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Date: 20 July 2022

Dear Mr. Duff,

**Screening Opinion under The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017**

Thank you for the screening opinion request dated 20 May 2022 in regards to the proposed infilling of the existing wet basin, including land reclamation and piling at Govan shipyard, Glasgow (“the Proposed Works”).

The Scottish Ministers consider the Proposed Works to fall under paragraph 1(e) of schedule 2 of the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (“the 2017 MW Regulations”) with the Proposed Works meeting the corresponding threshold described in column 2 of schedule 2. Consequently, the Scottish Ministers are obliged to adopt a screening opinion as to whether the Proposed Works are or are not, an Environmental Impact Assessment (“EIA”) project under the 2017 MW Regulations.

Under regulation 10(5) of the 2017 MW Regulations, the Scottish Ministers have consulted with the relevant local planning authorities Glasgow City Council (“GCC”), NatureScot (operating name of Scottish Natural Heritage), Historic Environment Scotland (“HES”) and the Scottish Environment Protection Agency (“SEPA”) for their view on whether the Proposed Works are an EIA project. Copies of the consultation responses received are attached for your review (see Appendix 1).

When making a determination as to whether schedule 2 works are an EIA project, the Scottish Ministers must provide their reasons in a written statement, taking into

account the selection criteria set out in schedule 3 of the 2017 MW Regulations, as are relevant to the Proposed Works. This is set out below.

### **Characteristics of the works**

The Proposed Works involves the reclamation of approximately 1.7 hectares of land through infilling the existing wet basin to create a new working platform. The Proposed Works form part of a wider project to support the long-term future of ship building at Govan shipyard.

A silt curtain will be deployed across the entrance of the wet basin prior to the basin being infilled. The basin will be filled through the use of marine plant which will initially deposit material at the front of the basin and will then infill the rest of the basin. The material deposited at the front of the basin will help contain suspended sediment. This material will extend beyond the line of the proposed quay wall. An alternative method has also been proposed, this would involve a stone bund being constructed at the entrance of the basin and the infill being carried out using fluidised sand pumped from a barge over the bund.

The outer quay wall will then be constructed by land based piling through the infill material. Sheet piles will be installed and capped with a reinforced concrete beam. The fill in front of the new quay will be removed and dredged to design level. A carrier drain will be installed to allow discharge to be collected and directed to new outfalls fixed through the quay wall.

It is estimated that the Proposed Works will take 34 weeks, with the piling works to last around 14 weeks. Approximately 190,000 metres cubed of material will be required to infill the wet basin. This material will primarily be brought to site by barge, with a small amount being brought by road.

### **Location of the works**

The Proposed Works are located to the southwest of Glasgow city centre, on the southern bank of the River Clyde, and do not lie within the vicinity of any designated sites. NatureScot confirmed that the location is sufficiently distant from the Inner Clyde European Special Protection Area and so there will be no likelihood of significant impacts on this, or any other, international designation. However, NatureScot advised that depending on the specific nature of the works, the impacts on marine mammals as European Protected Species may need to be considered.

HES highlighted that the Proposed Works are adjacent to the Category A listed building; 1048 Govan Road, Govan Shipbuilders' Store, Former Engine Works of Fairfield Shipbuilding and Engineering Company ("Fairfield shipyard"), and advised that infilling the wet basin could impact on the setting of the listed building and may cause significant impacts on historic environment interests. HES advised that an assessment should be undertaken which meets the requirements detailed in its response. The assessment should demonstrate a full understanding of the special interest of Fairfield shipyard, its setting, as well as the contribution made by the wet basin. Furthermore, HES recommend consulting with GCC's archaeology and conservation advisors on the impacts of the Proposed Works.

HES acknowledge that the screening report gives some consideration to measures for mitigating the impacts on the historic environment. These include documenting the wet basin prior to the commencement of construction, as well as introducing suitable protocols for the recording of previously unrecorded cultural heritage assets. However, HES advised that detailed descriptions of any mitigation measures to be applied should be included in the environmental assessment submitted in support of the Proposed Works. The Scottish Ministers advise the applicant to engage with HES to ensure all required information is included within any proposed mitigation.

GCC raised concerns over flood risk, specifically the potential significant impacts upon the functional flood plain and the loss of capacity during flood events, in the tidal reach of the upper Clyde caused by the Proposed Works. GCC advised that without more detailed information on this, the significance of the potential impact cannot be determined. In addition, SEPA advised that a Flood Risk Assessment should be undertaken.

### **Characteristics of the potential impact**

GCC identified a lack of information provided regarding the potential impacts upon water quality and protected species as part of the new quay construction and infilling process. GCC advised that there is insufficient information to determine whether the Proposed Works will have a significant impact on the environment and therefore advised that an EIA is required.

GCC further advised that the Proposed Works form part of a wider project which includes terrestrial aspects, and confirmed that the applicant has moved straight to scoping for these terrestrial aspects. GCC advise that the Proposed Works should not be considered in isolation from the terrestrial aspects and advised that the project as a whole must be considered.

HES comment on the need for a greater understanding of the project as a whole, and whether the Proposed Works would allow for the retention of the Fairfield Shipyard A-listed building. It was therefore recommended that a full analysis of the alternatives for expanding the shipyard should be completed.

### **Conclusion**

In view of the findings above, the Scottish Ministers are of the opinion that an EIA is required to be carried out in respect of the Proposed Works under the 2017 MW Regulations.

If you increase, alter or extend the Proposed Works, you are advised to contact Marine Scotland - Licensing Operations Team again to confirm if the screening opinion is still valid.

A copy of the screening opinion has been forwarded to Glasgow City Council. The screening opinion has also been made publicly available through the [Marine Scotland Information](#) website.

If you require any further assistance or advice on this matter, please do not hesitate to contact me.

Yours sincerely,

Kate Taylor  
Marine Scotland - Licensing Operations Team