We recommend that an appropriately detailed description of any such mitigation measures should also be set out as part of an environmental assessment in support of the proposals. We would be happy to provide further advice on the detail of any such mitigation scheme as necessary.

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Alison Baisden and they can be contacted by phone on 0131 668 8575 or by email on [REDACTED]

Yours sincerely

**Historic Environment Scotland**

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH

Scottish Charity No. **SC045925**

VAT No. **GB 221 8680 15**

**NatureScot**

**From:**



**Cc:**

[hmconsultations@hes.scot](mailto:hmconsultations@hes.scot); [consultations](#); [planningenquiry@glasgow.gov.uk](mailto:planningenquiry@glasgow.gov.uk); [onlineplanning@glasgow.gov.uk](mailto:onlineplanning@glasgow.gov.uk); [planning.sw@sepa.org.uk](mailto:planning.sw@sepa.org.uk)

**Subject:**

RE: BAE Systems Surface Ships Ltd. (per EnviroCentre Ltd.) – Govan Basin Infill – Govan Shipyard - Port Ellen, Argyll and Bute - Screening Request - Consultation - Response Required by 30 June 2022

**Date:**

13 June 2022 13:02:38

**Attachments:**

[image001.png](#)

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Dear Mr MacLeod,

I can confirm that NatureScot do not believe that this development proposal needs to be screened in for EIA with respect solely to the interests for which we have a specific statutory responsibility. In particular, the location is sufficiently distant from the Inner Clyde European Special Protection Area that we can confirm that there will be no likelihood of significant impacts on this (or any other) international designation.

Depending on the specific nature of the works, it is possible that the impacts on marine mammals as European Protected Species may need to be considered, however this can be done outwith the full EIA process.

I hope that is sufficient to your current requirements, however please let me know if there is anything further that you require.

Yours,

Dave Lang  
Operations Officer  
Strathclyde & Ayrshire



**Scottish Environmental Protection  
Agency**

**From:** [Planning SW](#)  
**To:** [REDACTED] [consultations@clydemarineplan.scot](mailto:consultations@clydemarineplan.scot); [onlineplanning@glasgow.gov.uk](mailto:onlineplanning@glasgow.gov.uk); [MS Marine Licensing](#)  
**Subject:** 5563 SEPA response to BAE Systems Surface Ships Ltd. (per EnviroCentre Ltd.) – Govan Basin Infill – Govan Shipyard - Screening Request - Consultation - Response Required by 30 June 2022  
**Date:** 23 June 2022 13:52:26  
**Attachments:** [image001.png](#)

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OFFICIAL

Dear Marine Scotland

Thank you for consulting SEPA on the above proposal. We can confirm with respect to interests relevant to our remit we agree that EIA is not required for this proposal. Please refer to our [standing advice on marine consultations](#) for further advice and guidance.

However, we would like to emphasize that Flood Risk Assessment should be undertaken, as per the EIA Screening Report (dated May 2022). As per our recent pre-application advice to Glasgow City Council and the applicant, a Flood Risk Assessment should be provided with the future marine licence and planning applications.

If you have any queries regarding this response, please contact me by email via:

[planning.sw@sepa.org.uk](mailto:planning.sw@sepa.org.uk)

Yours faithfully

**Peter Minting**  
**SEPA Planning Officer**

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