





The Glasgow City Region City Deal

CLYDE WATERFRONT & RENFREW RIVERSIDE AND GLASGOW AIRPORT INVESTMENT AREA ENVIRONMENTAL IMPACT ASSESSMENT



Volume 1 Introduction, Approach to EIA and Common to All

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Ver.	Date	Version Details	Prepared by	Checked and Approved by	EIA reviewed by	Authorised by
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1 Introduction

This chapter introduces the City Deal concept, the applicant, the projects, the purpose and the structure of the ES.

1.1 Background

1.1.1 The Glasgow City Region City Deal is an agreement between the Scottish Government, UK Government, and eight west of Scotland local authorities (Glasgow City Region), including Renfrewshire Council (RC). The vision for the Glasgow City Region City Deal is as follows;

"The City Deal will bring tens of thousands of jobs to Glasgow and the Clyde Valley through 20 infrastructure projects; drive innovation and growth through the support of key sectors such as life sciences; and address challenges in the region's labour market¹".

- 1.1.2 Both the UK and Scottish Governments are each giving the Glasgow City Region local authorities £500million in funding for the City Deal with member authorities investing a further £130million.
- 1.1.3 Renfrewshire Council is playing a key role in delivering three of the biggest infrastructure projects; the Glasgow Airport Access Project (AAP), the Clyde Waterfront and Renfrew Riverside (CWRR) project and the Glasgow Airport Investment Area (GAIA) project. These projects, together with other Glasgow City Region City Deal projects being delivered by other local authorities, will transform local and regional connectivity resulting in job opportunities through business growth and inward investment. This Environmental Statement (ES) covers both the CWRR and GAIA projects (please refer to Figure V1 1.1: Development Site Locations).
- 1.1.4 Sweco is the lead consultant for both the CWRR infrastructure project and the GAIA infrastructure project (the proposed developments). Sweco has provided key consultancy support to develop the project designs and the planning applications and supporting documentation. This ES has been prepared to support planning applications for the CWRR and GAIA projects which will be submitted to Renfrewshire Council, Glasgow City Council and West Dunbartonshire Council. The ES also supports applications to Marine Scotland for marine licences (see Section 1.4 of this chapter).

1.2 The Applicant

1.2.1 The Applicant for both projects is the Renfrewshire Council (RC) City Deal Team, whose contact details are below;

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

http://www.renfrewshire.gov.uk/citydealeia

1.2.2 Sweco is the agent for the planning and consent applications associated with CWRR and GAIA.

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¹ http://www.glasgowcityregion.co.uk/

1.3 The Proposed Developments

Clyde Waterfront and Renfrew Riverside (CWRR)

- 1.3.1 The CWRR project will see the construction of a new 'opening' bridge across the River Clyde and the construction of the Renfrew North Development Road. The proposed development will also provide new and improved Non-Motorised User (NMU) links alongside all new infrastructure.
- 1.3.2 The bridge, which will accommodate vehicles, pedestrians and cyclists, will create an important new connection between the communities and businesses on both sides of the river. This will increase the potential for business growth, with businesses gaining access to increased numbers of customers and suppliers, and giving local people new travel options to employment, education, healthcare and leisure locations throughout Yoker, Clydebank in the north, Paisley and Renfrew in the south and the wider Glasgow City Region.
- 1.3.3 The development will also include the demolition of the former industrial building located on Meadowside Street to allow the approach road to the bridge to be constructed.
- 1.3.4 Roads and other key infrastructure will provide enhanced access to land which is currently underused or derelict, unlocking the potential for regeneration and new development to follow.
- 1.3.5 Details on the proposed infrastructure elements that are being applied for as part of the CWRR project are provided in **Volume 2**, **Chapter 1** and are shown in **Figure V1 1.2**.

Glasgow Airport Investment Area (GAIA)

- 1.3.6 Glasgow Airport is a key contributor to the regional economy and to Renfrewshire. More than 9.4million passengers use it each year, supporting more than 7,300 jobs across Scotland (4,500 of which are within Renfrewshire) and it is estimated that its operation brings £200 million annually into the economy². This means that the Glasgow Airport Investment Area has the potential to become a key centre for economic growth for Renfrewshire and the Glasgow City Region. It is also located within close proximity 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.
- 1.3.7 The GAIA project will deliver the realignment of Abbotsinch Road, a new bridge across the White Cart Water and new cycle routes; all aimed at improving connections between the Westway, Inchinnan and Airport Business Parks and as an enabler for the delivery of a world class business and commercial offering located around the airport.
- 1.3.8 As well as enabling the continued growth and expansion of the Airport and surrounding businesses, this investment in infrastructure will help to make Renfrewshire a more attractive, vibrant and sustainable place to live and work by better connecting communities and businesses; resulting in more employment opportunities for residents in Renfrewshire and the wider City Region.
- 1.3.9 Details on the proposed infrastructure elements that are being applied for as part of the GAIA project are provided in **Volume 3**, **Chapter 1** and are shown on **Figure V1 1.3**.

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² Renfrewshire Council, Glasgow City Region City Deal, Glasgow Airport Access Project, Outline Business Case v1.0, November 2016.

Future Design

1.3.10 Following consent, contractors will be procured for each of the projects on a design and construct appointment. The contractors will then carry out a subsequent design of the proposed development, looking to provide efficiencies or innovation through value engineering. Due to this, the proposed elements of each development has been assessed on a parameter based approach that has enabled a full assessment of the likely environmental effects. The parameters and any assumptions are described in detail in Volume 2 and Volume 3, Chapter 1 – Introduction.

1.4 'Competent' Authorities

1.4.1 Due to the location and nature of the proposed developments, there are different competent authorities³ for each project, this is explained below and shown diagrammatically in **Figure V1**1.4.

Planning Permission

CWRR

1.4.2 The proposed development will cross over a number of local authority boundaries, therefore the competent authorities for the terrestrial elements of the project will be Renfrewshire Council, West Dunbartonshire Council and Glasgow City Council. The marine elements will be determined by Marine Scotland, under the Marine Works (Environmental Impact Assessment) Regulations 2007 (see **Section 1.5** of this chapter).

GAIA

- 1.4.3 Renfrewshire Council is the sole consenting local planning authority and Marine Scotland will be a statutory consultee amongst others to the planning application.
- 1.4.4 The boundaries for all of the competent authorities is shown on **Figure V1 1.3.**

Marine Licences

1.4.5 Both projects will require marine licences for some elements of the proposed works and these will be submitted at the same time as the planning applications. This ES has been produced to support both the planning applications and the marine licence applications. The elements for each project that will require marine licences are set out below.

CWRR

- 1.4.6 The licensable aspects of CWRR will consist of a bridge over the River Clyde with up to two piers potentially located in the water, a realignment of the Yoker burn, construction of a layby berthing facility and associated capital dredge (with the potential for sea disposal activities), along with the construction of new drainage outfalls. All of these activities will require a marine licence as they are located below the level of mean high water springs.
- 1.4.7 The design of the proposed bridge has been able to remove all piers from the River Clyde. The final design however, will not be fixed until a contractor is appointed on a design and construct appointment. To provide sufficient flexibility for innovation but ensure that all potential

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³ Person or organization that has the legally delegated or invested authority, capacity, or power to perform a designated function. In this case, this relates to all the organisations that have authority to grant consent or permission for the proposed developments.

impacts are assessed, the technical assessments have considered the effects from having piers in the river i.e. the potential worst case.

GAIA

1.4.8 The licensable aspects of the GAIA project will involve the construction of two bridges (one in the Black Cart Water and one in the White Cart Water) and new drainage outfalls. The bridges are expected to have intermediate piers positioned in the water. A marine licence will be required for the new bridges and outfalls again due to their location below the mean high water springs.

Other Consents

- 1.4.9 In consultation with the relevant planning authorities and statutory consultees, it is understood that the proposed projects will also require the following consents;
 - CWRR
 - Tree Works Licence (works to trees subject to a tree preservation order (TPO)).
 - European Protected Species (EPS) licence (construction).
 - GAIA
 - Listed Building Consent.
 - o European Protected Species (EPS) licence (construction).
- 1.4.10 In addition to the consents, the following agreements are being put in place or being promoted.
 - A Section 75 agreements (in accordance with the Roads (Scotland) Act 1984) "Bridges over and tunnels under navigable waters", are being agreed between Renfrewshire Council, the Port Authority and the Scottish Ministers for the Clyde Crossing element of the CWRR project.
 - A Section 75 agreement is also being agreed between Renfrewshire Council, the Port Authority and the Scottish Ministers for the Wright Street Link element of the GAIA project.
 - A Section 76 agreement (in accordance with the same Act) "Provision supplementary to Section 75" is also being agreed between Renfrewshire Council, the Port Authority and the Scottish Ministers for the Clyde Crossing element of the CWRR project.
 - Stopping up orders under the Town and Country Planning (Scotland) Act 1997. A planning authority may by order authorise the Stopping Up or Diversion of any road (Section 207) or any footpath (Section 208) if they are satisfied that it is necessary to do so in order to enable the development to be carried out in accordance with planning permission granted legal order under Sections 207 or 208 of the Town and Country Planning (Scotland) Act 1997. This is required for the realignment of Abbotsinch Road and for Wright Street within the GAIA project, and for Meadowside Street on CWRR.

1.5 Timescales

1.5.1 It is important to note that although the planning applications and Marine Licences are being progressed and submitted at the same time that the determination periods, contractor appointment, number of contractors (i.e. one per project or one for all three) and the site mobilisation and construction may not progress at the same time. These are separate

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planning applications supported by the same EIA to ensure that the likely significant effects and any potential cumulative effects are considered appropriately.

1.6 The Environmental Impact Assessment

- 1.6.1 EIA of the proposed developments is mandatory, therefore this document is presented as a formal Environmental Report/Statement (ES) prepared in accordance with the relevant EIA Regulations⁴.
- 1.6.2 Both proposed developments include infrastructure elements that are to be constructed in terrestrial and marine environments. This means that there are two main Regulations that cover the requirement for this Environmental Impact Assessment (EIA).
- 1.6.3 Under Category 10(f) of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 ('TCP EIA Regulations'), both projects require EIA as the road infrastructure proposed in each exceeds the stated 1 hectare (ha) threshold and there is potential for significant environmental effects. This view is supported by the Screening Opinion's received from all competent authorities following the submission of a Screening Request by the Renfrewshire City Deal team in June 2016. Further information and a copy of the screening request is provided in Volume 1, Chapter 4 Consultation.
- 1.6.4 With regards to the Marine elements, Marine Scotland have screened that the **CWRR project only**, has the potential to have significant impacts upon the marine environment and therefore an EIA for CWRR is required under the Marine Works (Environmental Impact Assessment) Regulations 2007 **('MW EIA Regulations')**.
- 1.6.5 For the GAIA project, Marine Scotland have screened that the project will require a Marine Licence (see for the previous section further information) but that an EIA under the MW EIA Regulations is not required. For clarification purposes, Marine Scotland will be a statutory consultee for GAIA during the planning process and will process the Marine Licence.

Objectives and purpose of the EIA

- 1.6.6 The objectives of the EIA are as follows:
 - to identify the potential environmental impacts of the proposed developments, taking
 into account the characteristics of the development and the local environment, and the
 view of the local communities, planning authorities and statutory consultees with
 responsibilities for the environment;
 - to interpret the nature of the potential impacts;
 - · to identify appropriate measures to mitigate identified adverse impacts; and
 - to report the results of the assessment in an ES for submission to the competent authorities.
- 1.6.7 The purpose of an ES is to present the findings of the assessment into the likely significant environmental effects of the proposed developments. An ES:

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⁴ New Town and County Planning EIA Regulations in Scotland came into force in May 2017. These Regulations (the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017) provide 'transitional arrangements' for applications where a Scoping Opinion was sought from the planning authority before the new Regulations came into force. Scoping opinions for the CWRR and GAIA EIAs were sought prior to May 2017 and this City Deal Renfrewshire ES has therefore been completed in accordance with the previous EIA Regulations (the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011).

- describes the assessment process;
- documents the results of assessment in terms of the likely environmental impacts of the proposed developments;
- presents an assessment of the significance of these impacts upon the environment; and
- describes the mitigation measures that are proposed to avoid or reduce any identified impacts, and, where appropriate, achieve environmental enhancement.
- 1.6.8 The ES is intended to enable stakeholders and decision makers to understand the nature of the development and to evaluate the likely significant effects. In the case of the competent authorities for these two proposed developments, they may use that knowledge in deciding whether to grant consent and if so, what conditions might be appropriate. The ES therefore serves to aid the decision-making process and to present information in a readily accessible form.

1.7 The Environmental Statement

- 1.7.1 This ES document constitutes the environmental information, defined by the relevant Regulations, to be submitted to the planning authority, in this case the competent authorities set out above. This ES has been prepared in accordance with Schedule 4 of the TCP EIA Regs and Schedule 3 of the MW EIA Regs, which both set out the information required for inclusion in an ES. The scope of the assessment has been shaped by consultation and through the receipt of Scoping Opinions from each of the competent authorities. Further information and copies of the Scoping Requests and Opinions are provided in **Volume 1, Chapter 4 Consultation.**
- 1.7.2 A single multi-volume ES has been prepared to support the applications for both proposed developments (CWRR and GAIA). This allows for both a 'standalone' presentation of the individual effects of each project and an integrated approach presenting the assessment of cumulative effects for the two projects. This approach seeks to provide flexibility through separate presentation of the EIAs for the two projects but which also brings them together to reflect their key inter-relationships, their close geographic relationship and their potential cumulative effects.
- 1.7.3 This approach is proposed to recognise the geographical proximity of the two Renfrewshire City Deal projects and their potential to be promoted and developed over similar timescales that could result in cumulative effects.
- 1.7.4 The ES comprises a series of technical reports, figures and appendices combined within four volumes as set out below:
 - Non-Technical Summary: A summary of the entire ES in non-technical language;
 - **Volume 1:** Introductory sections for the ES including the project need, approach to assessment and consultation for the GAIA and CWRR projects;
 - **Volume 2:** Reports the findings of the predicted environmental effects of the CWRR project;
 - **Volume 3**: Reports the findings of the predicted environmental effects of the GAIA project; and
 - **Volume 4:** Reports the findings of the predicted cumulative environmental effects for GAIA and CWRR projects in combination.

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- 1.7.5 A breakdown list of the chapters for each volume is provided in **Appendix 1.1** of this chapter.
- 1.8 Commenting on the Planning Applications
- 1.8.1 There will be five separate planning applications submitted for the Renfrewshire City Deal CWRR and GAIA Projects.
 - 1. **CWRR 1** Application to Renfrewshire Council;
 - 2. **CWRR 2** Application to West Dunbartonshire Council;
 - 3. **CWRR 3** Application to Glasgow City Council;
 - 4. GAIA Application to Renfrewshire Council; and
 - 5. **Inchinnan Cycleway and Bridge** Application to Renfrewshire Council.
- 1.8.2 The CWRR planning applications and supporting documents (including this ES) submitted to each of the three competent authorities will be identical apart from the contact and address noted on the planning application forms. This package of information will be sent to each authority to ensure that it can be processed through each of their planning application processes.
- 1.8.3 The GAIA project has been separated into two applications⁵ and will have different application forms and differing supporting information (for example, design and access statements, drainage assessments) but this ES will be submitted in support of both and the EIA has considered the effects of all elements of the GAIA project and the Inchinnan Cycleway and Bridge. This ensures that the potential impacts associated with either or both projects are fully assessed.
- 1.8.4 The ES, planning applications and all supporting documentation will be publicly accessible through the various competent authorities' planning websites:

CWRR

- Renfrewshire Council http://pl.renfrewshire.gov.uk/online-applications/search.do?action=simple&searchType=Application (Reference 100048482-001)
- West Dunbartonshire Council https://www.west-dunbarton.gov.uk/uniform/dcsearch_app.asp (Reference 100048483-001)
- Glasgow City Council https://publicaccess.glasgow.gov.uk/online-applications/search.do?action=simple&searchType=Application (Reference 100048485-001)

GAIA

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⁵ To manage the programme for delivery of GAIA, two separate planning applications are being progressed;

^{1.} Abbotsinch Road Realignment, Wright Street Link and Abbotsinch Cycleway; and

^{2.} Inchinnan Cycleway and Black Cart Bridge

This is to minimise the risk of delay to one component potentially delaying delivery of the other. The potential impacts from both GAIA planning applications have been assessed within this EIA. This ensures that a complete assessment is provided to the competent authorities to allow them to make an informed decision.

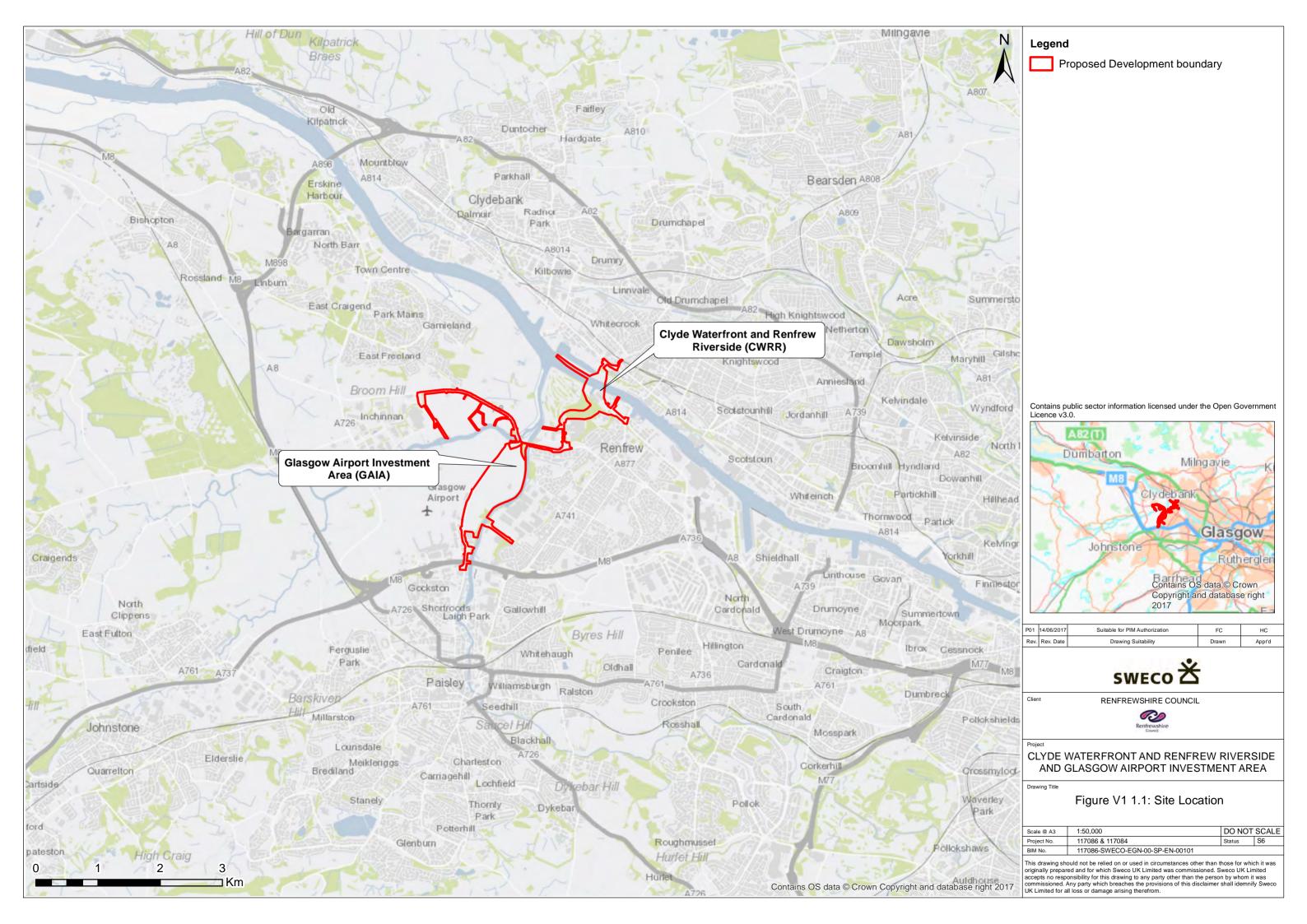
Renfrewshire Council - http://pl.renfrewshire.gov.uk/online-applications/search.do?action=simple&searchType=Application (Reference 100038463-002)

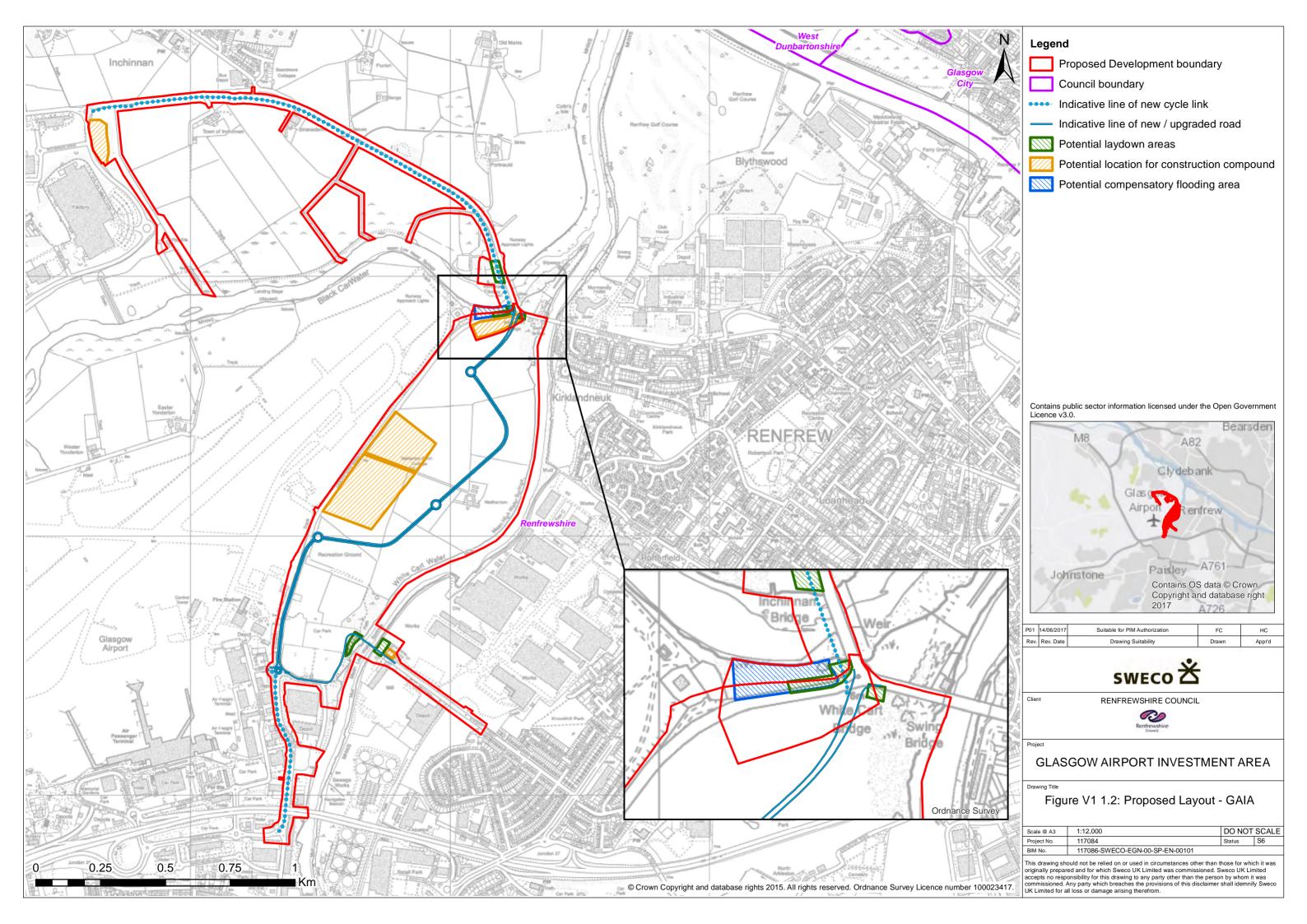
Inchinnan Cycleway

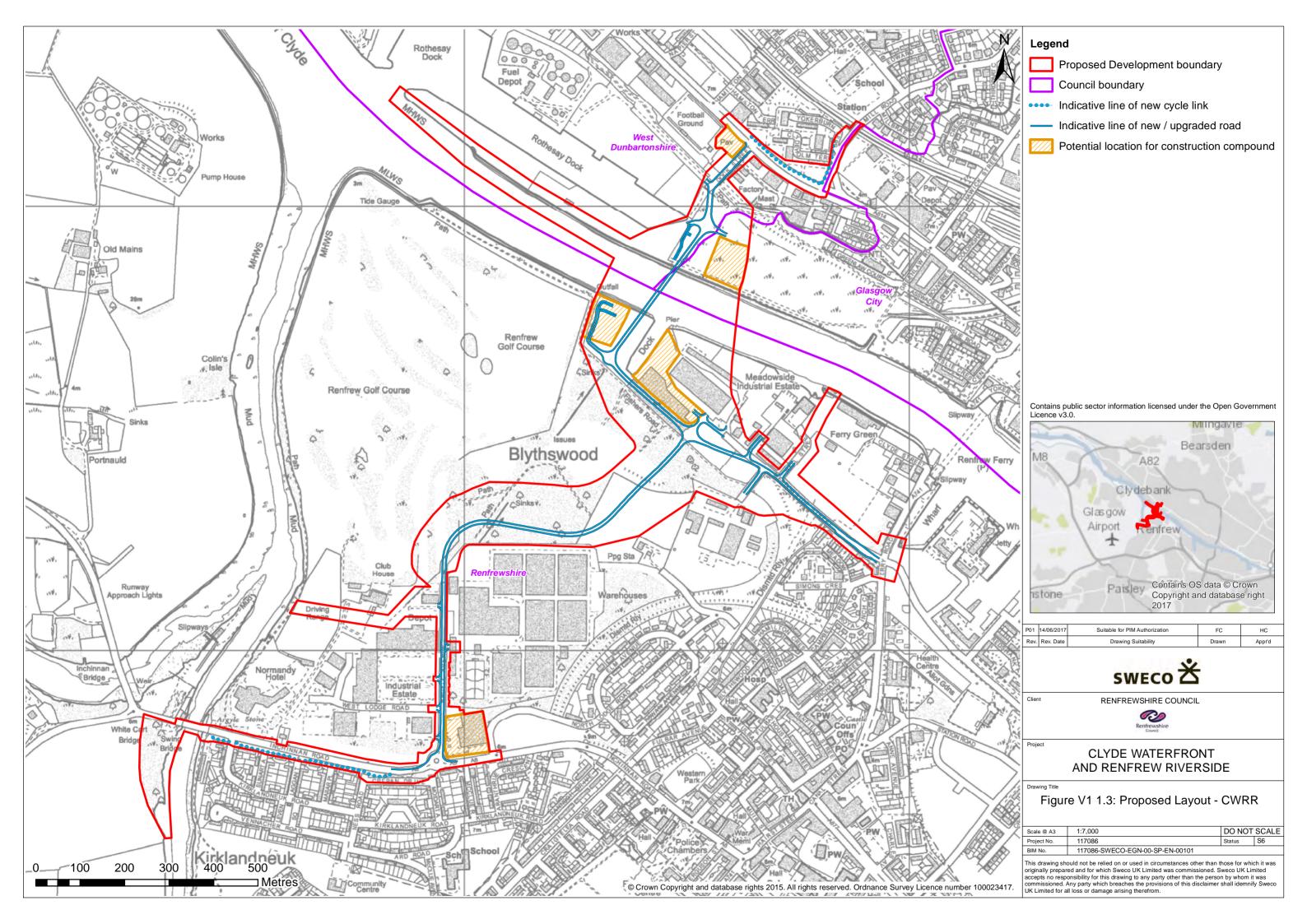
- Renfrewshire Council http://pl.renfrewshire.gov.uk/online-applications/search.do?action=simple&searchType=Application (Reference 100048488-001)
- 1.8.5 Copies of the documents will also be available on the Renfrewshire City Deal Website http://www.renfrewshire.gov.uk/citydeal. Information leaflets will be available at the following locations for anyone interested in accessing these documents via the website:
 - Renfrew Community Library, Paisley Road, PA4 8LJ
 - **Opening Hours:** Monday, Wednesday, Friday and Saturday 9am until 5pm, Tuesday and Thursday 9am until 8pm, Sunday closed.
 - Paisley Library/Heritage Centre, 68 High Street, Paisley, PA1 2BB
 - **Opening Hours:** Monday, Wednesday, Friday and Saturday 9am until 5pm, Tuesday and Thursday 9am until 8pm, Sunday closed.
 - Knightswood Library, 27 Dunterlie Avenue, Glasgow, G13 3BB
 - **Opening Hours:** Monday, Wednesday, Friday and Saturday 10am until 5pm, Tuesday and Thursday 10am until 8pm, Sunday closed.
 - Clydebank Library, Dumbarton Road, G81 1XH
 - **Opening Hours:** Monday to Thursday 9.30am until 7.55pm, Friday and Saturday 9.30am until 4.55pm, Sunday closed.
- 1.8.6 Hard copies of the ES are available for a charge of £500 or electronic CD copies can be provided for £25 (including VAT). Both can be obtained by writing to: Renfrewshire City Deal Team, Development and Housing Services, Fourth Floor (South Wing), Renfrewshire House, Cotton Street, Paisley, PA1 1JD. Or you can email your request to citydeal@renfrewshire.gov.uk.

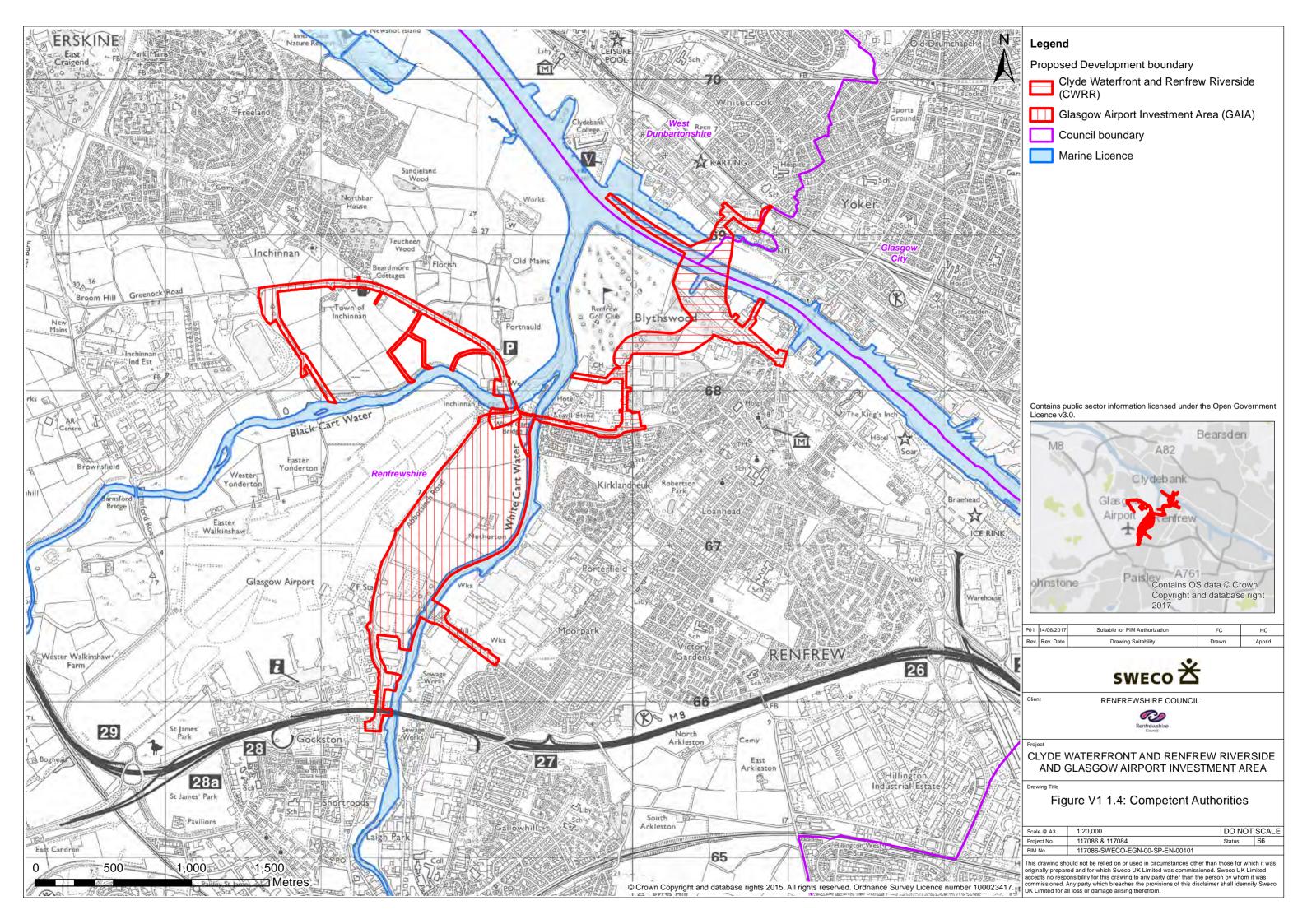
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Document Control Sheet						
Ver.	Date	Version Details	Prepared by	Checked and Approved by	EIA reviewed by	Authorised by
S1/S2	13.04.17	Suitable for Co-ordination	Rebecca McLean	Alex Gardiner	-	-
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2 Project Need, Objectives and Alternatives

This chapter sets out the need for the CWRR and GAIA proposals and describes the options and alternatives that have been considered in the selection of the preferred infrastructure routes and interventions for which planning permission is being sought. It also sets out the project specific objectives that were set at the start of the design process.

2.1 Introduction

- 2.1.1 In this Chapter the need for the Proposed Developments is presented in the context of the locations of the proposals and the current challenges and barriers that are in place that are preventing economic regeneration and development. This chapter also reviews the relevant local policy that promotes and governs development including the current local development plans.
- 2.1.2 Schedule 4 of the TCP EIA Regulations requires that, inter alia, an outline of the main alternatives studied by the applicant and the main reasons for the final design choice, taking into account the environmental effects, should be set out in the ES.
- 2.1.3 This chapter sets out the optioneering process and the subsequent design optimisation exercise that have been undertaken as part of the design process for the development of the CWRR and GAIA projects.
- 2.1.4 Upon request from Marine Scotland, a Best Practicable Environmental Option (BPEO) assessment has also been undertaken with regards to the options available for disposal of the material that will be dredged as part of the construction of the CWRR layby berth structure (Appendix V2 3.3), a summary of which is also provided in Volume 2, Chapter 1 Introduction.
- 2.1.5 This chapter also briefly discusses the no-development scenario.

2.2 City Deal Project Need

- 2.2.1 The industrial heritage along the River Clyde and in the communities that surround it (including but not limited to Renfrew, Paisley, Yoker and Clydebank) has left large areas of derelict and underused land. Attempts to regenerate such sites have proved challenging due to a number of complex market, social and economic reasons but also due to the existing poor infrastructure connections between these areas and lack of access to strategic networks. This challenge together with the overall poor environmental quality of these areas, has contributed to low market interest in investing in development, in preference for areas of lower risk. There are a number of areas within Renfrewshire, Clydebank and Yoker, with poverty and deprivation, and where people suffer worse outcomes in terms of health, well-being, employment prospects, security and quality of life compared to other areas.
- 2.2.2 There are a number of infrastructure interventions that have been shown in the LDPs for some years but with funding cuts and barriers such as cross-authority consents required, these projects have not been progressed either by public or private development.
- 2.2.3 Other considerations are summarised below:
 - lower population growth rates in most of the areas when compared to the rest of Scotland;
 - median earnings per employee are less than those working in adjacent areas and Scotland
 as a whole, potentially highlighting that it is difficult to attract people looking for
 employment to the area;

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- the current main employment sector is public services, and with employment in this sector forecast to reduce in coming years, access to alternative employment opportunities is a priority;
- a cluster of locations deemed to be within the 20% most deprived in Scotland according to the Scottish Indices of Multiple Deprivation (SIMD);
- physical barriers to transport movement and choices (congestion, segregation);
- poor environmental quality in some areas; and
- poor perception of the private market for current development opportunities.
- 2.2.4 All of the factors provide the basis for public sector intervention.
- 2.2.5 The CWRR and GAIA projects will improve connectivity and enhance the potential and deliverability of economic development opportunities in the vicinity of each project. They will directly aid improvement in environmental quality and standards within the local and wider area. The improved links between residential communities and centres of employment, health, education, leisure and public transport will provide the potential for the residents within these communities to take advantage of the increased employment and other opportunities available and also to make changes in travel choices.

CWRR

- 2.2.6 Both banks of the River Clyde in this area were previously part of the heavy industrial fabric of this part of the conurbation. De-industrialisation over many years has left a legacy of derelict and under- used sites and although there is some business activity in the area, the quality of uses is generally poor and a number of sites have lain vacant for many years. There are also areas of poor environmental quality that is a result of the industrial decline over the past decades and a lack of investment. Without improvements to the accessibility of the area, market forces are unlikely to lead to significant improvement in the quality of uses, development of vacant or underused sites or lead to economic growth.
- 2.2.7 The complex consenting regime and costs associated with providing a new crossing over the Clyde also poses barriers to private sector development.

GAIA

- 2.2.8 Although there has been limited success in promoting development and growth in the area of the project in recent years, this has been hampered by the connectivity deficits. Significant areas of vacant and underdeveloped land exist in the project area, some of which have lain vacant for many years. The area has also recently experienced the loss of a number of key businesses.
- 2.2.9 A number of initiatives, including previous masterplanning strategies by the airport and Renfrewshire Council, have been deployed over a period of time to stimulate economic growth centred around the airport, but in the absence of investment in infrastructure and in improvements to accessibility in the area these initiatives have had limited success. The City Deal will provide the necessary investment in infrastructure to overcome the blocks to economic development of the area.
- 2.2.10 There has been a limited amount of investment in recent years in improving the quality of the environment associated with elements of the project area. Investment will continue over the next few years, most notably the significant investment by Renfrewshire Council associated with Paisley Town Centre. However, the perception of the area as a good place to do business

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continues to be hampered by a legacy of run down sites, poor environmental quality and restricted connectivity. The project provides the opportunity to address a number of these issues and to open up the area that surrounds Glasgow Airport as an attractive business location.

2.3 Relevant Policy Review

2.3.1 Key planning policies have been considered during the design phase of the developments and specific guidance and policies that apply to the various technical assessments that have been undertaken are described further in relevant chapters of this ES. Those national, regional and local policies that apply generally to the Proposed Developments are briefly described below.

National

National Planning Framework 3

- 2.3.2 The National Planning Framework is Scotland's long-term development strategy¹ and it sets out the measures that the Government would like with regards to planning and development priorities, economic strategy, and their national plans for infrastructure investment.
- 2.3.3 Glasgow and Clyde Valley is recognised within the NPF3 as Scotland's biggest economic region, with particular strengths and opportunities for growth and development. There is particular focus on the creation of a development corridor along the River Clyde, in particular Clyde Gateway, Clydebank and Riverside Inverclyde. NPF3 also highlights that the relationship between Glasgow and its surrounding communities is crucial, finding distinctive solutions which reflect each of their unique qualities.
- 2.3.4 Section 5 of NPF3 notes the importance of Glasgow Airport as a national development and a gateway location for investment, including business related development.
 - Scotland's National Marine Plan A Single Framework for Managing Our Seas
- 2.3.5 Scotland's National Marine Plan² covers both Scottish inshore waters (out to 12 nautical miles) and offshore water (12 to 200 nautical miles) and sets out strategic policies for the sustainable development of Scotland's marine resources. The general over-arching policy within the plan is that there is a "presumption in favour of sustainable development and use of the marine environment when consistency with the policies and objectives of this plan" (page 15).
- 2.3.6 Within the plan, the Clyde is shown as a Marine Region and also as one of the major commercial ports in Scotland. It also highlights that the Clyde is used by the military, varying sizes of leisure crafts and has areas that are of importance for marine wildlife and fisheries. The plan also notes that the Clyde estuary is currently compromised by industrial effluent and treated sewage, although effluent treatment has improved resulting in returning populations of residential and migratory fish. This plan helps to emphasise the importance of the Clyde to the wide range of users and the importance of ensuring that any development does not compromise that use.

Regional

Proposed 2016 Glasgow and Clyde Valley Strategic Development Plan

2.3.7 The proposed 2016 Glasgow and Clyde Valley Strategic Development Plan has been submitted to Scottish Ministers for approval. The Plan is expected to be approved in the summer of

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¹ http://www.gov.scot/Resource/0044/00441850.pdf (National Planning Framework 3 – 2014).

² http://www.gov.scot/Resource/0047/00475466.pdf (Scotland's National Marine Plan, Marine Scotland, March 2015)

- 2017. Clydeplan is the operating name for the Glasgow and Clyde Valley Strategic Development Planning Authority.
- 2.3.8 The proposed 2016 plan recognises the numerous challenges faced within the City Region for Economic Growth and Policy 3 provides support for the City Deal projects. The spatial development strategy focuses on a "Development Corridor" sitting parallel to the River Clyde and encompassing the project area. The focus of this corridor is to "reconnect the adjacent communities to the River Clyde, and connections across it; recycle and reuse vacant and derelict land;...generate large—scale economic activity maximising opportunities for sustainable travel to work and home".
- 2.3.9 The proposed Strategic Development Plan has a policy of Placemaking, stating that new development should contribute towards the creation of high quality places across the city region.
- 2.3.10 The examination of the Glasgow & Clyde Valley Strategic Development Plan January 2016 (SDP 2016)³ by Scottish Ministers and their Independent Reporters was completed on the 20th March 2017. The Proposed SDP has been submitted for approval on 26th May 2017.

Glasgow and Clyde Valley Strategic Development Plan 2012

- 2.3.11 The adopted Glasgow & Clyde Valley SDP 2012 sets out the spatial development strategy for the region. The Renfrewshire City Deal projects are being developed to reflect the SDP's spatial development strategy and support its spatial vision and strategy.
- 2.3.12 Glasgow Airport Investment Area is identified as a Strategic Economic Investment Location (SEIL) in the SDP and is recognised for being "the city-region's primary linkage with its national and international business and visitor economy markets, with both sectors being important to the city region's long term future economic competitiveness". Policy 6 goes on to state that "strategic airport enhancements will be required to support the gateway and hub functions of the airport which will be secured through the airport's masterplan and related economic activity delivered by the SEILs located around the airport".
- 2.3.13 Clyde Waterfront as an area is identified as core component of the spatial development strategy and a strategic development priority. The proposed development of CWRR will provide increased connectivity to the waterfront and riverside zones and it will act as an enabler for delivery of the vision for these areas. The proposed development and its interaction with planned and potential mixed use developments in a well-connected location will also support the NPF3 vision for sustainable communities along Renfrew Riverside. Through delivery of enhanced greenspace and active travel measures the proposals will also assist in delivery of the SDP's vision for the green network and sustainable transport.

Local

Renfrewshire Local Development Plan

2.3.14 The Renfrewshire Local Development Plan 2014 (LDP) sets out the spatial strategy that will facilitate investment and guide the future use of land in Renfrewshire. Policies relevant to both projects are provided.

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³ https://www.clydeplan-sdpa.gov.uk/ (Glasgow and Clyde Valley Strategic Development Plan 2016).

⁴ https://www.clydeplan-sdpa.gov.uk/files/BR6_Final2.pdf (Page 20)

Table 2.1: Summary of Relevant Renfrewshire LDP Planning Policies

Policy	Brief Description	Applicable Project
Policy E1: Renfrewshire's Economic Investment Locations	Support development in Strategic Economic Investment Locations and local business / industrial areas	CWRR & GAIA
Policy E3: Transition Areas	Locations which can support a mix of uses provided development proposals can co-exist with existing uses	CWRR & GAIA
Policy C1: Renfrewshire Network of Centres	Supports development that strengthens the network of places in Renfrewshire, and enhances its centres, ensuring these are vibrant, inclusive, accessible and complementary places, as well as compatible with surrounding land uses	CWRR & GAIA
Policy C2: Development out with the Network of Centres	Considers development which is proposed out with the network of centres in Renfrewshire	CWRR & GAIA
Policy I1: Connecting Places	Supports development proposals which give priority to sustainable modes of travel	CWRR & GAIA
Policy I3: Potential Transport Improvements	Safeguards land for a number of transport proposals including (of relevance to CWRR) the Renfrew Northern Distributor Road	CWRR & GAIA
Policy I5: Flooding and Drainage	Development should avoid areas susceptible to flooding, incorporate sustainable drainage infrastructure (SUDS), avoid increasing flood risk and compensate for loss of flood storage capacity	CWRR & GAIA
Policy P1: Renfrewshire's Places	Supports development proposals which give priority to sustainable modes of travel and have no significant impact on the safe and efficient operation of the local or trunk road network	CWRR & GAIA
Policy P7: Green Network	Supports development which safeguards existing green networks and / or has potential to contribute to an integrated green network	CWRR & GAIA
Policy P8: Open Space	Supports the protection of open space, recreational provision and amenity space from development	CWRR & GAIA
Policy ENV1: Green Belt	Green Belt maintains identity of settlements and landscape setting. Appropriate development within the green belt will be considered acceptable where it can be demonstrated that it is compatible with the provisions of the New Development Supplementary Guidance	CWRR & GAIA
Policy ENV2: Natural Heritage	Developments must not have an adverse effect on the integrity of sites protected for their natural conservation interest or which have potential to protect and enhance designated sites and wider biodiversity	CWRR & GAIA
Policy ENV4: The Water Environment	Supports proposals which encourage protection of the existing water environment, improvement to the control and management of water and enhancement of biodiversity, flora and fauna surrounding blue corridors. Encourages green infrastructure to ensure that the water environment is central to the fabric of places and contributes to sustainable flood management	CWRR & GAIA
Policy ENV5: Air Quality	Development proposals shall not individually or cumulatively have an adverse effect on air quality	CWRR & GAIA
Policy E2: Glasgow Airport Investment Zones	Promotes area around Glasgow Airport as key locations to support economic growth and the regeneration and renewal of the Cart Corridor	GAIA

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Policy	Brief Description	Applicable Project
Policy E5: Glasgow Airport Operational Land	Promotes the area around Glasgow Airport as a key location to support economic growth and the requirements of the airport, including sustainable transport and travel and enhanced connectivity to and from the airport	GAIA

- 2.3.15 The Renfrewshire LDP sets out the spatial strategy that will facilitate investment and guide the future use of land in Renfrewshire. The LDP makes specific reference to the importance of Glasgow Airport/ Westway/ Braehead/ Renfrew Riverside as key strategic investment areas, where "better connectivity and proposed commercial facilities will benefit the area as an employment centre". The proposed development will directly improve connectivity to these areas, maximising the impact and effectiveness of these large employment centres.
- 2.3.16 The Spatial Strategy in the LDP includes a series of key policies and proposals structured around the five themes of Economy, Centres, Infrastructure, Places and Environment. These policies guide development and aim to promote sustainable economic growth by indicating opportunities for change and supporting investment which helps to generate, create and enhance communities and places, providing high quality new development in the right location. The focus of the LDP Spatial Strategy is on the development of previously used sites.

West Dunbartonshire Local Development Plan

Please note that only CWRR falls within the West Dunbartonshire Council area, GAIA lies entirely within Renfrewshire Council area.

- 2.3.17 A new LDP is being prepared for West Dunbartonshire to set out a vision, policies and proposals for the use of land and buildings in West Dunbartonshire for the period to 2025 and beyond.
- 2.3.18 There are currently two LDPs covering the West Dunbartonshire Planning Authority area. These are the West Dunbartonshire Local Plan (Adopted 2010) and the West Dunbartonshire LDP (Proposed Plan 2015). The new LDP will, on adoption, replace these plans.
- 2.3.19 Policies relevant to CWRR from the proposed West Dunbartonshire Local Development Plan are provided below in **Table 2.2**.

Table 2.2: Summary of Relevant West Dunbartonshire LDP Planning Policies

Policy	Brief Description	Applicable Project
DS1 – Developing Sustainability	All development to contribute to creating successful places by having regard to the relevant criteria of the six qualities of a successful place (distinctive, adaptable, resource efficient, easy to get to/move around, safe and pleasant and welcoming)	
DS3 – Sustainable Transport	Significant travel generating uses are required to locate within 400 metres of public transport network	CWRR
DS4 – Air Quality	Development proposals shall not individually or cumulatively have an adverse effect on air quality and will not be permitted unless adequate mitigation measures are included	CWRR
DS6 – Flooding	Development will not be supported on the functional flood plain and should not be located anywhere that will be susceptible to flooding or acerbate flooding elsewhere. Where appropriate development should include SUDS and provision for long term maintenance	CWRR

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Policy	Brief Description	Applicable Project
DS7 – Contaminated Land	Development proposals on sites which are potentially contaminated should be accompanied by sufficient information establishing the nature of the contamination on site and the proposals for dealing with it	CWRR
GE1 – Opportunities for New and Expanding Business	Sites are reserved along the waterfront for business, industrial or storage and distribution uses	CWRR
GE5 – Glasgow Airport	Development that would adversely impact on the operations of Glasgow Airport or would be adversely affected by aircraft noise will not be permitted	CWRR
BC4 – Building our communities	Development that would significantly harm the residential amenity, character or appearance of existing neighbourhoods will not be permitted	CWRR
GN2 – Green Infrastructure	Development will be required to follow the Integrating Green Infrastructure approach to design by incorporating SuDs, open space, paths and habitat enhancements at a level proportionate to the scale of development	CWRR
GN4 – Landscape	Development proposals shall take into account the local landscape character of the area, and ensure that the integrity of this landscape character is maintained or enhanced	CWRR
GN8 – Outdoor Access	Development that would result in the loss of a core path, right of way or other important route will not be permitted unless acceptable alternative provision can be made. The provision of paths will be expected in developments where these would enhance active travel or connectivity within the green network, and particularly where this would create routes to and along waterways	CWRR

Glasgow City Council Local Development Plan

Please note that only CWRR falls within the Glasgow City Council area, GAIA lies entirely within Renfrewshire Council area.

- 2.3.20 The Glasgow City Development Plan was adopted on 29 March 2017. The new LDP replaces Glasgow City Plan 2 (2009) and sets out the Council's land use strategy and provides the basis for assessing planning applications.
- 2.3.21 Policies relevant to CWRR from the LDP are provided below in **Table 2.3**.

Table 2.3: Summary of Glasgow City Council LDP Planning Policies

Policy	Brief Description	Applicable Project
CDP – Citywide Policy: CDP1 Place Making Principle	Development proposals will contribute to creating successful places by having regard to the relevant criteria of the six qualities of a successful place (distinctive, adaptable, resource efficient, easy to get to/move around, safe and pleasant and welcoming).	CWRR
CDP - Citywide Policy: CDP2 Sustainable Spatial Strategy	Developments which will have significant travel generating uses are required to locate within 400 metres of public transport networks.	CWRR
CDP: Clyde Walkway: Walkway Location, North Bank – Yoker, SG 11	Development should enhance and create better public access and provide greater active travel options, specifically in those areas (around the Clyde Walkway) where a new section or link is required or where an upgrade to the route (including design and alignment) may be beneficial for pedestrians or cyclists.	CWRR

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Policy	Brief Description	Applicable Project
CDP 4 - Network of Centres: Yoker, Local Town Centre, SG 4	Developments should not detract from local town centres and should look to enhance their potential.	CWRR
CDP: Housing Land Supply; Yoker Ferry Rd/Greenlaw Rd.	Sites which are reserved for residential development.	CWRR
CDP - Economic Development: New Albion Industrial Estate, Economic Development Area with Potential for Managed Change, IPG 3	Contained EDA with older units where almost a third of the EDA's floorspace is vacant. Considered there is potential for alternative uses.	CWRR
CDP - Economic Development: South Street, Economic Development Area, IPG 3	Safeguarded area to principally meet the requirements of key economic sectors. The locations benefit from a number of advantages which contribute towards their strategic importance to the City. The high quality of their existing businesses and physical environment, their accessibility to transport infrastructure, and their alignment with the Scottish Government's economic priorities, all combine to make them attractive to existing, incoming and relocating businesses.	CWRR
CDP: Protected Former Rail Solum: Riverside North – Whiteinch to Yoker, SG 11	The North Clydeside Development Route (T007) is intended to help serve, and facilitate, the major development areas on the north bank of the Clyde and take strategic traffic off Dumbarton Road (land for this proposal is to be safeguarded pending the outcomes of a study into traffic and transportation issues in the North West of the City).	CWRR
CDP: Major Road Proposals: T002, SG 11 and SG 12	Developments should optimise the use of existing infrastructure, reduce the need to travel, provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport. In addition they should integrate transport modes and facilitate freight movement by rail or water.	CWRR
CDP: Major Road Proposals: North Clydeside Route, T007, SG 11	North Clydeside Development Route (T007) is intended to help serve, and facilitate, the major development areas on the north bank of the Clyde and take strategic traffic off Dumbarton Road (land for this proposal is to be safeguarded pending the outcomes of a study into traffic and transportation issues in the North West of the City).	CWRR

Glasgow City Region City Deal Objectives

- 2.3.22 The main objectives of the overall Glasgow City Region City Deal Objectives⁵ are to:
 - Enable investment in the transport network, key development and regeneration sites and improved public transport through a £1.13 billion Infrastructure Fund;
 - Tackle unemployment with programmes to help 16-29 year olds and vulnerable residents who receive Employment Support Allowance;
 - Support growth in the life science sector by establishing world class R&D and commercialisation facilities in the city;

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⁵ http://www.renfrewshire.gov.uk/article/2089/Glasgow-City-Region-City-Deal

- Encourage the growth of more small and medium- sized enterprises by providing additional business incubator and grow-on spaces;
- Test new ways to boost the incomes of people on low wages; and
- Spread the benefits of economic growth across the Glasgow City Region, ensuring that deprived communities benefit from this growth.

2.3.23 This is expected to:

- give the Glasgow City Region a permanent uplift in its Gross Value Add (GVA a measure of the contribution to the economy of each individual producer, industry or sector) of £2.2billion per annum (4.4%);
- generate 15,000 construction jobs during the build period and 29,000 permanent additional jobs once construction is complete; and
- unlock £3.3billion of private sector investment.
- 2.3.24 Each of the Renfrewshire City Deals Projects have their own specific project objectives which have been used to inform the optioneering process and also throughout the design development of the preferred options for each project. The objectives for each are provided below.

2.4 CWRR Proposal Objectives

2.4.1 These project objectives are detailed in **Table 2.4** and form the key assessment criteria used in the assessment of corridor and route options.

Table 2.4: CWRR Project Objectives

Type of Objective	Objective Description
	Provide local connectivity to employment, health, leisure & education facilities and transport links;
Local (project specific)	Improve accessibility to development sites;
Local (project specific)	Minimise adverse impact on Blythswood green space; and
	 Optimise opportunity for development while taking account of the impact on existing businesses and operations.
	Maximise the visibility and usage of the waterfront to encourage development and regeneration;
Masterplanning	Flexibility and optimisation of development space;
	Use the crossing location as a focal point; and
	Optimise and connect communities to green space.
	Facilitate opportunities for cultural and learning through the project;
Sustainability	Connect opportunities for environmental improvements with community benefit wherever possible;
Sustamability	Adopt and record sustainable resource management in design and construction; and
	Minimise whole life carbon associated with the project.
Toward Blooming	 Improve local connectivity between communities north and south of the Clyde to employment opportunities, healthcare, education, transport interchanges and leisure;
Transport Planning	Provide a significant change to sustainable transport opportunities;
	Optimise the operation of the local road network through reliable journey times and safety; and

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Type of Objective	Objective Description
	 Maintain navigation on the River Clyde for leisure and commercial (e.g. Prince's Dock aspirations, access to KGV and BAE at Scotstoun).

2.5 GAIA Proposal Objectives

2.5.1 These project objectives are detailed in **Table 2.5** and form the key assessment criteria used in the assessment of corridor and route options.

Table 2.5: GAIA Project Objectives

Type of Objective	Objective Description
Local (project specific)	Optimise space for airport expansion and other appropriate developments
	Improve connectivity between Westway and the Airport, the strategic road network, including for HGVs
	Provide better connections between Inchinnan Business Park , GAIA and residential areas
Transport Planning	Improve accessibility by all modes of transport
	Optimise the operation of the local road network through journey time reliability and safety
	Improve connectivity between Paisley and Glasgow Airport, existing and new development sites and significant population and employment areas
Masterplanning	Seek to provide an environment that encourages and supports high quality development
	Flexibility and optimisation of development space
	Optimise development frontage
Sustainability	Facilitate opportunities for cultural and learning through the project
	Connect opportunities for environmental improvements with community benefit wherever possible
	Adopt and record sustainable resource management in design and construction
	Minimise whole life carbon associated with the project

Conclusion

2.5.2 The proposed GAIA and CWRR developments aim to meet these objectives by providing new and improved infrastructure. A review of the consistency of the proposed developments with these objectives is provided in **Section 2.6**, commencing at **Paragraph 2.6.21 – Developed Proposal**.

2.6 Proposal Alternatives

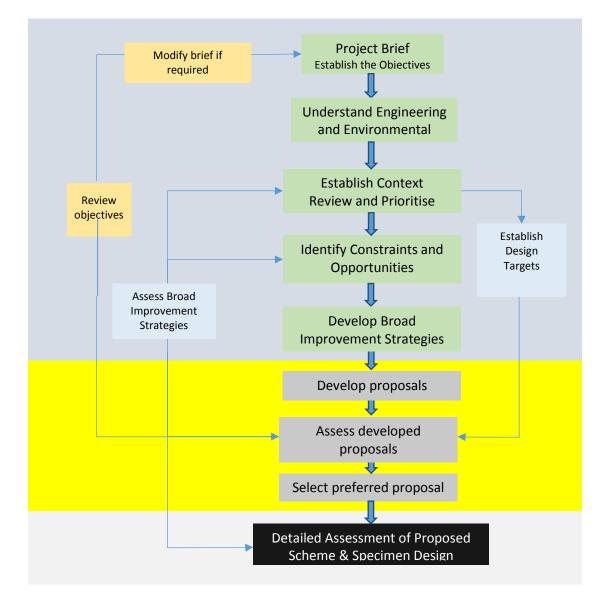
2.6.1 This section describes the site layout and design options which have been considered and the appraisal undertaken that has led to the identification of the preferred proposal and subsequent design development of the Proposed Developments.

Options Appraisal Approach

- 2.6.2 The options appraisal process was common to both CWRR and GAIA and included both technical assessment processes: review of strategy, policy, physical and environmental constraints, as well as transport modelling and consultation with stakeholders and the public.
- 2.6.3 The option appraisal process for each project was undertaken through the following series of steps:

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- high level identification of project objectives;
- identification and development of a range of options which could deliver the objectives set against identified constraints and opportunities;
- consideration and evaluation of these options against the project objectives; and
- consideration and evaluation of sifted options against engineering, environment, traffic and economy criteria to determine overall the best performing option.
- 2.6.4 The options considered were set against the need to address the constraints of each development and ranged from doing nothing through to individual interventions which may facilitate some degree of change or unlock individual sites, to a full intervention with more radical infrastructure solutions (such as provision of an opening bridge over the River Clyde).
- 2.6.5 The preferred options for both projects are a result of an optioneering process that considered the likely environmental, engineering, economic and traffic effects of the alternative proposals, ensuring that the options progressed meet the project aims and objectives, and deliver the intended benefits. **Figure V1 2.1** below summarises the overall process undertaken to develop and evaluate the options for each project.



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Figure V1 2.1 - Options Appraisal Process

CWRR Options Appraisal

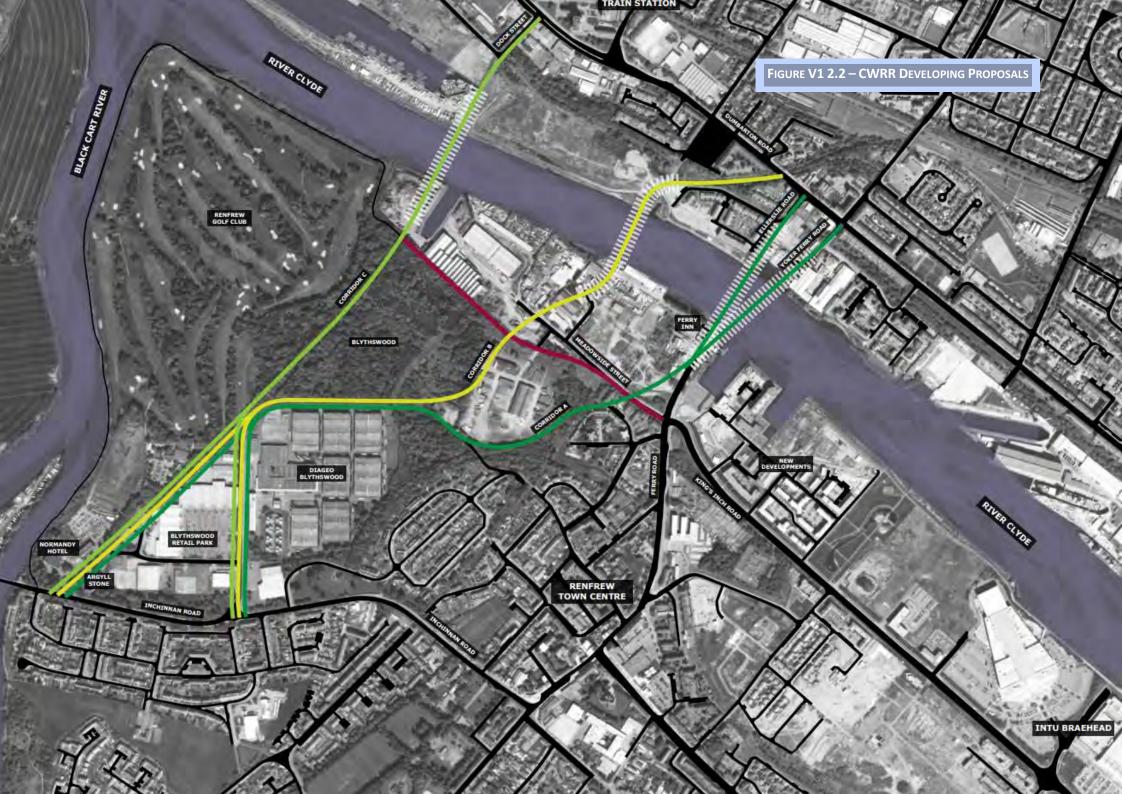
- 2.6.6 At an early stage in the progression of the CWRR project, the City Deal team at Renfrewshire Council considered a range of initial strategic options for improvements to infrastructure in the Clyde Waterfront area, including a do nothing option. These options formed part of early business case development and identified that the option which best met objectives was the development of the Renfrew Northern Development Road with a bridge crossing of the River Clyde and other improvements to walking, cycling and public transport links.
- 2.6.7 Following this work, Sweco identified three corridors as potential crossing points of the River Clyde. Corridor options were developed for these alternatives including road and cycleway connections on either side of the river to the existing surface transport network. In addition, a link road was identified south of the river to provide connectivity to the potential development sites adjacent to Meadowside Street, linking to the junction of Kings Inch Road/ Ferry Road and Inchinnan Road.
- 2.6.8 These corridor options were sifted against the transport planning objectives for the scheme and corridor selection was driven by a number of key engineering, environmental and traffic/economic factors. The corridors retained from this sift were then developed in more detail with indicative route options in each corridor. The route options were developed with a focus on the potential connectivity to existing road infrastructure and the creation/enhancement of development areas within the study area.
- 2.6.9 These route options are shown in **Figure V1 2.2**.
- 2.6.10 The route options were then appraised by the project team and client against the full scheme objectives at a risk and objectives workshop. Consultation was carried out with statutory and non-statutory consultees throughout the options appraisal and EIA process, including a number of public exhibitions which were used to update the public on the stages of the proposals. Further information on consultation is presented in **Volume 1**, **Chapter 4**. The options remaining following this sift, shown in **Figure V1.2.2**, were then taken forward for more detailed assessment against the technical criteria in the Part B assessment⁶.
- 2.6.11 A series of options for the structural form of the bridge forming the new Clyde Crossing were also considered and assessed firstly against the project objectives and then against high level engineering and aesthetic considerations. Three of the options assessed, a single leaf bascule bridge, a tunnel and a high level bridge, were considered unable to meet the project objectives and were not taken forward for further assessment. Three options were then taken forward for more detailed assessment; a rotating bridge, a bascule bridge and a swing bridge. They were assessed against a series of technical criteria including buildability, durability and maintenance, functionality, aesthetics and environment and sustainability as well as airport radar height restrictions and navigation requirements. On balance across these criteria the swing bridge option was identified as the preferred option and taken forward for more detailed design and consideration.
- 2.6.12 The Part B assessment of the remaining route options considered the impact of each option using a seven point assessment scale and it was noted whether the option would bring major, moderate, minor benefit, no benefit or impact, small minor, moderate or major negative impact. Each option was then assessed against each of the objectives, which were weighted with regards to importance to meeting the overall City Deal Objectives. The results of the

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⁶ Renfrewshire Council / Sweco (2016) Clyde Waterfront and Renfrew Riverside, Part B – Options Generation and Assessment

- appraisals where then brought together to identify the best performing option overall. The environmental assessment of options included the following criteria: land use and communities, noise and vibration, air quality, geology and soils, water quality, ecology, landscape and visual and cultural heritage and sustainability.
- 2.6.13 Overall the assessment identified the preferred river crossing to be at Corridor C, connecting to Corridor B south of Meadowside Street to Inchinnan Road. These preferred options were taken forward for more detailed design and assessment, including development of associated non-motorised user facilities, at Part C of the project design process.

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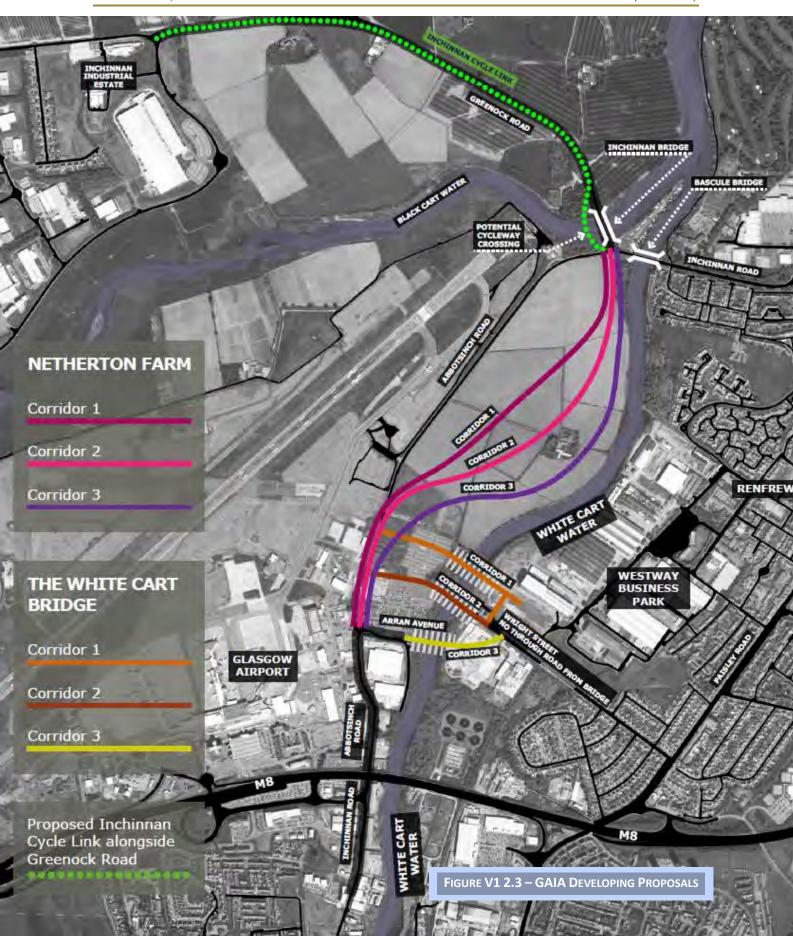
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GAIA Options Appraisal

- 2.6.14 In common with the approach described above for CWRR, initial options development work for the GAIA project involved identification of key corridor options for the infrastructure proposals. Three principal corridors were identified around Abbotsinch Road, Wright Street and a corridor for a proposed cycle link to Inchinnan Business Park from the northern terminus of Abbotsinch Road. Enhanced facilities for non-motorised users (NMUs) were developed at each stage of the design process to integrate with the new road proposals.
- 2.6.15 Three potential route options were developed for realignment of Abbotsinch Road (Netherton Farm) taking account of existing conditions and constraints as shown in **Figure V1 2.3**. All three options were considered to meet project objectives and were then assessed in more detail for the Part B assessment⁷ against key engineering, environment and traffic / economic criteria. Options 1 and 2 were identified from this process as preferred and taken forward for further design development and assessment during Part C of the process. With the final preferred alignment to be determined through further discussion with Glasgow Airport to effectively integrate the City Deal Development Masterplan and the Glasgow Airport Masterplan, optimising development potential and flexibility.
- 2.6.16 Four route alignment options were considered for the Wright Street corridor to provide a new road bridge over the White Cart Water to connect the road network west of the river with Westway Business Park. Sifting against project objectives removed one of these options and the three alignments taken forward for Part B assessment are shown in **Figure V1 2.3.**
- 2.6.17 The outcome of the technical assessments of the alignment options was that Option 3 was least preferred (and therefore sifted out) and Options 1 and 2 performed very similarly such that the decision on the preference was to be determined following further consultation with Glasgow Airport and Westway at Part C of the design process. Consultation was also carried out with statutory and non-statutory consultees throughout the options appraisal and EIA process, including a number of public exhibitions which were used to update the public on the stages of the proposals. Further information on consultation is presented in **Volume 1**, **Chapter 4**.
- 2.6.18 The options for the structural form of the Wright Street Bridge were also assessed against a series of technical criteria which addressed buildability, durability and maintenance, aesthetics, environment and sustainability and whole life costs. The assessment of various structural options for the bridge crossing identified that a multi span steel composite bridge formed the preferred option although this would be subject to affordability review in Part C.
- 2.6.19 The Inchinnan Cycleway corridor follows the A8 Greenock Road from the roundabout at the north east of Inchinnan Business Park through its junctions with Old Greenock Road at Inchinnan and Abbotsinch Road junction to the Rolling Lift (Bascule) Bridge over the White Cart Water in the east. Two on-road and two off-road options were considered for the cycleway. Early work identified that it would be problematic to accommodate a cycleway on the existing listed bridge structures at Inchinnan Bridge and White Cart Bridge and that a new off-line cycleway bridge would be the best solution to provide a dedicated NMU facility which could connect with Inchinnan Business Park.

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⁷ Renfrewshire Council / Sweco (2016) Glasgow Airport Investment Area, Part B – Options Generation and Assessment



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- 2.6.20 Various structural options for a new cycle bridge crossing of the Black Cart Water were therefore developed and appraised. A truss bridge design overall scored most favourably, including against environmental criteria (due to the lesser requirement for working in the watercourse) and for whole life costing. It scores best for buildability because much of the superstructure can be manufactured offsite and easily craned into position. This option also scores well for bridge aesthetics, which are of particular importance, given the proximity to the nearby Category A listed Inchinnan Bridge.
- 2.6.21 The options for the remainder of the cycleway along the corridor of the A8 Greenock Road was identified as a 3.0m shared cycleway. Alternatives considered included on and off road options and both north and south of Greenock Road (A8).

Developed Proposal

- 2.6.22 The options appraisal process described above was used to, identify the preferred proposal for each of the projects. Full details of the preferred schemes for the proposed developments is provided in **Chapter 1 of Volumes 2 and 3.**
- 2.6.23 **For CWRR**, a swing bridge was assessed to be the preferred option for the Clyde Crossing. With regards to the bridge location, Route C1 was deemed to be the final preferred option location. On the north side of the Clyde, the bridge is located to the east of Rothesay Dock with the final position determined by environmental and land take considerations. The bridge is linked south of the river to the new Renfrew North Development Road (RNDR) via Meadowside Street, which also forms part of the project and extends east to a junction with Ferry Road and Kings Inch Road in Renfrew.
- 2.6.24 The RNDR connects Meadowside Street to Inchinnan Road further south. The preferred option skirts along the eastern edge of Blythswood (thereby minimising effects on trees and habitat in that area) and utilising a section of existing road at Argyll Avenue to its roundabout junction with Inchinnan Road. An off street cycleway will also be developed as part of the proposals (Inchinnan Road Cycle Link) extending along Inchinnan Road, from Argyll Avenue west to the junction with Abbotsinch Road/Greenock Road.
- 2.6.25 On the north bank of the river, the road from the bridge head will link to Dock Street and continue to the junction of Dock Street / Glasgow Road, with a cycleway extending from the northern landing of the bridge northwards to Yoker Railway Station (Yoker Train Station Cycle Link).
- 2.6.26 A layby berth structure for river traffic will be provided adjacent to the finger pier next to Rothesay Dock on the north side of the River Clyde. This location is preferred as being on the north side of the river, downstream of the new bridge location, it provides an alternative mooring point for vessels transiting upstream in the event that the Clyde Crossing fails to open for any reason. In addition, it provides an optimum location to minimise the period of time the bridge is open for the passage of vessels travelling upstream.
- 2.6.27 **For GAIA**, the route of Abbotsinch Road Realignment has been informed by ongoing consultation with Glasgow Airport, the Glasgow Airport Masterplan⁸, both of which have informed the GAIA development Masterplan. The road travels north from Arran Avenue roundabout, before extending east and passing through agricultural fields around Netherton Farm before connecting into an upgraded A8 Greenock/Inchinnan Road junction. The preferred option was selected as it optimised development potential and gave flexibility for future employment uses. New shared cycleway/ footways will also be constructed along each side of the realigned Abbotsinch Road.

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⁸ http://www.glasgowairport.com/media/37875/draft-master-plan-web-small-4.pdf

- 2.6.28 The Wright Street Link includes a new bridge with a shared cycleway across the White Cart Water linking Wright Street, the Westway Business Park and adjacent areas east of the river with the proposed Abbotsinch Road Realignment, west of the river. The link utilises the existing road corridor on Arran Avenue and Wright Street, minimising land take on developable plots on the east side of the river. In addition, Wright Street will remain a 'no through road' with no direct connection from Paisley Road to the west side of the river. This decision was taken to ensure that the new link did not create a 'rat run' through residential areas. Accordingly, use of the new bridge and link road will be effectively restricted to traffic accessing and egressing Westway from west of the river, and, where appropriate, existing business on Wright St.
- 2.6.29 A proposed shared cycleway (Inchinnan Cycleway) will be located south of the A8 Greenock Road adjacent to, but set back from, the road. This is the preferred option as it promotes good practice by providing a cycleway remote from the road and avoiding interaction with a 132kV underground electricity cable in this area. Construction of a new pedestrian and cycle bridge would carry the cycleway over the Black Cart Water (Black Cart Cycleway Bridge) and provide a safe route for NMUs avoiding the A8 Greenock Road and narrow footways over the listed Inchinnan Bridge.
- 2.6.30 Finally, the GAIA proposals also include a new shared cycleway (Abbotsinch Road Cycleway Link) on the west side of Abbotsinch Road between Arran Avenue and Sanderling Road; the location of which minimises land take and enhances NMU connectivity to Glasgow Airport by providing a connection from the new cycleway along the realigned Abbotsinch Road to the existing cycle routes at Sanderling Road and on Inchinnan Road.
- 2.6.31 **Tables 2.6 & 2.7** set out an assessment of the consistency of the proposed schemes developed during Part C of the design process against the respective project objectives.

Table 2.6: CWRR Project Objectives compared with the preferred schemes

Table 2.6: CWRR Project Objectives compared with the preferred schemes					
Ref	Project Objectives	Developed Proposal Assessment			
CWRR					
Local	 Provide local connectivity to employment, health, leisure & education facilities and transport links; Improve accessibility to development sites; Minimise adverse impact on Blythswood green space; and Optimise opportunity for development while taking account of the impact on existing businesses and operations. 	The proposed development will connect both riverbanks and open up land parcels along the Clyde for mixed use regeneration, business and employment opportunities. Where possible impacts upon local existing businesses have also been minimised The introduction of the new infrastructure will open up areas around Blythswood and create more opportunities for local communities to access this woodland and the surrounding area. The design and optioneering process has prioritised minimising the impact itself on Blythswood, minimising land take and tree loss. The landscaping design for the project will provide additional green corridors along the infrastructure and all through the design, minimising impacts upon local green space has been a priority wherever possible. On this basis, the proposed development is considered to be compliant with the Local Objectives.			

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 Maximise the visibility and usage of the waterfront to encourage development and regeneration; 	As stated above, the proposed development will open up land parcels along the Clyde for development and regeneration. The infrastructure proposed will not inhibit future development and has been designed to minimise land take of developable space.
usage of the waterfront to encourage development and	land parcels along the Clyde for development and regeneration. The infrastructure proposed will not inhibit future development and has been designed to minimise land
usage of the waterfront to encourage development and	development and has been designed to minimise land
,	• •
 Flexibility and optimisation of development space; Use the crossing location as a food point and 	The bridge is a key part of the proposed development and provides some of the greatest benefits through increased connectivity. Work and consultation has also been undertaken to ensure that the design of the bridge provides a suitable focal point.
 Optimise and connect communities to green space. 	The design of the proposed development provides increased connectivity for the local communities, new landscaping and woodland management activities of Blythswood.
	On this basis, the development is anticipated to be supportive of the Masterplan Objectives
 Facilitate opportunities for cultural and learning through the project; Connect opportunities for environmental improvements with community benefit wherever possible; Adopt and record sustainable resource management in design and construction; and Minimise whole life carbon associated with the project. 	An engagement and consultation programme has been implemented throughout the project that has provided learning opportunities to residents, businesses and other local stakeholders on the constraints and issues affecting the area and how these impact on project design. Learning opportunities have also been provided through our community benefits programme. These have included work experience placements to give local school students an awareness of engineering and the job opportunities in the sector. Learning has been facilitated through our mentoring of Klas Care, a community project in the Linwood and Johnstone areas. We have provided engineering expertise in progressing their project to establish a new after school facility enabling knowledge transfer to their team from our engineers. A comprehensive landscape design and plan has been developed to complement the infrastructure proposed. This has been designed in consultation with the Forestry Commission with an emphasis on planting the most appropriate tree species for this area. This will provide environmental improvements across the project area. Proposed improvements to Blythswood include removal of Japanese Knotweed, removal of Rhododendron Ponticum, felling of dead or dying trees, 20% thinning of shrubs in understory and creation of glades up to 20m² as part of the thinning works. These works will provide some woodland management and increase the value of that
	resource to the local community. The whole life carbon of the project has been considered since the early project design phases with the aim of reducing the carbon through the optioneering and detailed design. On this basis, the development is anticipated to be compliant with the Sustainability Objectives
	Facilitate opportunities for cultural and learning through the project; Connect opportunities for environmental improvements with community benefit wherever possible; Adopt and record sustainable resource management in design and construction; and Minimise whole life carbon

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Ref	Project Objectives	Developed Proposal Assessment
CWRR		
Transport Planning	 Improve local connectivity between communities north and south of the Clyde to employment opportunities, healthcare, education, transport interchanges and leisure; Provide a significant change to sustainable transport opportunities; Optimise the operation of the local road network through reliable journey times and safety; and Maintain navigation on the River Clyde for leisure and commercial (e.g. Prince's Dock aspirations, access to KGV and BAE at Scotstoun). 	The new road infrastructure and the Clyde Crossing will provide connectivity across the river and with it, improved access to all the facilities within these communities. The proposed development also provides extensive new active travel routes and improved and new connections to existing local and national cycle routes, providing much improved opportunities for leisure and active travel. The proposed development will provide a new connection to the local road network increasing accessibility for all users. This will reduce the need for local trips to use the strategic road network for cross cycle trips and improve local journey times. The bridge has been designed to open to minimise impacts upon river traffic and its use of the Clyde. Taking into consideration feedback from key stakeholders, a layby berth facility also provides a location for ships to berth should there be any reason that the bridge has to remain closed (traffic accident etc.). Considering all these aspects, the development is considered to be compliant with the Transport Planning Objectives

Table 2.7: GAIA Project Objectives compared with the preferred schemes

Ref	Project Objectives	Developed Proposal Assessment
GAIA		
Local	 Optimise space for airport expansion and other appropriate developments Improve connectivity between Westway and the Airport, the strategic road network, including for HGVs Provide better connections between Inchinnan Business Park , GAIA and residential areas 	The realignment of Abbotsinch Road has been designed to accommodate the Glasgow Airport Masterplan's aspirations for growth for aircraft maintenance and repair. It also allows for the future creation of an employment centre (through realisation of the City Deal Masterplan) with links to existing key employers and within close range of a number of strategic transport routes. The realignment of Abbotsinch Road and the Wright Street Bridge provides a new connection and route between the Airport and Westway, providing alternative routes for HGVs and also for them accessing the strategic networks beyond. The proposed development includes a new cycleway and bridge crossing over the Black Cart upto Inchinnan Business Park. The proposed development also provides other non-motorised user provision along all of the new roads and extending to Sanderling Road roundabout in the south to enhance NMU connectivity to Glasgow Airport. As such, the proposed development is deemed to be compliant with the Local Project Objectives.

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Ref	Project Objectives	Developed Proposal Assessment
GAIA		
Transport Planning	 Improve accessibility by all modes of transport Optimise the operation of the 	The realignment of Abbotsinch Road with associated non-motorised user provision, will improve the accessibility by all modes of transport.
	journey time reliability and	The new improved road infrastructure and cycling provision will improve safety for all users and the journey time reliability will increase.
	 Improve connectivity between Paisley and Glasgow Airport, existing and new development sites and significant population and employment areas 	The new infrastructure will provide better connectivity between Paisley and Glasgow Airport with the new cycleway extending to Sanderling Road. The Wright Street bridge will also provide an alternative access and egress for HGVs directly into Westway Business Park.
		The proposed development provides these new or improved linkages and therefore is deemed to be compliant with the Transport Planning Objectives
Masterplanning	 Seek to provide an environment that encourages and supports high quality development Flexibility and optimisation of development space Optimise development frontage 	A comprehensive landscape design has been prepared for the proposed infrastructure elements. A masterplan showing the aspirational design proposals for the future development has also been prepared. These documents re-emphasise the aspiration for high quality development and regeneration in the area, maximising development space and frontage. On this basis, the proposed development is deemed to be compliant with the Masterplanning Objectives.
Sustainability	 Facilitate opportunities for cultural and learning through the project Connect opportunities for environmental improvements with community benefit wherever possible Adopt and record sustainable resource management in design and construction Minimise whole life carbon associated with the project 	There are opportunities through the development of the proposed development to include interpretation/information signs that will provide users with local context and information. It is expected that the nature and location of these would be designed during the detailed design stage. Key points for GAIA could include, the realigned Abbotsinch Road, the cycleway as it passes All Hallows Scheduled Monument and also past the Black Cart SPA. A comprehensive landscape design plan has been developed to complement the infrastructure proposed, providing environmental improvements across the project area. The proposed infrastructure will also improve connections to existing core paths and cycle routes/facilities whilst providing new active travel routes. The whole life carbon of the project has been considered since the early project design phases with the aim of reducing the carbon through the optioneering and detailed design. On this basis, the development is anticipated to be compliant with the Sustainability Objectives

2.6.32 Individually the projects will meet the objectives set and, combined, they complement each other, providing new infrastructure links and travel options throughout the local area and for the local community and businesses.

2.7 Specimen Design

2.7.1 Following selection of the preferred options, the project team have been developing the specimen design for each of the project elements (please refer to Volume 1, Chapter 1 Figure V1 1.2 and V1 1.3, for the final developed proposals).

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- 2.7.2 The overall design of the roads, cycleways and bridge crossings has been largely multidisciplinary with on-going design development (during the Part C process) subject to continuous input and review by the environmental disciplines to ensure that environmental benefits and mitigation are embedded in the scheme design from the outset.
- 2.7.3 Further information on the specimen design that forms the basis of the applications is available within the following documents;
 - **Design and Access Statements** (one prepared for each project, separately submitted with the planning applications);
 - **ES Volume 2, Chapter 1 Introduction**, contains the detailed project description for CWRR; and
 - **ES Volume 3, Chapter 1 Introduction**, contains the detailed project description for GAIA.

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VOLUME 1
CHAPTER 3 APPROACH TO ASSESSMENT

CHAPTER 3: APPROACH TO ASSESSMENT

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FIGURES

n/a

APPENDICES

Appendix V1 3.1: EIA Regulations (Schedule 4)

Appendix V1 3.2: EIA Team Profiles

Ver.	Date	Version Details	Prepared by	Checked and Approved by	EIA reviewed by	Authorised by
S1/S2	13.04.17	Suitable for Co-ordination	Rebecca McLean	Alex Gardiner	-	-
S3	05.05.17	Suitable for Internal Review & Comment	Rebecca McLean	Alex Gardiner	Henry Collin	Chris Cardno
S6	01.06.17	Suitable for PIM Authorization	Rebecca McLean	Alex Gardiner	Henry Collin	Chris Cardno

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3 Approach to Assessment

This chapter describes the regulations behind EIA and the methodology that has been adopted when preparing this Environmental Statement and accompanying documents.

3.1 Overview of Statutory Requirements

- 3.1.1 This EIA has been conducted in accordance with the latest Scottish Government Regulations and relevant advice on good practice comprising:
 - Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011¹ (http://www.legislation.gov.uk/ssi/2011/139/contents/made);
 - The Marine Works (Environmental Impact Assessment) Regulations 2007 (http://www.legislation.gov.uk/uksi/2007/1518/made);
 - Marine Scotland, Guidance for Marine Licence Applicants, Version 2 June 2015 (http://www.gov.scot/Resource/0047/00479072.pdf);
 - Scottish Natural Heritage, A handbook on environmental impact assessment, Guidance for Competent Authorities, Consultees and others involved in the Environmental Impact Assessment Process in Scotland, 2013, 4th Edition (http://www.snh.org.uk/pdfs/publications/heritagemanagement/EIA.pdf);
 - PAN 1/2013 Environmental Impact Assessment, August 2013 (http://www.gov.scot/Publications/2013/08/6471); and
 - Planning Circular 3 2011: The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 (http://www.gov.scot/Publications/2011/06/01084419/10).
- 3.1.2 The EIA Regulations (Part II of Schedule 4) set out that an ES should include, as a minimum, the following information:
 - A description of the development comprising information on the site, design and size of the development;
 - A description of the measures envisaged in order to avoid, reduce and, if possible remedy significant adverse effects;
 - The data required to identify and assess the main effects which the development is likely to have on the environment;

The Scoping request was submitted to all competent authorities in September 2016 and therefore the application and this EIA has been prepared in accordance with the EIA Regulations 2011.

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¹ The EIA Regulations have now been superseded by the Town and Country Planning (Environmental Impact Assessment)(Scotland) 2017, however section 60 of the updated regulations states;

[&]quot;The 2011 Regulations continue to have effect as they did immediately before 16^{th} May 2017 in respect of an application for planning permission.....where the developer has before that date -

⁽a) submitted an environmental statement in connection with that applications;

⁽b) requested that the planning authority under regulations 14(1) of the 2011 Regulations to adopt a scoping opinion in respect of the development to which the application relates; or

⁽c) asked the Scottish Ministers under regulation 11(3) or 12(2) of the 2011 Regulations to make a scoping direction in respect of the development to which that application relates".

- An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for its choice, taking into account the environmental effects; and
- A non-technical summary of the information provided under points 1 to 4 above.
- 3.1.3 Part I and II of Schedule 4 expands in detail on the contents of an ES that would comply fully with the Regulations. A copy of this schedule is provided in **Appendix V1 3.1.**
- 3.1.4 With regards to the Marine Works (EIA Regulations) it is Schedule 3 that sets out what information is to be included within an Environmental Statement. It closely aligns with what is set out above but is structured slightly differently and is set out below:
 - 1. A description of the project and of the regulated activity, including details of the following matters
 - a. the location, size and nature of the project and the regulated activity;
 - b. the quantity and nature and source of the materials to be used in the course of the project and the regulated activity;
 - c. the quantity, nature and source of any items or materials to be deposited in the sea in the course of the project and the regulated activity; and
 - d. the working methods to be used in the course of the project and the regulated activity.
 - 2. A description of the aspects of the environment likely to be significantly affected by the project and the regulated activity, including
 - a. human beings, fauna and flora;
 - b. soil, water, air, climate and the landscape;
 - c. material assets and the cultural heritage; and
 - d. the interaction between any two or more of the things mentioned in the preceding sub-paragraphs.
 - 3. (1) A description, complying with sub-paragraph (2), of the likely significant effects of the project and the regulated activity on the environment resulting from—
 - a. the nature of the activities to be carried out and the manner in which they are to be carried out;
 - b. the use of natural resources;
 - c. the emission of pollutants;
 - d. the creation of nuisances; and
 - e. the elimination of waste.
 - (2) The description should cover each of the following categories of effect—
 - a. direct and indirect effects;
 - b. secondary effects;
 - c. cumulative effects;
 - d. short-term, medium-term and long-term effects;
 - e. permanent and temporary effects; and

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- f. positive and negative effects.
- 4. The forecasting methods used by the applicant to assess the main effects that the project and the regulated activity are likely to have on the environment.
- 5. A description of the measures envisaged to prevent, reduce and offset any significant adverse effects of the project and the regulated activity on the environment.
- 6. An outline of the main alternatives studied by the applicant and an indication of the main reasons for the applicant's choice, taking into account the environmental effects of those alternatives and the project as proposed.
- 7. A non-technical summary of the information provided under paragraphs 1 to 6.
- 8. Any difficulties, such as technical deficiencies or lack of knowledge, encountered in compiling any information of a kind specified in paragraphs 1 to 6.
- 3.1.5 **Table 3.1** provides a collated summary of what is required and where it can be found within this Environmental Statement.

Table 3.1: Regulatory Requirements & Location of Information

Regulations	Requirement	Where you can find it!
Town and Country Planning (Environmental Impact Assessment)	A description of the development comprising information on the site, design and size of the development;	Volume 2, Chapter 1 – Introduction (for CWRR) Volume 3, Chapter 1 – Introduction (for GAIA)
(Scotland) Regulations 2011	A description of the measures envisaged in order to avoid, reduce and, if possible remedy significant adverse effects;	Volume 2, Chapter 14 – Schedule of Mitigation (for CWRR) Volume 3, Chapter 14 – Schedule of Mitigation (for
	The data required to identify and assess the main effects which the development is likely to have on the environment;	Volume 2, Chapters 2- 12 – technical assessments (for CWRR) Volume 3, Chapter 2 – 12 – technical assessments (for GAIA)
	An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for its choice, taking into account the environmental effects; and	Volume 1, Chapter 2 – Project Need, Alternatives and Objectives (for both CWRR and GAIA)
	A non-technical summary of the information provided.	Non-Technical Summary for this Environmental Statement.
The Marine Works (Environmental Impact Assessment) Regulations 2007	A description of the project and of the regulated activity, including details of the following matters— a. the location, size and nature of the project and the regulated activity; b. the quantity and nature and source of the materials to be used in the course of the project and the regulated activity; c. the quantity, nature and source of any items or materials to be deposited in the sea in the course of the project and the regulated activity; and d. the working methods to be used in the course of the project and the regulated activity.	Volume 1, Chapter 1 – Introduction (for both CWRR and GAIA) Volume 2, Chapter 1 – Introduction (for CWRR); Volume 2, Chapter 3 – Geology & Soils (for CWRR); Volume 3, Chapter 1 – Introduction (for GAIA);

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Regulations	Requirement	Where you can find it!
	A description of the aspects of the environment likely to be significantly affected by the project and the regulated activity, including— a. human beings, fauna and flora; b. soil, water, air, climate and the landscape; c. material assets and the cultural heritage; and d. the interaction between any two or more of the things mentioned in the preceding sub-paragraphs.	Volume 2, Chapters 2 – 12 (for CWRR) Volume 3, Chapters 2 – 12 (for GAIA) Volume 4, Chapters 1- 9 (for cumulative effects)
	A description, complying with sub-paragraph (2), of the likely significant effects of the project and the regulated activity on the environment resulting from— a. the nature of the activities to be carried out and the manner in which they are to be carried out; b. the use of natural resources; c. the emission of pollutants; d. the creation of nuisances; and e. the elimination of waste.	Volume 2, Chapters 2 – 12 (for CWRR) Volume 3, Chapters 2 – 12 (for GAIA) Volume 4, Chapters 1- 9 (for cumulative effects)
	The description should cover each of the following categories of effect— a. direct and indirect effects; b. secondary effects; c. cumulative effects; d. short-term, medium-term and long-term effects; e. permanent and temporary effects; and f. positive and negative effects.	
	The forecasting methods used by the applicant to assess the main effects that the project and the regulated activity are likely to have on the environment.	Volume 1, Chapter 3 – Approach to Assessment Volume 2, Chapters 2 – 12 (for CWRR) Volume 3, Chapters 2 – 12 (for GAIA)
	A description of the measures envisaged to prevent, reduce and offset any significant adverse effects of the project and the regulated activity on the environment.	Volume 2, Chapter 14 – Schedule of Mitigation (for CWRR) Volume 3, Chapter 14 – Schedule of Mitigation (for GAIA)
	An outline of the main alternatives studied by the applicant and an indication of the main reasons for the applicant's choice, taking into account the environmental effects of those alternatives and the project as proposed.	Volume 1, Chapter 2 – Project Need, Alternatives and Objectives (for both CWRR and GAIA)
	A non-technical summary of the information provided under paragraphs 1 to 6.	Non-Technical Summary for this Environmental Statement.
	Any difficulties, such as technical deficiencies or lack of knowledge, encountered in compiling any information of a kind specified in paragraphs 1 to 6.	Volume 1, Chapter 5 - Assumptions, Technical Difficulties

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3.2 Guidance

- 3.2.1 The EIA has been carried out taking due consideration of non-statutory guidance where appropriate such as that contained within the Institute of Environmental Management and Assessment's (IEMA) 'Guidelines for Environmental Impact Assessment' (2004) and the Highways England 'Design Manual for Roads and Bridges Vol. 11 Environmental Impact Assessment', along with various guidance documents relating to the assessment of individual aspects of the environment (see individual assessment chapters).
- 3.2.2 Good practice advises that EIA should be treated as an iterative process rather than as a one-off, post-design environmental appraisal, and that interested parties be consulted at an early stage in order to identify key impacts and design appropriate mitigation. In this way, the findings from the EIA can be fed into the design process, leading to the development of a project which achieves a 'best fit' within the environment. This approach was used throughout the EIA of the Proposed Development through a process of collaborative engagement between the engineering, transport, geotechnical and environmental teams.
- 3.2.3 The EIA process, is designed to be systematic and transparent and involves the following key stages:
 - **Stage 1: Screening**: initial and preliminary consultations and assessment to understand and confirm if an EIA is likely to be required for a specific proposal;
 - Stage 2: Scoping: consultation with relevant statutory consultees and other stakeholders
 to obtain their views on the proposal; identify potentially significant impacts of the
 proposals; identify existing environmental information and agree methods for the
 assessment of impacts;
 - Stage 3: Baseline Studies: identification of existing environmental conditions through review of existing information and monitoring and field surveys as required;
 - **Stage 4: Assessment of Impacts:** prediction and assessment of potential effects on the environment; quantification of impacts where possible including:
 - assessment of the significance of impacts: an assessment of the significance at local, regional, national and international scales of predicted impacts;
 - o mitigation: the identification of measures to avoid or reduce these impacts;
 - residual Impacts: evaluation of residual environmental effects which cannot be fully mitigated;
 - Stage 5: Environmental Reporting: preparation of the ES and supporting documentation;
 and
 - Stage 6: Planning Application and Determination.
- 3.2.4 Throughout the EIA, and in particular in Stage 4 above, there is an iteration by which the interim findings are used to inform the evolving design of the project. The following sections expand on the above synthesis of the process. Where likely significant adverse impacts were predicted, or sensitive environments were identified, the results of the EIA were used to influence the design, site layout, development appearance, construction methodologies and the general site location. Where it was not possible to reduce or eliminate a likely significant impact through sensitive design alone, the results of the preliminary EIA were used to identify any need for appropriate mitigation measures.

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3.2.5 In addition, subsequent **ES Chapters 2 – 12 in Volumes 2 and 3** expand on methodologies used for specific assessments and present the findings of all assessments.

3.3 Assessment Methodology

3.3.1 The following assessment methodology was employed in the environmental assessment process for the proposed development.

Screening and Scoping

- 3.3.2 A screening assessment was submitted to all the local planning authorities setting out why an EIA was required for the terrestrial elements of the project and requesting a formal screening opinion. In July 2016 the authorities all responded in agreement that the proposed development should qualify as 'EIA development'.
- 3.3.3 A screening opinion request was also submitted to Marine Scotland that set out justification why it was considered that a Marine EIA would not be required. Marine Scotland responded that at that stage and with the project design still being developed they considered that there was the potential for significant effects on the marine environment and therefore an EIA that also complied with the Marine Works EIA Regulations was required. Following further development of the design, subsequent consultation was undertaken with Marine Scotland in November 2016 and Marine Scotland re-screened the proposed developments. At this stage, they were able to screen out the requirement for a Marine Works compliant EIA for the GAIA project, however an EIA was still required for CWRR that met both the town and country planning and marine works EIA Regulations.
- 3.3.4 The EIA Regulations contain provision for developers to request a scoping opinion from the planning authority (in this case all competent authorities Renfrewshire Council, West Dunbartonshire Council, Glasgow City Council and Marine Scotland for CWRR and Renfrewshire Council for GAIA,) as to the information to be provided in the ES. The authorities are then obliged to consult with 'Consultation Bodies' including Scottish Natural Heritage (SNH), Historic Environment Scotland (HES) and the Scottish Environment Protection Agency (SEPA), before issuing a formal scoping opinion.
- 3.3.5 Renfrewshire Council City Deal team (the applicant) requested a formal scoping opinion from all competent authorities in September 2016. Following some design changes, a Scoping Update was also prepared and submitted to all stakeholders in February 2017.
- 3.3.6 Prior to writing the initial Scoping request, Sweco held scoping interviews with each of the technical teams, who were tasked with presenting a summary of the initial baseline assessments, the likely 'significant' effects and any elements that they considered could be 'scoped out'. These discussions were held to ensure that a pragmatic approach was adopted for this complex project and to ensure that this ES was focused and effective. The outcome of these interviews was the suggested proposed methodology and scope that was presented in both the initial Scoping Request and the Scoping Update. These are provided for both projects in Appendices 4.2 4.5, attached to Volume 1, Chapter 4 Scoping and Consultation.
- 3.3.7 Both the Scoping Report and the Scoping Update which contained the proposed EIA methodology and key issues to be addressed, along with a description of the project, was issued from the Renfrewshire Council City Deal team directly to the appropriate bodies.
- 3.3.8 Each of the competent authorities issued a formal response to the initial request in September 2016 and then an updated set of comments in February 2017 in response to the scoping update note. These scoping responses and other scoping meetings were used to focus the individual impact assessments and the detail of these where relevant is reported in **Volume 2**

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- (CWRR) and Volume 3 (GAIA), Chapters 2 12. The responses were also used to refine the project design (refer to Chapter 1 in both Volumes).
- 3.3.9 During the EIA process, consultations were held with a number of statutory and non-statutory organisations and details of all consultation undertaken is provided in **Volume 1**, **Chapter 4 Consultation** and also within the **Pre-Application Consultation Reports**.

Baseline Assessment

- 3.3.10 The early stages of the EIA relate primarily to organising and planning the overall process. The baseline assessment is a more specific process undertaken for each technical assessment. The aim is to establish the existing baseline environment conditions which may be changed by the development, and in particular to identify sensitive receptors. The process, which may vary according to the nature of the topic, involves as appropriate:
 - a desk top review of published information, including identification of statutory and other designations;
 - consultation with relevant bodes to gather unpublished information and views on key sensitivities; and
 - field surveys to an agreed methodology, possibly supplemented by further surveys as a result of initial findings.

Assessment of Environmental Effects and their Significance

- 3.3.11 This is a two stage process. Firstly, the changes to the existing situation which may result from the development are predicted (impacts), according to appropriate methodologies. Then the changes are evaluated in terms of their significance (effects).
- 3.3.12 In order to evaluate environmental effects and determine their significance it is important that assessment criteria are identified. The criteria used and methodologies adopted to assess effects are often matrix or threshold based and described within individual impact assessment chapters of Volumes 2 and 3 (Chapters 2 12). This approach allows chapter authors to develop topic specific assessment criteria and therefore each chapter defines what constitutes a significant impact under that assessment heading.
- 3.3.13 Under some topic headings the use of assessment criteria is not practical or appropriate, because robust criteria are either not available or not sensitive enough to accurately report on potential impacts; in these cases it is appropriate for professional opinion to be used as the main way to assess significance. Where this is the case, this is clearly stated in the individual chapters. The proposed methodology and approach to each of the assessments contained in the EIA was included in the Scoping Request to provide all consultees with an opportunity to comment on how the assessments would be carried out. Any comments received back from this process where taken into consideration and further information is available in **Volume 1**, **Chapter 4 Consultation.**
- 3.3.14 In assessing the effects, account is taken of relevant design features and management practices which will mitigate any effects, to ensure that the assessment is practical.
- 3.3.15 In general, effects are assessed through considering a combination of sensitivity of the environment and the degree of alteration or 'magnitude of change' which is predicted due to the development. The significance of these effects will be defined in relation to their magnitude, geographical extent, duration, frequency, reversibility and any regulatory standards that might apply. It does not necessarily follow, for example, that a high magnitude change will always be significant; conversely a low magnitude change will not necessarily

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- always be insignificant. Where an assessment of significance cannot be determined (due to lack of information, unpredictable nature of an effect or uncertainty over magnitude of change) this is highlighted and discussed within the text.
- 3.3.16 Effects which have been evaluated as being of moderate or major significance (beneficial or adverse) are considered in this ES to be significant, that is they are material and should be taken into account in the decision making process. Each technical chapter in this ES presents the predicted significance of effects taking account of committed mitigation measures. A schedule of collated mitigation measures is presented in Volume 1, Chapter 5 Mitigation, Appendix 5.1.

Cumulative Impacts

- 3.3.17 Cumulative effects are a result of a combination of environmental effects from the interactions associated with a number of projects. The significance of cumulative effects is evaluated in a similar way to that described above for individual projects but takes account of the potential for cumulative and synergistic effects on receptors from the various projects being considered.
- 3.3.18 This ES has considered the potential for cumulative effects for each technical assessment. The assessment of the cumulative effects that highlights the combined and synergistic properties of the impacts identified is provided within **Volume 4**, **Chapters 1 to 9**.

3.4 Authors of the Environmental Statement

- 3.4.1 A number of organisations and specialist consultants have assisted with the preparation of this ES and provided input into the content of a number of individual technical chapters to a standard format (where possible) provided by Sweco (who also collated the ES and coordinated the EIA process).
- 3.4.2 The specific contributions with respect to the key chapters are listed in **Table 3.2** below. Short profiles of the relevant authors are provided in **Appendix 3.2**.

Table 3.2: EIA Team

Company	Role	Individual
Sweco	EIA Technical Authority	Henry Collin
	EIA Lead Consultant	Rebecca McLean
	Geology, Soils and Contaminated Land Lead	Roy Harrison
	Water Quality, Drainage and Flooding Lead	Jon Moore
	Landscape, Townscape and Visual Effects Lead	John Meehan
	Sustainability and Climate Change Lead	Lewis Barlow
	Traffic and Transport Lead	Tara O'Leary
ITP Energised	EIA Co-ordinator	Alex Gardiner
	Land Use and Communities Lead	Tiffany Bienfait
	Ecology and Nature Conservation Lead	Lorraine Hamilton
	Air Quality Lead	Stuart McGowan
WSP Acoustics	Noise and Vibration Lead	James Powlson
Headland Archaeology	Cultural Heritage & Archaeology	Paul Masser
PBA	Socio-Economic Assessment Lead	Duncan Smart

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APPENDIX V1 3.1 EIA REGULATIONS (SCHEDULE 4)

SCHEDULE 4 Regulation 2(1)

INFORMATION FOR INCLUSION IN ENVIRONMENTAL STATEMENTS

PART 1

- 1. Description of the development, including in particular—
 - a) a description of the physical characteristics of the whole development and the land-use requirements during the construction and operational phases;
 - b) a description of the main characteristics of the production processes, for instance, nature and quantity of the materials used; and
 - c) an estimate, by type and quantity, of expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation, etc.) resulting from the operation of the development.
- 2. An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for the choice made, taking into account the environmental effects.
- 3. A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the interrelationship between the above factors.
- 4. A description of the likely significant effects of the development on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the development, resulting from:
 - a) the existence of the development;
 - b) the use of natural resources;
 - c) the emission of pollutants, the creation of nuisances and the elimination of waste, and the description by the applicant or appellant of the forecasting methods used to assess the effects on the environment.
- 5. A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment.
- 6. A non-technical summary of the information provided under paragraphs 1 to 5 of this Part.
- 7. An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant or appellant in compiling the required information.

PART 2

- 1. A description of the development comprising information on the site, design and size of the development.
- 2. A description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects.
- 3. The data required to identify and assess the main effects which the development is likely to have on the environment.
- 4. An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for the choice made, taking into account the environmental effects. 5. A non-technical summary of the information provided under paragraphs 1 to 4 of this Part.

APPENDIX V1 3.2 EIA TEAM PROFILES

Company	Individual	Pen Profile	Role
Sweco	Henry Collin	Qualifications: BSc(Hons), MSc, MIEMA, Registered EIA Practitioner	EIA Technical Authority
		Experience: 24 years' experience in leading, managing and advising on EIAs in the fields of transportation, infrastructure, urban development and energy	
	Rebecca	Qualifications: BSc(Hons), MIEMA, CEnv	EIA Lead Consultant
	McLean	Experience: 14 years' experience in leading, managing and advising on EIAs in the fields of infrastructure, urban development and energy.	
		Rebecca's also has extensive experience in air quality and odour assessments and in facilitating environmental design optimisation/mitigation solutions.	
	Roy	Qualifications: MSc, Bsc (Hons), CGeol, EurGeol	Geology, Soils and
	Harrison	Experience: Over 11 years' experience as a geoenvironmental engineer, working in all aspects of geotechnical and geoenvironmental design, from design, tendering and procurement of ground investigation, through management and supervision of contractors, to interpretations and recommendations.	Contaminated Land Lead
	Jon Moore	Qualifications: BSc(Hons), MSc, MCIWEM, CEnv	Water Quality,
		Experience: Over 10 years' experience in leading water quality, geomorphology, hydrology and flooding teams on infrastructure and roads projects requiring EIA. Managing preparation and delivery of licence applications for activities requiring consent under CAR.	Drainage and Flooding Lead
	John Meehan	Qualifications: BSc(Hons), MSc, MIEMA, Registered EIA Practitioner	Landscape, Townscape and Visual Effects Lead
		Experience: 13 years' experience in landscape planning on a wide variety of projects throughout the UK. John has acted as the landscape lead on many projects and has appeared as the landscape expert at Planning Hearings for a major infrastructure project.	
	Lewis Barlow	Qualifications: BEng (Hons), MSc, DIC, CEnv, CEng, FICE, CWEM, SiLC, SQP Experience: A Fellow of the ICE and a Technical Director at Sweco, Lewis provides expert advice on environmental risks and contamination issues for regulators, developers and prestige multi-site owners at the highest level. His environmental expertise includes practical carbon management: helping clients to understand and reduce their carbon footprints, as well as adapt to projected climate change.	EIA Technical Authority (Climate Change and Geoenvironmental)
	Tara	Qualifications: BEng(Hons), TPP, MICHT	Traffic and Transport
	O'Leary	Experience: Over 15 years' experience in leading traffic and transport studies on infrastructure and roads projects. Managing preparation and delivery of transport models and transport and economic assessment.	Lead
ITP Energised	Alex Gardiner	Qualifications: BDes - Landscape Architecture (Hons), MRP (Environmental Planning and Management) CMLI	EIA Co-ordinator

Company	Individual	Pen Profile	Role
		Experience: 10 years' experience in preparing and managing on EIAs in the fields of transport, residential and urban development, energy and infrastructure.	
	Tiffany Bienfait	Qualifications: BSc, MSc (Hons), PIEMA (ongoing) Experience: 5 years' experience in coordinating, technical advisory role and managing EIAs projects in renewable energy, transport, transmissions and urban developments.	Land Use and Communities Lead
	Lorraine Hamilton	Qualifications: Msc Bsc MCIEEM Experience: Over 10 years' experience contributing to multidisciplinary civil engineering projects where she provided ecological survey and report writing support at pre and post planning project phases in line with DMRB Volume 11 requirements. She understands that an integrated approach is key to delivering a successful project and recognises her previous roles have equipped her with the required experience and knowledge to project manage the ecology deliverables of this commission	Ecology and Nature Conservation Lead
	Stuart McGowan	Qualifications: BEng(Hons), MIEnvSc, MIAQM, CEnv Experience: 17 years' experience in environmental impact assessment and air quality assessment. Experienced technical lead of air quality teams, through phases of assessment, and in developing air quality strategies for large urban areas.	Air Quality Lead
	Annie Danskin	Qualifications: BEng(Hons), MIEnvSc, MIAQM Experience: 18 years' experience in air quality management, leading, managing and advising on EIAs in the fields of transportation, infrastructure, urban development, oil and gas and energy	Air Quality Principal Consultant
WSP Acoustics	James Powlson	Qualifications: BSc (Hons), CoENM, MIOA Experience: Over 20 years' directing and delivering noise and vibration assessments. James has worked on many multidisciplinary projects providing detailed guidance from project inception to delivery.	Noise and Vibration Lead
Headland Archaeology	Paul Masser	Qualifications: BA(Hons), MA, CIfA Experience: Over 20 years' experience directing and publishing large-scale excavation projects, including major roads projects in Northern Ireland; over 5 years' experience in providing archaeology and cultural heritage specialist advice on wind farm, solar and grid connection projects requiring EIA.	Cultural Heritage & Archaeology
Peter Brett Associates	Duncan Smart	Qualifications: MA (Hons), MSc, MRTPI Experience: Over 4 years' experience in infrastructure planning, EIA, socio-economics impact assessment and project management. Duncan's main roles include preparing and reviewing EIA documentation, acting as lead planner in the submission of planning applications and preparing socio- economic impact assessments.	Socio-Economic Assessment Lead
	Nick Skelton	Qualifications: MA, MSc Experience: 29 years' experience leading economics and planning projects across the private and public sectors in all parts of the UK, the Republic of Ireland, Australia and Hong Kong. Nick lectures in socioeconomic impact analysis and has provided expert witness evidence to Planning Inquiries, Hearings and other forums in the UK and overseas.	Socio-economics Lead Technical Reviewer

Company	Individual	Pen Profile	Role
	Raymond MacIntyre	Qualifications: BSc(Hons), MSc Experience: Over 10 years' economic development consultancy experience, including leading the preparation of economic related evidence based assessments for infrastructure developments. Raymond routinely prepares and undertakes technical reviews of HM Treasury Green Book compliant impact assessments.	Socio-economics Technical Reviewer
	Mark Johnston	Qualifications: MA (Hons), MRTPI Experience: Over 17 years' experience in the planning and delivery of large scale developments including infrastructure and commercial projects. Mark's main roles include reviewing EIA documentation, providing commercial planning advice for developers and preparing socio-economic impact assessments.	GAIA and Cumulative Socio-economics Lead Author

Volume 1
Chapter 4 Consultation

CHAPTER 4: CONSULTATION

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n/a

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Appendix V1 4.4: Pre-Application Notices

Appendix V1 4.5: Pre-Application Consultation Letter Notification
Appendix V1 4.6: Minutes from Architectural Design Scotland Meeting

Appendix V1 4.7: Black Cart Briefing Note

Document Control Sheet						
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4 EIA Consultation

This chapter sets out the consultation that has been undertaken to effectively scope this EIA. It also provides information on some of the relevant consultation that has been undertaken from project inception to application. NB: There has been extensive consultation carried out for both projects during the pre-application stage, full details are provided in the Pre Application Consultation report that has been submitted in support of the various planning applications.

4.1 Introduction

- 4.1.1 This chapter reviews the EIA scoping process, preparation of the scoping request and the subsequent scoping update. It provides details on the consultation that has been undertaken prior to, during and following the submission of the Scoping Request. Most importantly, it provides information on how these have fed into the proposed development design, and the final scope and assessment of this EIA.
- 4.1.2 The chapter also outlines the wider public consultation exercise which has taken place in parallel with the specific EIA consultation. Pre-application consultation has been carried out in accordance with the requirements of PAN 3/2010: Community Engagement (http://www.gov.scot/Publications/2010/08/30094454/0) and recognised best practice in engaging the local and wider community and key stakeholders (including but not limited to consultees, local businesses and local interest groups).
- 4.1.3 Please note that each of the technical chapters in Volumes 2 and 3, provide further detail on consultation that has been specific to those assessments.

4.2 The Scoping Process

- 4.2.1 Implicit in both the Marine and Town and Country Planning EIA Regulations is a requirement for adequate scoping of the EIA process (see Volume 1, Chapter 3: Approach to Assessment).
- 4.2.2 These Regulations make provision for an applicant to write to a relevant competent authority and request a formal opinion, in writing, of the information to be provided in an ES. This is known as a Scoping Opinion. A request for a Scoping Opinion must include as a minimum, a plan sufficient to identify the land, a brief description of the development and its possible effects on the environment and any other information the applicant may wish to provide.
- 4.2.3 The principle aim of the formal scoping exercise for the Proposed Developments has been to establish the concerns and issues generated which require consideration as part of the EIA. This exercise has also informed the evaluation of the significance of those concerns, and has identified key issues and those of lesser importance.
- 4.2.4 The screening and scoping exercises for both projects were the formal opening of lines of communication with consultees on EIA and planning, however there had been consultation during the optioneering and initial design stages. Further information on this earlier consultation is provided in the Pre-Application Consultation report submitted in supporting of the planning applications. Consultation for the EIA has continued after scoping on the detail required for specific EIA topic headings. The City Deals project team has adopted a transparent approach to scoping, with the objective of addressing potential effects at the early project design stage when they can most easily and cost effectively be accommodated and to provide wider stakeholders and the public with an opportunity to comment on the proposals and their assessment from an early stage.

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4.3 Scoping Opinion

- 4.3.1 For the purposes of identifying the 'scope' and information requirements for the EIA and content of this ES, a Scoping Report for each project was prepared by the EIA team.
- 4.3.2 A request for a Scoping Opinion was made to the relevant competent authorities for each project in September 2016, supported by the relevant EIA Scoping Report. A copy of each of the Scoping Reports can be found on the Renfrewshire City Deal website http://www.renfrewshire.gov.uk/citydealeia-cwrr and http://www.renfrewshire.gov.uk/citydealeia-gaia.
- 4.3.3 These reports were uploaded to the Renfrewshire City Deals website (http://www.renfrewshire.gov.uk/citydeal) and email notifications with a link to the respective reports were issued to the competent authorities and all EIA consultees. The reports requested that all responses were sent directly to the City Deal email address (citydeal@renfrewshire.gov.uk). This email address had automatic forwards set so that any responses were forwarded onto each of the competent authorities. This ensured that all parties received the responses but that the consultees did not have to issue them more than
- 4.3.4 The competent authorities subsequently responded with their Scoping Opinions, a copy of which is included in Appendix V1 4.1 (CWRR) and Appendix V1 4.2 (GAIA). Table 4.1 provides a list of the consultees that were contacted during the pre-application stage of the proposed developments specifically for the purposes of EIA. This list of consultees was agreed with the various competent authorities.

Table 4.1: EIA Consultees

CWRR & GAIA
Statutory/Non-Statutory
Association of Salmon Fishery Boards
Ayr Fishery Office (of the Scottish Government)
British Shipping
Central Scotland Green Network
Civil Aviation Authority
Clyde Fishermen's Association
Clyde River Foundation
Clydeplan
Clydeport
Crown Estate
Cycling Scotland
Defence Infrastructure Organisation
Forestry Commission Scotland
Glasgow & the Clyde Valley Green Network
Glasgow Airport Safeguarding
Health and Safety Executive (HSE)
Historic Environment Scotland (HES)
Marine and Coastguard Agency
Marine Safety Forum

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National Air Traffic Services (NATS)

National Lighthouse Board (NLB)

Royal Society for the Protection of Birds (Scotland) (RSPB)

Royal Yachting Association (RYA)

Scottish Fishermen's Federation (SFF)

Scottish Environment Protection Agency (SEPA)

Scottish Fishermen's Organisations (SFO)

Scottish Natural Heritage (SNH)

Scottish Rights of Way & Access Society

Scottish Water

Scottish Wildlife Trust

Strathclyde Partnership for Transport (SPT)

Sustrans

Transport Scotland

UK Chamber of Shipping

Visit Scotland

West of Scotland Archaeology Service

Whale and Dolphin Conservation Society (WDCS)

CWRR Specific Consultees

Landowners/Key Stakeholders

Glasgow Airport Ltd

Christie & Sons (Metal Merchants) Ltd

Peel Holdings (Land and Property) Limited

Peel Ports

Turnberry Homes

Renfrew Golf Club

Clydebelt

Directly Affected Community Councils

Garscadden/ Scotstounhill Area Partnership

Clydebank East Community Council

Renfrew Community Council

Inchinnan Community Council

Renfrew & Gallowhill Local Area Committee

Paisley North Community Council

Yoker Community Council

Scotstoun Community Council

GAIA Specific Consultees

Landowners/Key Stakeholders

Marine Scotland

Glasgow Airport Ltd

Westway

Directly Affected Community Councils

Inchinnan Community Council

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Paisley North Community Council
Gallowhill Community Council
Renfrew Community Council
Paisley West and Central Community Council
Paisley East and Whitehaugh

- 4.3.5 Scoping consultation responses received during the EIA process are provided in Appendix V1 4.1 for CWRR and Appendix V1 4.2 for GAIA and are summarised respectively in Table 4.2 (CWRR) and Table 4.3 (GAIA) of this chapter.
- 4.3.6 All points raised by consultees have been considered and addressed. Where it was considered appropriate, some of the requirements suggested by consultees have been addressed in technical appendices to this EIA, and within other reports submitted in support of the various planning applications. Examples include detailed requests regarding construction mitigation, design and analysis of compliance with legislation and policy. This has been dealt with in the outline Construction Environmental Management Plan (CEMP) (see Appendices 1.1 in Volume 2 and Volume 3), the Design and Access Statements (see Appendices 1.2 in Volume 2 and Volume 3) and the Planning Support Statements (submitted as a supporting document to the planning applications). Other requirements have been directly addressed within the ES technical chapters. Table 4.2 (CWRR) and Table 4.3 (GAIA) record how and where consultee's responses have been managed and addressed.

4.4 Scoping Update Note

- 4.4.1 The design process for both projects was ongoing before and after submitting the original Scoping Reports. This resulted in a number of design changes to the proposed projects after receipt of the Scoping Opinions and following consultation with the competent authorities it was agreed that a Scoping Update Note would be useful to provide consultees and all interested parties with the updated design information. The updated note also provided consultees with an opportunity to review their original scoping response in light of these changes and amend their previous comments on the proposed methodologies and scope of the EIA if they considered that this was required. A Scoping Update Note was prepared that covered both projects and set out:
 - key changes to the design of the CWRR and GAIA City Deal Projects;
 - any changes to the proposed assessment methodologies as a result of the updated design; and
 - information on how consultees could send further representations to the City Deal team.
- 4.4.2 All competent authorities and those consulted during the original Scoping Request were issued with an email and a link to the Scoping Update Note that was available on the City Deals website (http://www.renfrewshire.gov.uk/media/3561/Scoping-Update-Note.pdf) on the 7th February 2017. All responses received are summarised below in Table 4.4 and provided in Appendix V1 4.3.

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Table 4.2: CWRR Scoping Responses

Table 4.2: CVVRR Scop			
Organisation		Scoping Response	How this will be dealt with?
Statutory Consultee	s & Intereste	d Bodies	
Renfrewshire Council	CRC1	Renfrewshire Council confirmed that the proposed scope of the Environmental Statement was suitable to support the proposed development application.	No further action required.
Glasgow City Council	CGCC1	Land Use and Communities The EIA must scope the impact upon existing land uses on the south side of Glasgow Road and the proposed residential developments on vacant land between Dock Street and Greenlaw Road. Expected that the future EIA scope will include any impact upon businesses dependant on river use such as BAE Systems at Scotstoun and Govan. Furthermore, consideration should be given to the impact a future bridge crossing would have on the upper River Clyde with regards future generation of the river including leisure activity.	Please refer to Chapter 2, Volume 2 for the Land-Use Assessment and Chapter 11 – Socio-Economics.
	CGCC2	Geology, Hydrogeology, Soils and Contaminated Land Confirmed there are no formally designated sites for contaminated land located within the study area, although a number of historically potentially contaminated former uses are noted in the Council's Contaminated Land Inspection Strategy. Confirmed the approach to the assessment was satisfactory and should take into account the results of the interpretative Site Investigation Report and proposed engineering and geotechnical designs.	No further action required. Site investigations are underway as of Spring 2017 and will inform detailed design.
	CGCC3	Water Quality, Drainage and Flood Risk Consultation should be extended to include input from GCC's Development and Regeneration Services department with regards to flood risk and SUDs. Potential effects of construction and operation relate to both hydrology and flood risk, and water quality. GCC also confirmed that a detailed Flood Risk Assessment is required as the proposed development is located on or immediately adjacent to the functional floodplain of the River Clyde.	Further consultation has been undertaken with GCC's Flooding Team and an approach and methodology has been agreed. The Flood Risk Assessments undertaken for the project are provided in Appendices 4.3, 4.4 and 4.5 for Chapter 4, Volume 2.
	CGCC4	Landscape, Townscape and Visual Impact GCC indicated that there would be merit in obtaining the view of Architecture and Design Scotland. In addition, all three local authorities can provide design input at this stage, while a future presentation to the	A meeting with Architecture Design Scotland was held on the 1st March 2017, the notes from the meeting are provided in Appendix 4.6 for this chapter.

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Organisation	Reference	Scoping Response	How this will be dealt with?
		Glasgow Urban Design Panel would be welcome.	
	CGCC5	Ecology and Nature Conservation GCC confirmed that they are content with the proposed approach and that there are no statutory designated sites within the red line boundary, however within the adopted Glasgow City Plan 2, the River Clyde is zoned as a City-wide Site of Importance for Nature Conservation (see policy ENV 7 – National, Regional and Local Environmental Designations).	A full assessment of ecological impacts has been undertaken, please refer to Volume 2, Chapter 6 - Ecology and Nature Conservation for further information.
	CGCC6	Archaeology and Cultural Heritage GCC confirmed that they are content with the proposed approach and the consultation that had been undertaken with both Historic Environment Scotland (HES) and West of Scotland Archaeology Service (WoSAS).	No further action required. The archaeological assessment of the proposals is set out in Volume 2, Chapter 7.
	CGCC7	Traffic and Transportation GCC confirmed that the area of study and methodology associated with the microsimulation traffic model, which will detail the traffic impact and quantify future levels of traffic, is considered satisfactory. Primary issue of concern is what requirement there is for mitigation works on the north bank of the River Clyde within the GCC Boundary, especially in areas of existing congestion, A814 Dumbarton Road corridor and Kelso Street Junction. GCC stated that they will await the final round of traffic modelling, which will identify the level of new 'induced' trips generated by the new river crossing. GCC requested that potential future links from the new road infrastructure to the north of the Clyde Crossing to the North Clydeside Development Route (NCDR) should be considered in the detailed design of the infrastructure. Provision of cycling infrastructure on the bridge is welcome, GCC recommended that consultation is undertaken with the GCC cycling team. GCC encourage liaison with SPT to identify suitable opportunities for providing public transport hubs. Suitable traffic mitigation measures for construction traffic should be instigated to minimise / mitigate any adverse impact upon the local community and road network.	Full details of the transport modelling that has been undertaken for the project and the results are provided in Appendix 12.1 - Traffic and Economics Report, Systra (May 2017). The proposed infrastructure north of the river does not create any barriers to preventing the future development of the NCDR. Consultation has been undertaken with Sustrans and the wider GCC cycling network team to discuss the cycling proposals. Liaison with SPT has been ongoing throughout the design and preapplication process. This will continue throughout the application and consent process, operators are keen for consent to be in place prior to signing any agreements. Full details of all relevant transport mitigation measures are provided in Volume 2, Chapter 12 – Traffic and Transport.

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Organisation	Reference	Scoping Response	How this will be dealt with?
	CGCC8	Noise and Vibration GCC advocate continued consultation with the relevant Environmental Health Officers at each of the local planning authorities. Their response noted: "The report states potential effects relating to construction would be short term, given they would relate to the construction period only. This view is concurrent with that of Glasgow City Council's Environmental Health section who state any problematic noise to be generated during the construction stage is liable to be of low frequency and therefore do not consider 45dB(A) to be the appropriate measurement and instead suggest that noise rating curve 25 be used as a measure for any noise between 22.00 and 07.00 hours." GCC asked that consideration should be given to potential mitigation measures for any noise generation beyond the rig e.g. generators (BS5228 part 1). GCC Environmental Health Section do not consider it appropriate to grant or withhold permission for 24hr working and retain the right to take enforcement action should the works cause complaints and shall use the aforementioned noise rating curves in any determination.	Consultation has been undertaken with the EHOs at all the relevant planning authorities. Further details on the proposed impacts during the construction process are provided in Volume 2 – Chapter 8 - Noise
	CGCC9	Air Quality GCC raised concerns regarding potential adverse effects on air quality north of the river on sections of Dumbarton Road/Glasgow Road as a result of redistribution of local traffic. GCC advised that they are awaiting the outcome of the modelling exercise. GCC welcome that mitigation for any adverse effects during construction and operation will be identified during the air quality impact assessment.	Consultation has been ongoing with the EHOs in each planning authority but particularly with GCC to discuss potential air quality impacts associated with the proposed CWRR development, including consideration of potential cumulative effects. The full air quality technical assessment report is provided in Volume 2, Chapter 9 – Air Quality, Appendix 9.1.
	CGCC10	Climate Change Mitigation & Adaption GCC agree with the proposal to assess the potential impacts from the proposed development on Climate Change.	No further action required. The assessment of impacts on climate change is reported in Volume 2, Chapter 10.
	CGCC11	Application Submission GCC suggest that the following supporting documents should be submitted as part of the planning applications; • Design and Access Statement	The following documents are being submitted to support the planning application; Design and Access Statement. Planning Support Statement. Transport Assessment.

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Organisation	Reference	Scoping Response	How this will be dealt with?
		 Planning Policy Statement Transport Assessment Flood Risk Assessment (if not covered in the ES) Drainage Impact Assessment (if not covered in the ES) Vibration Assessment (if not covered in the ES) Air Quality Impact Assessment (if not covered in the ES) Site Investigation Report (if not covered in the ES). 	 Flood Risk Assessment is covered within the ES – Volume 2, Chapter 4, Appendices 4.3 – 4.5. Drainage Impact Assessment is covered within the ES – Chapter 4, Appendix 4.2. Vibration Assessment - This has been scoped out, the reasons are clearly provided in the Scoping Request (September 2016) – Appendix V1 4.1. Air Quality Impact Assessment is presented within the ES – Chapter 9. Site Investigation Report is covered within the ES and is provided as an appendix to Chapter 3 – Geology, Soils and Contaminated Land, Appendix 3.1.
	CWDC1	Policies WDC noted that the policies contained in the adopted local development plan should be included in the ES as this is the development plan for the determination of any future applications, whilst the Proposed Plan is a material consideration in the determination of planning applications.	Noted. Further information has been included where relevant in each of the ES technical chapters and also within the separate Planning Support Statement.
West Dunbartonshire Council	CWDC2	Geology, Soils and Contaminated Land WDC noted that north of the River Clyde was subject to extensive bombing during World War II and that the potential unexploded ordnance (UXO) risk assessment should be extended across the river. Any additional precautions proposed for the Renfrew and Abbotsinch Airfields should be considered for north of the river also. The ES should be updated to take account of this. Environmental Health hold reports for some historic site investigations within the Rothesay Dock area that may be of interest and these are available for review at Aurora House, Clydebank.	Further information on the assessment of potential contaminated land impacts and the recommended mitigation is provided in Chapter 3 – Geology, Soils and Contaminated Land.
	CWDC3	Landscape, Townscape and Visual Impact WDC supported the proposal to undertake a Landscape and Visual Impact Assessment (LVIA) and agreed that the list of viewpoints should be agreed with officers from this Council.	The viewpoints were agreed with each of the relevant officers within the three local planning authorities. Further information is presented within Chapter 5 – Landscape, Townscape and Visual Effects (Volume 2).
	CWDC4	Ecology and Nature Conservation WDC confirmed that if there were likely significant impacts upon the qualifying interests of the SPA that they would also have to carry out an HRA.	Further consultation with SNH has confirmed that no HRA Is required as there are no likely significant impacts upon any Natura 2000 sites.

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Organisation	Reference	Scoping Response	How this will be dealt with?
	CWDC5	Archaeology and Cultural Heritage WDC requested that consideration be given to the unknown archaeological material that may be affected by construction work and that any predicted impacts should be mitigated by archaeological investigation (most likely monitoring or excavation) and recording.	A full assessment of the potential impacts upon Archaeology and Cultural Heritage has been undertaken and the results and the proposed mitigation is provided in Volume 2, Chapter 7.
	CWDC6	Traffic and Transport WDC confirmed that Option C was the most preferred option for the bridge and requested further information on; • the potential increases in traffic, • the existing conflicts between pared or service vehicles on the road network that needs to be developed, • journey times / reliability of buses travelling along the Dumbarton Road Corridor and the corridors from Kilbowie Road to Glasgow Road with the bridge in place; • information on the impact upon congestion and its effect on journey times just prior to the bridge closing caused by motorists who have decided that this is the preferred route to cross the Clyde; • Information on induced traffic caused by the Bridge; and • Saturday flows and impacts must be taken into account.	The traffic model and information to be provided as part of the proposed development has been agreed with the transport departments at each of the relevant planning authorities. Full details of the predicted changes to traffic flows with the development in place are provided in Volume 2, Chapter 12 and in, Appendix 12.1 - SYSTRA Part C Traffic and Economic Report.
	CWDC7	Noise and Vibration Environmental Health had concerns regarding potential noise impacts during the construction phase, particularly with regards to piling operations over water. WDC therefore requested that the ES ensure these potential noise impacts are carefully taken into account.	All potential noise impacts including those predicted during the construction phase have been assessed and are presented in Volume 2, Chapter 8 – Noise and Vibration
	CWDC8	Issues to be Scoped Out Under the headings Ecology and Nature Conservation, Archaeology and Cultural Heritage, and Noise and Vibration the table should be updated to reflect the comments above. Nuisance and archaeological heritage issues are already covered in Chapters 8 and 10. There should also be a chapter in the ES which addresses the socio-economic, health and safety, and amenity impacts of the proposal. This should be in addition to any economic benefit analysis reports to be submitted as part of the planning application.	Noted. Socio-economic impacts have been assessed and are presented in Volume 2, Chapter 11. Impacts on amenity have been addressed in several chapters including those for land use and communities, noise and air quality. The predicted effects on traffic economics associated with the proposed development are presented in Volume 2, Chapter 12.

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Organisation	Reference	Scoping Response	How this will be dealt with?
Marine Scotland	CMS1	Marine Mammals Marine Scotland commented that whilst the River Clyde at Yoker/Blythswood is distant from the estuarine environment of the Firth of Clyde where seals and porpoises are frequently observed, it is possible that these animals may sometimes occur in the river. As seals and porpoises are protected in Scottish waters under Scottish and EU legislation, we encourage the applicant to include measures to avoid disturbance or injury to these animals in the full Environmental Statement. The primary impact pathway for effects on marine mammals here would be from loud underwater noise, e.g. from pile driving. We would anticipate the applicant to delay pile driving if seals or cetaceans are sighted close to the site of construction.	An assessment of the potential impacts upon Marine Mammals is provided in Volume 2, Chapter 6 – Ecology and Nature Conservation.
	CMS2	Physical Environment An assessment of the effects of the Clyde crossing design on water levels will already be included in the detailed FRA but all aspects of impacts on the physical environment should be taken into account.	The Flood Risk Assessment has taken account of the surrounding physical environment and how the existing and proposed development could impact upon predicted flood levels. Full details provided in Volume 2, Chapter 4.
	CMS3	Diadromous Fish Marine Scotland highlighted that under some conditions large numbers of returning adult salmon or sea trout can be present in the tidal reaches and lower reaches of the rivers and that they may already be stressed there by poor water quality / high temperatures / low river flows. To prevent impacts, Marine Scotland stated that it will be important to agree suitable phasing for those works which could impact on salmon or sea trout to minimise the possibility of any impact. With regard to specific survey effort, MSS confirmed that they would accept that detailed pre-construction site characterisation work, for example involving catching and tracking salmon or sea trout adults or smolts through the reaches could be expensive, although it would provide useful information. MSS would like to see what advice the Clyde River Foundation, SEPA and SNH give or have given on this topic before it gives a final view. MSS also noted that the Clyde River Foundation was included in the main consultation list in this report, which is good.	The potential impacts upon fish have been discussed with Marine Scotland and the Clyde River Foundation and it has been agreed that suitable construction techniques (use of cofferdams and best practice pollution prevention and control measures for example), will help to mitigate impacts from construction works upon fish. It has also been agreed that a suitably qualified ecological clerk of works will be present during in river works. Further information is provided in Volume 2, Chapter 6 – Ecology and Nature Conservation. The Clyde River Foundation was contacted during the Scoping process but no response was received.
	CMS4	Aquaculture There are currently no marine aquaculture sites registered with Marine	No further action required.

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Organisation	Reference	Scoping Response	How this will be dealt with?
		Scotland Science located in the vicinity of the proposed Clyde Waterfront Renfrew Riverside development. There is one freshwater land based tank site located approximately 8km south east of the proposed development which is authorised to hold a variety of freshwater finfish species. This facility uses mains water therefore it is not expected that it would be impacted by the proposed development. The nearest marine finfish site is situated ~50km west of the proposed development and is an active Atlantic salmon site operated by The Scottish Salmon Company.	
	CMS5	Navigation Please refer to comments received from the Maritime and Coastguard Agency, Northern Lighthouse Board and Peel Ports.	Both were consulted during the Scoping and Scoping Update but no response has been received at time of writing.
SEPA	CS1	The site should be assessed for flood risk from all sources in line with Scottish Planning Policy (Paragraphs 254-268). If a flood risk is identified then a Flood Risk Assessment should be carried out following the guidance set out in the document Technical flood risk guidance for stakeholders.	Flood Risk Assessment has been carried out for the proposed development and is available in Volume 2, Chapter 4 – Water Quality, Drainage and Flood Risk and in the appendices to that chapter, Appendices V2 4.3 and 4.4.
	CS2	Details of the waste water provision for your development should be provided in the ES or planning submission, including consideration of options for waste water treatment facilities. Drainage is a material planning consideration and will be assessed as part of your planning application in line with PAN 79 Water and Drainage and your Local Plan. If there is no or limited public sewerage infrastructure, given the scale of development we would still expect the development of strategic infrastructure to adoptable standards. Contact should be made with Scottish Water to determine the standards required to ensure adoption of new infrastructure.	An assessment of the drainage proposals is provided in Volume 2, Chapter 4 – Water Quality, Drainage and Flood Risk and within the Drainage Impact Assessment (Volume 2, Chapter 4 – Appendix 4.2).
	CS3	The treatment of surface water runoff by sustainable drainage systems (SUDS) is a legal requirement for most forms of development, however the location, design and type of SUDS are largely controlled through planning. We encourage surface water runoff from all developments to be treated by SUDS in line with Scottish Planning Policy (Paragraphs 255 and 268), PAN 61 Planning and Sustainable Urban Drainage Systems, PAN 79 Water and Drainage. It is important to ensure that adequate space to accommodate SUDS is	Information on the SUDS proposals associated with the proposed development are included within Volume 2, Chapter 1 – Introduction and impacts are assessed in Volume 2, Chapter 4 – Water Quality, Drainage and Flood Risk

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Organisation	Reference	Scoping Response	How this will be dealt with?
		incorporated within development. Consideration should be given to this matter early in the planning process when proposals are at their most fluid and modifications to layout can be easily made with less expense to the developer. The level of SUDS required is dependent on the nature of the proposed development all roads schemes typically require two levels of treatment.	
	CS4	One of our key interests in relation to major developments is pollution prevention measures during the periods of construction, operation, maintenance, demolition and restoration. The construction phase includes construction of access roads, borrow pits and any other site infrastructure. We advise that the applicant should, through the EIA process or planning submission, systematically identify all aspects of site work that might impact upon the environment, potential pollution risks associated with the proposals and identify the principles of preventative measures and mitigation.	Information on the likely construction activities and their phasing is provided in the Project Description that is presented in Volume 2, Chapter 1 - Introduction. This is also supported by an outline Construction Environmental Management Plan (CEMP) that sets out indicative measures that will be in place during the construction period.
	CS5	A Construction Environmental Management Document is a key management tool to implement the Schedule of Mitigation. We recommend that the principles of this document are set out in the ES outlining how the draft Schedule of Mitigation will be implemented.	An outline CEMP is provided as Appendix 1.1 to Volume 2, Chapter 1 – Introduction.
	CS6	In order to meet the objectives of the Water Framework Directive of preventing any deterioration and improving the water environment, developments should be designed to avoid engineering activities in the water environment wherever possible. The water environment includes burns, rivers, lochs, wetlands, groundwater and reservoirs. We require it to be demonstrated that every effort has been made to leave the water environment in its natural state. Engineering activities such as culverts, bridges, watercourse diversions, bank modifications or dams should be avoided unless there is no practicable alternative.	Due to the nature and objectives of the City Deal developments, development within and in the vicinity of waterbodies is unavoidable. Environmental input has been integral to the design development through options development and outline design development, including the EIA. As part of the design process, reasonable alternatives were investigated and the chosen design elements (including crossings and other elements in or near the water environment) were selected based on environmental, engineering, cost and constructability/maintenance grounds, as well as other third party considerations. For example, the CWRR Clyde Crossing bridge design includes no in-channel piers to reduce the risk of in-channel disturbance. The potential impacts of all design elements in or near waterbodies associated with the proposed development has been fully considered and where significant potential impacts were identified in the EIA, suitable mitigation has been proposed based on best practice guidance

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Organisation	Reference	Scoping Response	How this will be dealt with?
			and consultation with statutory and non-statutory bodies, which is reported within Chapter 4 (Water Quality, Drainage and Flood Risk) and Chapter 6 (Ecology and Nature Conservation) of ES Volumes 2 and 3. Construction mitigation will include SEPA and CIRIA best practice, including adherence to SEPA's Pollution Prevention Guidelines, and specific mitigation such as use of low impact piling techniques to reduce mobilisation of sediment. The Contractor will prepare a detailed Construction Environmental Management Plan (CEMP) and construction method statements for all in-channel works, to be approved by SEPA prior to commencement of construction. Works in, and in the vicinity, of the Clyde Estuary and River Cart will also be subject to marine licencing and these works will adhere to the licensing conditions of Marine Scotland, thereby providing an additional level of protection. Operational mitigation will include sustainable drainage systems (SuDS) within the drainage design to treat surface drainage from carriageways and new hardstanding areas prior to outfall to receiving waters. Through iterative and environmentally-informed design and development of a suite of mitigation measures, it is predicted that the status of waterbodies will not be compromised, in line with the requirements of the WFD.
	CS7	It is noted that it has been proposed to scope out an NVC assessment, but SEPA believes that this data should be provided in relation to the application proposal. Three wetland sites fall within the application boundary according to the Scottish Wetland inventory and further details to determine if these habitats are valuable or indicate groundwater flows, should be provided.	A discussion has been held with SNH regarding the requirement for an NVC assessment. Further information on the outcome of this consultation is provided in Volume 2, Chapter 6 – Ecology and Nature Conservation.
	CS8	Where water abstraction is proposed we request that the ES, or planning submission, details if a public or private source will be used. If a private source is to be used the information below should be included.	No water abstraction is proposed.
	CS9	In accordance with Scottish Planning Policy (Paragraph 190), space for collection, segregation, storage and possibly treatment of waste (e.g. individual and/or communal bin stores, composting facilities, and waste treatment facilities) should be allocated within the planning application site layout.	Waste management and recycling measures proposed are provided in Appendix V2 1.1 – Construction Environmental Management Plan (CEMP). During detailed design, the location of roadside bins will be specified in accordance with the relevant Council policy and guidelines on control of litter.
	CS10	The local authority is the responsible authority for local air quality management under the Environment Act 1995, and therefore we	The local environmental health departments for Renfrewshire, Glasgow and West Dunbartonshire have been consulted regarding the proposed

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Organisation	Reference	Scoping Response	How this will be dealt with?
		recommend that Environmental Health within the local authority be consulted.	scope and methodology of the assessment and also on air quality monitoring. Further information on the specific consultation undertaken, is available in Volume 2, Chapter 9 – Local Air Quality.
	CS11	There should be consideration if any of the installations or processes proposed within this development are likely to require authorisation under the Pollution Prevention and Control Regulations 2000 or other environmental regulations.	Not required.
SNH	CSNH1	Statutory Designated Sites There are no statutory designated sites within the development footprint of the site. However, the proposal lies within 2km of the Inner Clyde Special Protection Area (SPA), Ramsar Site and Site of Special Scientific Interest (SSSI) and the Black Cart SPA and SSSI. Inner Clyde SPA/SSSI and Ramsar site - Given the separation distance between the development site and the SPA (around 1.3km) and the nature of the existing habitats within/adjacent to the development site, SNH confirmed that they are content that it is unlikely that the proposal will have a significant effect on the qualifying interest of the SPA either directly or indirectly. As a consequence, an appropriate assessment is not required for the Inner Clyde SPA. Black Cart SPA/SSSI - In our view, we do not consider that this proposal is likely to affect the availability of resource or roosting habitat for the whooper swans given the wooded/urban nature of the development site and this is reflected in the historical survey data for the swans. In addition, as the proposed development would be situated within an urban area around 0.7km from the SPA/SSSI, SNH were also satisfied there would be no significant disturbance to whooper swans as a result of construction and operation of this proposal. As a consequence, it is unlikely that the proposal will have a significant effect on the qualifying interest of the SPA either directly or indirectly. An appropriate assessment is therefore not required for the Black Cart SPA. Endrick Water Special Area of Conservation (SAC) and SSSI - The above designated sites are situated over 10km to the north of the proposed development. In SNH's view, they do not consider that the integrity or notified features of these sites will be affected by the proposal. Therefore SNH were satisfied that these sites do not require further consideration and	No further action required. The requirement for Habitats Regulations Appraisal (HRA) has been screened out.

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Organisation	Reference	Scoping Response	How this will be dealt with?
		can be "scoped" out of the EIA.	
	CSNH2	Statutory Protected Species SNH commented that a number of protected species may be present and impacted by the development proposals and they therefore supported the proposals to carry out badger, otter, water vole and bat surveys. They recommended viewing the guidance available on their website at http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/protected-animals/. Within their response they confirmed that the proposed survey methodologies had been discussed at a meeting held on the 11 May 2016 and via follow up e-mail correspondence, however, they requested that full details of survey methodologies, areas surveyed and details of any limitations to survey efforts should be included within the Environmental Statement (ES). They also recommended that species surveys should have been completed no more than 18 months prior to submission of the application, to ensure that the survey results are a contemporary reflection of species activity at and around the site.	Noted. The proposed surveys have been carried out as was set out in the Scoping Report and in accordance with the recommended guidance and following consultation discussions with SNH prior to scoping. With regards timescales, the survey data is all within 18 months of the application date as requested.
	CSNH3	Habitats SNH noted from the Scoping report and discussions with the applicant that a phase 1 habitat survey has been carried out and it is considered that NVC surveys are not required. However, in their response they reiterated their pre-application advice that NVC surveys should be undertaken if any habitats listed on Annex 1 of the EC Habitats Directive and UKBAP Priority Habitats are identified during the phase 1 habitat surveys. It is unclear from the scoping report whether any such habitats have been identified. This should be clarified in the ES and an appropriate level of survey work undertaken.	Further information is provided in Volume 2, Chapter 6 – Ecology.
	CSNH4	Tree Clearance SNH recommended that consultation with Forestry Commission Scotland was undertaken to discuss the Control of Woodland Removal Policy and the implications it may have on the development.	Consultation with Forestry Commission has been ongoing and mitigation to meet the Control of Woodland Removal Policy has been agreed in principle. Full details are provided in Volume 2, Chapter 1 – Introduction.
	CSNH5	Invasive non-native species	An identification survey for INNS was carried out in 2016 the full report

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Organisation	Reference	Scoping Response	How this will be dealt with?
		SNH requested that the ES provide details of the measures that will be taken to prevent the spread of any invasive non-native species that have been identified on site as part of the Phase 1 habitat survey.	is provided in Volume 2, Chapter 6, Appendix 6.7. Mitigation measures to avoid the spreading of INNS are set out in Volume 2, Chapter 6 – Ecology and Nature Conservation.
	CSNH6	Landscape and Visual Impact Assessment SNH supported the proposed to undertake an LVIA and requested that the assessment viewpoints are agreed with all relevant competent authorities. They asked that the LVIA consider impacts on the landscape setting of the site and the surrounding area and how this may affect the enjoyment of existing outdoor recreational users. Consideration must also be given to access rights and existing rights of way.	The LVIA assessment is presented in Volume 2, Chapter 5. Potential impacts upon the existing rights of way are addressed in Volume 2, Chapter 2.
	CSNH7	Water Management and Pollution Prevention Due to the proximity to the Clyde, SNH advised consulting with SEPA regarding water management and pollution prevention measures to ensure that there are no negative impacts on the River Clyde.	SEPA has been consulted throughout the pre-application process and suitable mitigation measures have been set out within the Water Chapter (Volume 2, Chapter 4).
	CSNH8	Collecting and presenting information – general advice We recommend that the ecological chapters are split into topics, e.g. protected areas, species (birds, bats, otter, etc.), habitats (terrestrial, freshwater), etc. Information and assessment of which activities associated with the construction and operation of the development are likely to have direct and indirect (including cumulative) significant environmental effects on the relevant natural heritage receptors, along with clear details of any mitigation, should be presented. A schedule of environmental mitigation should be provided in an annex for developments with impacts on multiple natural heritage interests. The schedule should compile all the environmental mitigation/enhancement measures into one list/table, for ease of reference.	The ecological chapters have been split up as requested. A schedule of environmental mitigation from each of the technical chapters has been compiled and is provided in the outline Construction Environmental Management Plan (CEMP) (Appendix V2, 2.1)
Historic Environment Scotland (HES)	CHES1	HES confirmed that they had reviewed the project in terms of their remit for historic environment interests (world heritage sites, scheduled monuments and their settings, category A-listed buildings and their settings, inventory gardens and designed landscapes, inventory battlefields, and historic marine protected areas (HMPAs)). They confirmed that there wasn't any within the project area and they referred the project to the local authorities' archaeological and cultural heritage advisors, who would be able to offer advice on the scope of the cultural heritage assessment.	Noted. Consultation has been undertaken with WoSAS throughout the pre-application process following HES response (see below).

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Organisation	Reference	Scoping Response	How this will be dealt with?	
West of Scotland Archaeology Service (WoSAS)	CWOSAS1	WoSAS agreed in general terms with the proposal to identify and assess effects through a combination of desk-based research and walkover survey is likely to be appropriate. Similarly, proposals to mitigate any impacts either through avoidance or archaeological investigation were deemed to be suitable.	No further action required.	
Glasgow Airport	CGA1	Glasgow Airport confirmed that the site was located within the safeguarding area for Glasgow Airport and given the size of the site it is beneath a number of their protected surfaces, where structures above ground level may be subject to height restrictions. Early consultation was recommended to discuss project proposals.	Noted, this has been a main consideration during the design process.	
Glasgow All polit	CGA2	They also advised that the site is also within the 13km bird circle in close proximity to the airport and beneath approach and take off surfaces. Bird attractants should be considered and minimised in design of planting schedules and SUDS, with berry bearing species restricted to 5% of planting, trees to be planted, may also be subject to height restrictions in some areas.	Noted, the landscaping and drainage design have taken this into consideration to ensure that the proposed development does not include bird attractants.	
Forestry Commission Scotland	CFC1	Forestry Commission confirmed that they would welcome proposals to improve the woodlands at Blythswood and that they had positive discussions with SWECO over the potential way forward for this project. Where woodlands are to be removed to accommodate new infrastructure (or for any other reason), they recommend that the Scottish Government's Policy on the Control of Woodland Removal and associated guidance is followed.	Consultation has been ongoing with Forestry Commission and the woodland management for Blythswood and the suggested method of providing compensatory planning has been agreed in principal. Further information on the proposals are provided in the Design and Access Statement.	
Northern Lighthouse Board	NLB1	Northern Lighthouse Board has no objections in principle to the proposed development, and will reply formally in response to the required Marine Licence application, however they advised City Deals Renfrewshire to liaise with Peel Ports (Clydeport) to ensure they are content with the proposals.	Noted. Peel Ports have been consulted with regularly throughout the pre-application phase of this project.	
Local Community Responses				
* NB: names and identifies have not been included to	LR1	"My main concern is to ensure adequate and safe provision for commuting cyclists, as this new route will be heavily used by staff cycling to and from the new QEUH hospital. Indeed on p 27 you highlight the key utility of the bridge in bringing many important locations within a 30min cycle ride, and Fig 3.1 details the many community journeys that will be facilitated. The aim should explicitly be supporting travel modal shift with an emphasis on active	All new cycling provision has been discussed and agreed with Sustrans and the final design proposed is provided within Volume 2, Chapter 1 – Introduction.	

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Organisation	Reference	Scoping Response	How this will be dealt with?
ensure anonymity.		travel including walking and cycling. The report emphasises the importance of this, with NMU groups having been specifically consulted as part of the scoping report preparation. It is therefore extremely disappointing that the current proposal envisages solely shared cycle and footway of 3m width, reduced to just 2m in some locations (footnote p 15) on a single side of the carriageway only. This is completely inadequate for a two-way cycle way shared with pedestrians. The 2014 Sustrans design manual notes that 2.5m is the minimum required for a non-shared two-way cycle path, and 2m a minimum for a single direction cycle only route. Given the extent of likely cycle commuter traffic the current proposals are inadequate and likely to lead to dangerous conflict with pedestrians, and cyclist using the main road space instead at increased risk to themselves. The Sustrans manual notes 'Where high usage expected, width of 4m is preferred and segregation between cyclists and pedestrians considered'. Given the spend envisaged on new road schemes and that it is now 2016 this facility should have properly segregated cycle ways with separate pedestrian facilities. This has already been noted by the Living Streets response detailed on p29, which emphasises that 'attractive new bridges consist of good levels of pedestrian priority and cycle infrastructure'. These cycle ways should be designed to the latest specifications. The scoping report as presented gives little confidence that the developers understand this, and it looks as if the needs of cyclists and pedestrians have been relegated in favour of the 4000+expected car journeys."	
	LR2	"The area of Blythswood woodlands is covered by a tree protection order and due consideration should be given to the biodiversity, environmental and local amenity value of the woodland environment as a whole. I have previously submitted representations in relation to these matters and trust due consideration will be given to the unique value of this mature and thriving woodland to the town. The woodlands are home to many protected species including bat roosts and feeding areas. Thank you for your consideration of this matter."	Protection of Blythswood and minimising any impacts has been a key consideration during the design phase of the proposed development. Proposals for its improvement and management are provided in Volume 2, Chapter 1- Introduction.
	LR3	"Concerned that RDC want to bring in 4000 vehicles daily to Renfrew, considering we are in an air pollution triangle of the M8, Glasgow Airport	The potential 'induced' traffic has been predicted and the impacts from this are presented in Volume 2, Chapter 12 – Traffic and Transport.

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Organisation	Reference	Scoping Response	How this will be dealt with?
		and Braehead, and levels are known to be high at Inchinnan Road. I know how shifting the traffic into smaller, less busy roads improved the air quality at Renfrew Town Hall junction. The problems this caused throughout Renfrew have not been addressed by RDC. Since the poor people of Renfrew and Yoker without cars do not cause the significant traffic jams around Renfrew Cross/Braehead/Hillington Roundabout/QEUH at peak times, it must be drivers passing through which do. Bringing in 4000 more vehicles does not seem logical. The trees of Renfrew need protecting once again. I object to the loss of Blythswood trees. I expect that Finance will take precedence over the Environment. There has been significant house building in and around Renfrew already, increasing our air and noise pollution (Braehead and Bishopton). I know this is submitted just after the deadline, but hope my comments will still be considered".	The proposed development will provide suitable alternative routes for vehicles travelling through the local area and this is predicted to have a positive reduction in vehicles travelling through Renfrew Town Centre. The design of the proposed development is a result of a detailed optioneering exercise. This looked at a number of route options and one of the key objectives was to minimise the impacts upon the trees at Blythswood, this is why the alignment skirts around the tree boundary as far as possible. It then follows the line of the flood prevention scheme where there is limited existing trees. In line with the Scottish Government Compensatory Woodland Planting Guidance, the trees that are removed will be planted are part of an agreement with Woodland Trust. With regards to improvements within Blythswood, the City Deal team have negotiated with the landowner that as part of the project, woodland improvements will be undertaken including removal of Japanese Knotweed, felling of dead or dying trees, some of which present a danger adjacent to Fishers Road, 20% thinning of shrubs in understory, creation of glades up to 20m² as part of the thinning works. Full details and drawings of the proposed compensatory planting and woodland management proposals are provided in the CWRR Design and Access Statement, submitted in support of the CWRR planning applications.

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Table 4.3: GAIA Scoping Responses

	able 4.3: GAIA Scoping Responses				
Organisation	Ref.	Scoping Response	How this will be dealt with?		
Statutory Cons	sultees & In	terested Bodies			
Renfrewshire Council	GRC1	Renfrewshire Council confirmed that the proposed scope of the Environmental Statement was suitable to support the proposed development application.	No further action required.		
	GMS1	Physical environment MS noted that the new bridges will be designed wherever possible to avoid in-channel structures. But it is also stated that the new bridges may require in-river piers to support the bridge deck. In that case the crossing structure will impact the physical environment both during construction and operational phase. An assessment of the effects of the crossing design on water level will already be included in the detailed FRA but all aspects of impacts on the physical environment should be taken into account.	The Flood Risk Assessment has taken account of the surrounding physical environment and how the existing and proposed development could impact upon predicted flood levels. Full details provided in Volume 3, Chapter 4.		
Marine Scotland	GMS2	Diadromous Fish Marine Scotland highlighted that that under some conditions large numbers of returning adult salmon or sea trout can be present in these tidal reaches and lower reaches of the rivers and that they may already be stressed there by poor water quality / high temperatures / low river flows. To prevent impacts, Marine Scotland stated that it will be important to agree suitable phasing for those works which could impact on salmon or sea trout to minimise the possibility of any impact. With regard to specific survey effort, MSS confirmed that they would accept that detailed pre-construction site characterisation work, for example involving catching and tracking salmon or sea trout adults or smolts through the reaches could be expensive, although it would provide useful information. MSS would like to see what advice the Clyde River Foundation, SEPA and SNH give or have given on this topic before it gives a final view. MSS also noted that the Clyde River Foundation was included in the main consultation list in this report, which is good.	The potential impacts upon fish have been discussed with Marine Scotland and it has been agreed that suitable construction techniques (use of cofferdams and best practice pollution prevention and control measures for example), will help to prevent impacts upon fish. It has also been agreed that a suitably qualified ecological clerk of works will be present during in river works. Further information is provided in Volume 3, Chapter 6 – Ecology and Nature Conservation.		

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Organisation	Ref.	Scoping Response	How this will be dealt with?
	GMS3	Aquaculture MS confirmed that there are currently no marine aquaculture sites registered with Marine Scotland Science located in the vicinity of the proposed Glasgow Airport Investment Area (GAIA) City Deal Project. There is one freshwater land based tank site located approximately 10km south east of the proposed development which is authorised to hold a variety of freshwater finfish species. This facility uses mains water therefore it is not expected that it would be impacted by the proposed development. The nearest marine finfish site is situated ~50km west of the proposed development and is an active Atlantic salmon site operated by The Scottish Salmon Company.	Noted. No further action required.
	GMS4	Navigation MS recommends referring to comments received from the Maritime and Coastguard Agency, Northern Lighthouse Board and Peel Ports.	Both organisations have been consulted during the Scoping and the Scoping Update process and a response has not been received at the time of writing.
	GSEPA1	The site should be assessed for flood risk from all sources in line with Scottish Planning Policy (Paragraphs 254-268). If a flood risk is identified then a Flood Risk Assessment should be carried out following the guidance set out in the document Technical flood risk guidance for stakeholders.	Flood Risk Assessment has been carried out for the proposed development and is available in Volume 3, Chapter 4 – Water Quality, Drainage and Flood Risk and in, the appendices to that chapter, Appendices 4.3 and 4.4.
SEPA	GSEPA2	Details of the waste water provision for your development should be provided in the ES or planning submission, including consideration of options for waste water treatment facilities. Drainage is a material planning consideration and will be assessed as part of your planning application in line with PAN 79 Water and Drainage and your Local Plan. If there is no or limited public sewerage infrastructure, given the scale of development we would still expect the development of strategic infrastructure to adoptable standards. Contact should be made with Scottish Water to determine the standards required to ensure adoption of new infrastructure.	An assessment of the drainage proposals is provided in Chapter 4 – Water Quality, Drainage and Flood Risk and within the Drainage Impact Assessment (V3, C4 – Appendix 4.2).

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Organisation	Ref.	Scoping Response	How this will be dealt with?
	GSEPA3	The treatment of surface water runoff by sustainable drainage systems (SUDS) is a legal requirement for most forms of development, however the location, design and type of SUDS are largely controlled through planning. We encourage surface water runoff from all developments to be treated by SUDS in line with Scottish Planning Policy (Paragraphs 255 and 268), PAN 61 Planning and Sustainable Urban Drainage Systems, PAN 79 Water and Drainage. It is important to ensure that adequate space to accommodate SUDS is incorporated within development. Consideration should be given to this matter early in the planning process when proposals are at their most fluid and modifications to layout can be easily made with less expense to the developer. The level of SUDS required is dependent on the nature of the proposed development all roads schemes typically require two levels of treatment.	Information on the SUDS proposals associated with the proposed development are included within Volume 3, Chapter 1 – Introduction and impacts are assessed in Volume 3, Chapter 4 – Water Quality, Drainage and Flood Risk.
	GSEPA4	One of our key interests in relation to major developments is pollution prevention measures during the periods of construction, operation, maintenance, demolition and restoration. The construction phase includes construction of access roads, borrow pits and any other site infrastructure. We advise that the applicant should, through the EIA process or planning submission, systematically identify all aspects of site work that might impact upon the environment, potential pollution risks associated with the proposals and identify the principles of preventative measures and mitigation.	Information on the likely construction activities and their phasing is provided in the Project Description that is presented in Volume 3, Chapter 1. This is also supported by an outline Construction Environmental Management Plan that sets out indicative measures that will be in place during the construction period.
	GSEPA5	A Construction Environmental Management Document is a key management tool to implement the Schedule of Mitigation. We recommend that the principles of this document are set out in the ES outlining how the draft Schedule of Mitigation will be implemented.	An outline CEMP is provided as Appendix 1.1 to Volume 3, Chapter 1 – Introduction.

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GSEPA6

In order to meet the objectives of the Water Framework Directive of preventing any deterioration and improving the water environment, developments should be designed to avoid engineering activities in the water environment wherever possible. The water environment includes burns, rivers, lochs, wetlands, groundwater and reservoirs. We require it to be demonstrated that every effort has been made to leave the water environment in its natural state. Engineering activities such as culverts, bridges, watercourse diversions, bank modifications or dams should be avoided unless there is no practicable alternative.

Due to the nature and objectives of the City Deal developments, development within and in the vicinity of waterbodies is unavoidable. Environmental input has been integral to the design development through DMRB Stage 2 and Stage 3, including the EIA. As part of the design process. reasonable alternatives were investigated and the chosen design elements (including crossings and other elements in or near the water environment) were selected based on environmental, engineering, cost constructability/maintenance grounds, as well as other third party considerations. For example, the GAIA Black Cart Cycleway Bridge design includes 1 in-channel pier due to restrictions on the height of the structure due to airport safeguarding zones, which would rule out a single span structure.

The potential impacts of all design elements in or near waterbodies associated with the proposed developments have been fully considered and where significant potential impacts were identified in the EIA, suitable mitigation has been recommended based on best practice guidance and consultation with statutory and non-statutory bodies, which is reported within Chapter 4 (Water Quality, Drainage and Flood Risk) and Chapter 6 (Ecology and Nature Conservation) of ES Volumes 2 and 3. Construction mitigation will include SEPA and CIRIA best practice, including adherence to SEPA's Pollution Prevention Guidelines, and specific mitigation such as use of low impact piling techniques to reduce mobilisation of sediment. The Contractor will prepare a detailed Construction Environmental Management Plan (CEMP) and construction method statements for all in-channel works, to be approved by SEPA prior to commencement of construction. Works in, and in the vicinity, of the Clyde Estuary and Cart will also be subject to marine licencing and these works will adhere to the licensing conditions of Marine Scotland, thereby providing an additional level of protection. Operational mitigation will include sustainable drainage systems (SuDS) within the drainage design to treat surface drainage from carriageways and new hardstanding areas prior to outfall to receiving waters.

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Organisation	Ref.	Scoping Response	How this will be dealt with?
			Through iterative and environmentally-informed design and development of a suite of mitigation measures, it is predicted that the status of waterbodies will not be compromised, in line with the requirements of the WFD.
	GSEPA7	SEPA has no issues with a National Vegetation Classification (NVC) assessment being scoped out of this application. There are two small wetland areas marked on the Scottish Wetland Inventory but satellite images of the locations show that these sites are now car parking areas.	A discussion has been held with SNH regarding the requirement for an NVC assessment. Further information on the outcome of this consultation is provided in Volume 3, Chapter 6 – Ecology and Nature Conservation.
	GSEPA8	Where water abstraction is proposed we request that the ES, or planning submission, details if a public or private source will be used. If a private source is to be used the information below should be included.	None proposed
	GSEPA9	In accordance with Scottish Planning Policy (Paragraph 190), space for collection, segregation, storage and possibly treatment of waste (e.g. individual and/or communal bin stores, composting facilities, and waste treatment facilities) should be allocated within the planning application site layout.	Waste management and recycling measures proposed are provided in Appendix V3 1.1 – Construction Environmental Management Plan (CEMP). During detailed design, the location of roadside bins will be specified in accordance with the relevant Council policy and guidelines on control of litter.
	GSEPA10	The local authority is the responsible authority for local air quality management under the Environment Act 1995, and therefore we recommend that Environmental Health within the local authority be consulted.	The local environmental health departments for Renfrewshire, Glasgow and West Dunbartonshire have been consulted with regarding the proposed scope and methodology of the assessment and also the required monitoring. Further information on the specific consultation undertaken, is available in Volume 3, Chapter 9 – Air Quality.
	GSEPA11	There should be consideration if any of the installations or processes proposed within this development are likely to require authorisation under the Pollution Prevention and Control Regulations 2000 or other environmental regulations.	Not required.

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Organisation	Ref.	Scoping Response	How this will be dealt with?
SNH	GSNH1	Statutory Designated Sites There are no statutory designated sites within the development footprint of the site. However, the proposal lies within 2km of the Inner Clyde Special Protection Area (SPA), Ramsar Site and Site of Special Scientific Interest (SSSI) and the Black Cart SPA and SSSI. Black Cart SPA/SSSI – SNH confirmed that any works carried out within or adjacent to feeding/roosting areas during the winter months (September to April inclusive) are likely to disturb the wintering whooper swan qualifying interest of the SPA. In addition, there is also potential for use of the completed cycle route in the winter months to result in disturbance to the wintering whooper swan qualifying interest of the SPA. SNH stated that they felt that there was currently insufficient information to determine whether the proposal was likely to have a significant effect on the wintering whooper swan feature of the Black Cart SPA. They therefore recommended that a full assessment of the impacts of the construction and operation of the cycle route on the wintering whooper swan qualifying interest of the Black Cart SPA was undertaken and presented in the ES. They requested that this assessment identify any mitigation measures required to avoid a likely significant effect on the SPA (e.g. restricting the timing of the construction of the cycleway in relation to the existing road/footpath). Once this information was received SNH felt that they would be able to give this proposal further consideration. Inner Clyde SPA/SSSI and Ramsar site - Given the separation distance between the development site and the SPA (around 1.1km) and the nature of the existing habitats within/adjacent to the development site, SNH confirmed that they are content that it is unlikely that the proposal will have a significant effect on the qualifying interest of the SPA either directly or indirectly. As a consequence, an appropriate assessment is not required for the Inner Clyde SPA. Endrick Water Special Area of Conservation (SAC) and SSSI - The abo	With regards to the Black Cart SPA/SSSI and the likely potential significant effects. Further information was provided to SNH within a Black Cart Water briefing note setting out further details on the proposed works and mitigation which would be implemented during construction and operation to remove the potential for likely significant effects. Following a site visit and a meeting to discuss the briefing note, it was agreed that with suitable mitigation, the proposed development would not result in any likely significant effects and therefore a Habitats Regulations Appraisal (HRA) was not required. A copy of the briefing note is provided in Appendix 4.7 for your information. The findings of the assessment of effects on designated sites and other habitats is set out in Volume 3, Chapter 6 – Ecology and Nature Conservation.

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Organisation	Ref.	Scoping Response	How this will be dealt with?
	GSNH2	Statutory Protected Species SNH commented that a number of protected species may be present and impacted by the development proposals and they therefore supported the proposals to carry out badger, otter, water vole and bat surveys. They recommended viewing the guidance available on their website at http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/protected-animals/. Within their response they confirmed that the proposed survey methodologies had been discussed at a meeting held on the 11 May 2016 and via follow up e-mail correspondence, however, they requested that full details of survey methodologies, areas surveyed and details of any limitations to survey efforts should be included within the Environmental Statement (ES). They also recommended that species surveys should have been completed no more than 18 months prior to submission of the application, to ensure that the survey results are a contemporary reflection of species activity at and around the site.	Noted. The proposed surveys have been carried out as was set out in the Scoping Report and in accordance with the recommended guidance and following consultation discussions with SNH prior to scoping. With regards timescales, the survey data is all within 18 months of the application date as requested.
	GSNH3	Habitats SNH noted from the Scoping report and discussions with the applicant that a phase 1 habitat survey has been carried out and it is considered that NVC surveys are not required. However, in their response they reiterated their pre-application advice that NVC surveys should be undertaken if any habitats listed on Annex 1 of the EC Habitats Directive and UKBAP Priority Habitats are identified during the phase 1 habitat surveys. It is unclear from the scoping report whether any such habitats have been identified. This should be clarified in the ES and an appropriate level of survey work undertaken.	Further information is provided in Volume 2, Chapter 6 – Ecology.
	GSNH4	Tree Clearance SNH recommended that consultation with Forestry Commission Scotland was undertaken to discuss the Control of Woodland Removal Policy and the implications it may have on the development.	Consultation with Forestry Commission has been ongoing and mitigation to meet the Control of Woodland Removal Policy has been agreed in principal. Full details are provided in Volume 3, Chapter 1 – Introduction.
	GSNH5	Invasive non-native species SNH requested that the ES provide details of the measures that will be taken to prevent the spread of any invasive non-native species that have been identified on site as part of the Phase 1 habitat survey.	A identification survey for INNS was carried out in 2016 the full report is provided in Volume 3, Chapter 6, Appendix 6.7. Mitigation measures to avoid the spreading of INNS are set out in Volume 3, Chapter 6 – Ecology and Nature Conservation.

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Organisation	Ref.	Scoping Response	How this will be dealt with?
	GSNH6	Landscape and Visual Impact Assessment SNH supported the proposed to undertake an LVIA and requested that the viewpoints are agreed with all relevant competent authorities. They asked that the LVIA consider impacts on the landscape setting of the site and the surrounding area and how this may affect the enjoyment of existing outdoor recreational users. Consideration must also be given to access rights and existing rights of way.	The LVIA assessment is presented in Volume 3, Chapter 5. Potential impacts upon the existing rights of way are addressed in Volume 3, Chapter 2.
	GSNH7	Water Management and Pollution Prevention Due to the proximity to the Clyde, SNH advised consulting with SEPA regarding water management and pollution prevention measures to ensure that there are no negative impacts on the River Clyde.	SEPA has been consulted with throughout the pre-application process and suitable mitigation measures have been suggested within the Water Chapter (Volume 3, Chapter 4).
	GSNH8	Collecting and presenting information – general advice We recommend that the ecological chapters are split into topics, e.g. protected areas, species (birds, bats, otter, etc.), habitats (terrestrial, freshwater), etc. Information and assessment of which activities associated with the construction and operation of the development are likely to have direct and indirect (including cumulative) significant environmental effects on the relevant natural heritage receptors, along with clear details of any mitigation, should be presented. A schedule of environmental mitigation should be provided in an annex for developments with impacts on multiple natural heritage interests. The schedule should compile all the environmental mitigation/enhancement measures into one list/table, for ease of reference.	The ecological chapters have been split up as requested. A schedule of environmental mitigation from each of the technical chapters has been compiled and is provided in the outline Construction Environmental Management Plan (CEMP),

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Organisation	Ref.	Scoping Response	How this will be dealt with?
		WoSAS provided similar comments to both projects. In general they agreed with the proposals to undertake a desk based assessment supported by a walkover survey. The also made the following specific comments for GAIA;	
		 We agree with the definition of an area of sensitivity associated with various industrial enterprises that are known to have occupied the banks of the Cart in the area to the north of the core of the early burgh. Although it is possible to identify individual operations and uses within this area from available cartographic sources, it seems logical to group these together as a general area of potential sensitivity in terms of industrial archaeology. 	
W. J. G		WoSAS asked for the Battle of Renfrew (sometimes also known as the Battle of Inchinnan) to be included in the ES assessment. Whilst they acknowledged that the potential for material associated with the battle to be encountered during works carried out as part of the City Deal in the vicinity of Greenock Road may be relatively low, they thought that it is probably worth mentioning the possibility.	
West of Scotland Archaeology Service (WoSAS)	GWoSAS1	With regards to potential impacts of construction work, WoSAS requested that consideration is given to the A-listed Inchinnan Bridge and the Kirkton of Inchinnan, so that any direct impacts on the Kirkton could be similarly mitigated by excavation and recording as was proposed for the area of previous industrial activity.	These comments have been taken on board and have been addressed within the Desk Based Assessment Report (Volume 3, Chapter 7, Appendix 7.1) and the assessment of effects of the Proposed Development on archaeology and cultural heritage (Volume 3, Chapter 7).
		WoSAS agreed with the statement that there is the potential for previously-unrecorded archaeological material to be affected by construction impacts. This may be a particular issue with the Glasgow Airport project as it is likely to affect a substantial area of apparent Greenfield, particularly between Abbotsinch Road and the White Cart Water. As ground in this area does not appear to have been substantially affected by development during the modern period, other than that resulting from general agricultural practises such as ploughing, it may retain the potential to produce as-yet unknown buried archaeological material.	
		WoSAS suggested that further assessment may be required to allow the detail and scope of this work to be refined. For example, it would be necessary to identify specific areas where monitoring or excavation may be required.	

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Organisation	Ref.	Scoping Response	How this will be dealt with?
Historic Environment Scotland (HES)	GHES1	HES stated that any EIA for the GAIA project should give full attention to potential impacts on these heritage assets, particularly where it is proposed to create a new cycleway along the A8 (Greenock Road) and where it is proposed to realign Abbotsinch Road. As a general principle, development should avoid impacts on the scheduled Inchinnan, site of All Hallows Church (Index no. 2792) and have a minimal impact on the character, fabric and appearance of the Category A listed bridges identified above. Any new structures associated with the GAIA project should also sit comfortably in relation to the setting of the heritage assets identified above. HES requested that appropriate visualisations such as photomontage and / or wireframe views should be provided within the EIA where the impacts on setting are likely to be highest. While assessing the impact of this development on setting it may also be helpful to consult our revised Managing Change guidance note, which can be found at: https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=80b7c0a0-584b-4625-b1fd-a60b009c2549. HES also suggested that any cumulative impacts resulting from the GAIA City Deal project in combination with the CWRR City Deal project and any other associated development should be carefully considered.	An assessment of the cumulative effects of CWRR and GAIA Proposed Developments (and other relevant development proposals) on cultural heritage has been undertaken. The findings are reported in Volume 4, Chapter 4.

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Organisation	Ref.	Scoping Response	How this will be dealt with?
Royal Yachting Association	RYA	RYA Scotland recognises that the scoping report mentions the "Inchinnan Cruising Club, a small sailing club located south of Inchinnan Road and White Cart Bridge along the western bank of the White Car Water." The club is actually located on the north side of Inchinnan Road on the Bridge Isle where the Black and White Cart meet. It has been in existence since 1933 and is a self-help club enabling affordable sailing for members. The history of the club can be found at http://www.inchinnancruisingclub.co.uk/. It looks from reading the scoping report that the impact of the proposed developments on the club will be minimal. However, at this stage it is not possible to suggest that it be scoped out. It is thus important that the EIA considers any potential impact on the club and its activities including any increase in flood risk. Section 3.4.6.1 notes that 'The White Cart Water is used for small boats and recreational water sports (i.e. kayaking). This development of the river crossing is not predicted to impact on these uses'. Members of the Inchinnan Cruising Club should be able to advise about current and possible future navigation up the River White Cart and any development opportunities there may be as part of the proposed works. Clearance under any new bridges should be no less than under the existing bridges. The Clyde Marine Planning Partnership (http://www.clydemarineplan.scot/) commissioned a study into sea level rise in the Clyde. This has now been received and approved and will be published by Scottish Natural Heritage within the next few months.	Consideration of the impacts upon the existing users of the Black/White Cart has been part of the overall design process. The height of the proposed Black Cart cycle bridge is the same as the existing road bridge (Inchinnan Bridge) to avoid any impacts on navigational clearance. The middle pier of the bridge in the river has also been offset to match the existing pier arrangement for the adjacent Inchinnan Bridge.
Northern Lighthouse Board	GNLB1	Northern Lighthouse Board confirmed that they have no objections to the proposed development, and will reply formally in response to the required Marine Licence application, however they advised City Deals Renfrewshire to liaise with Peel Ports (Clydeport) to ensure they are content with the proposals.	Noted and liaison with Peel Ports has been ongoing throughout the pre-application process.
Forestry Commission Scotland	GFC1	Forestry Commission responded that their main interest was with regards to woodland removal (CWRR) and had no specific comments to make on the GAIA project.	No further action required.

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Organisation	Ref.	Scoping Response	How this will be dealt with?				
Local Commun	Local Community Responses						
Local Residents * NB: names and identifies have not been included to ensure anonymity.	GLB1	My only problem with Glasgow Airport is night time noise which causes sleep disturbance. The noise pollution which causes sleep disturbance usually ends around 10.40pm, with occasional exceptions. The next significant noise pollution starts at 6am. Due to lack of public transport, in between, there can be engine noise from taxi/car vehicles throughout the night due to arriving flights/4am check-in. NHS Choices quote "regular poor sleep puts you at risk of serious medical conditions, including obesity, heart disease and diabetes - and it shortens your life expectancy. Most of us need around 8 hours of GOOD QUALITY sleep a night to function properly." Glasgow Airport does not allow 8 hours of silence during the night. RDC has a responsibility to consider the health needs of residents and well as money. I am concerned that with expansion, the valuable periods of silence during the day between flights could be lost. These assist the tolerance of the noise pollution. The largest aircraft cause the least problems. The Dubai flights used to leave at 21.15 which was completely acceptable. However, it now leaves usually at 22.15, which is just acceptable. The Virgin aircraft cause no notable noise pollution and leave at great times for residents. When attracting new business, does Glasgow Airport consider the noise levels of the economy airlines who may not have the money for the newer quieter, less polluting aircraft. I have observed aircraft trying out the sharp assent to reduce noise levels, as practised at Heathrow airport. As a resident, I appreciate what Glasgow Airport is trying to do. Overall, I think Glasgow Airport is a very well run valuable assist to Renfrewshire. I know this is submitted just after the deadline, but hope my comments will still be considered.	The proposed expansion for the airport is planned to provide the space required for Glasgow Airport to become a centre of excellence for aircraft maintenance and repair. The noise restrictions and management procedures currently applied to the flights arriving and departing from the airport will not be changed as a direct result of this proposed development.				

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Table 4.4: Scoping Update Responses

Scoping Upda	Scoping Update Responses				
Organisation	Ref.	CWRR/GAIA/both	Scoping Update Responses	How this will be dealt with?	
Historic Environment Scotland (HES)	HES1	GAIA	"We have reviewed the proposed changes and do not consider that they would give rise to additional impacts to those identified as part of our initial EIA Scoping Responses issued on 27 October 2016. We therefore have not further comments to add. The relevant local authorities' archaeological and cultural heritage advisors will also be able to offer advice on the scope of the cultural heritage assessment. This may include heritage assets not covered by our interests, such as unscheduled archaeology, and category B- and C-listed buildings."	We have continued to consult with the relevant local authority during the assessment process and the draft Desk Based Assessment (DBA) was submitted to West of Scotland Archaeology Service (WoSAS) prior to this application being submitted.	
Whale and Dolphin Conservation Society	WDC1	CWRR	"Thank you very much for including WDC in the consultation. Due to the low presence of marine mammals in the area, staff and time restraints, I can't commit a lot of time on the consultation however, we are happy to see that mitigation will be used during piling activities. Our preference would be that a marine mammal observer is used during activities along the waterside and that piling is halted until the marine mammals have left the area (following JNCC guidelines as a minimum, see http://jncc.defra.gov.uk/pdf/jncc_guidelines_piling%20protocol_august%202010.pdf)."	The current proposals are that an ECOW will be present during the construction process (see Volume 2, Chapter 1 and Appendix 1.1).	
National Air Traffic Services (NATS)	NATS1	Both	"NATS' interest is in aviation matters, specifically flightpaths, air traffic control, radar engineering, airport taxying analysis etc. Having briefly looked at the Glasgow Airport Investment Area website, we have no comment to make and it is outside our sphere of professional interest. Airports such as Glasgow may ask us to perform work for them, but what we do is aviation-technical and unlikely to be relevant to your project (and vice-versa)."	No further action required.	
SEPA	SUS1	GAIA	SEPA confirmed that for the three cycleway discharges, the proposal to use a combination of filter trench/infiltration and other techniques would be satisfactory. SEPA also recommend that, in order to encourage habitat creation, consideration is given to the use of an open ditch to convey flows from the cycle path to the White Cart or other watercourses.	Open water ditches are not encouraged close to the airport as they can encourage use by nuisance bird species. The design of the drainage outfalls will be confirmed during detailed design and in consultation with SEPA and Glasgow Airport.	

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Scoping Upda	coping Update Responses				
Organisation	Ref.	CWRR/GAIA/both	Scoping Update Responses	How this will be dealt with?	
	SUS2	GAIA	Due to the redesign of the Wright Street Bridge, now having two piers in the watercourse, SEPA requested that Marine Scotland be consulted as Marine Licences may be required. SEPA expect best practice for working in watercourses should be followed during construction.	Marine Scotland have been consulted since the start of the project and a Marine Licence for the piers will be submitted at the same time as the planning applications. Further information is provided in Volume1, Chapter 1 – Introduction.	
	SUS3	GAIA	Also withthe redesign of the Wright Street Bridge, there is the potential for pollution issues during construction and depending on the season, impacts on migrating fish species. SEPA would look for appropriate mitigation to be included within the EIA.	Appropriate mitigation measures to prevent pollution during construction of the bridge are provided within the outline CEMP (Vol 3, Chapter 1, Appendix 1.1).	
	SUS4	Both	Please consider is any installations or processes proposed within this mixed use development are likely to require authorisation under the Pollution Prevention and Control Regulations 2000.	Not required.	
SNH	SNHSU1	GAIA	Black Cart SPA/SSSI With the inclusion of the three drainage outfalls for the cycleway, the proposed development now includes land within the Black Cart SPA. SNH referred back to their earlier advice regarding works required for the cycleway itself that any works carried out within or adjacent to the SPA during the winter months (September to April inclusive) are likely to disturb the wintering whooper swan qualifying interest of the SPA. SNH confirmed that they considered that there was currently insufficient information to determine whether the proposal was likely to have a significant effect on the wintering whooper swan feature of the Black Cart SPA. They asked that a full assessment of the impacts of the construction of the outfalls on the wintering whooper swan qualifying interest of the Black Cart SPA is undertaken and presented in the ES. They specified that this assessment should identify any mitigation measures required to avoid a likely significant effect on the SPA (e.g. restricting the timing of the construction to the summer months, mid-March to mid-September, to avoid any disturbance to the wintering whooper swans). Further details were also requested of the works to create outfalls, including the extent of the physical works, to inform such an assessment. Once this information has been provided, SNH commented that they would be able to give this proposal further consideration.	Following the Scoping Update, we prepared a Black Cart Briefing Note that provided details on the proposed construction and works required for the cycleway, drainage outfalls and the bridge crossing. A meeting was then held with SNH and Marine Scotland on the 9th March 2017. It was discussed at this meeting that the key would be the timing of the works to prevent any likely impacts. With guarantees in place that the works would be carried out with the sensitive season (September to April), SNH were able to confirm that there would not be any likely significant effect on the SPA and therefore a Habitats Regulations Appraisal (HRA) was not required.	

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Scoping Upda	Scoping Update Responses				
Organisation	Ref.	CWRR/GAIA/both	Scoping Update Responses	How this will be dealt with?	
	SNHSU2	Both	Statutory Protected Species and Habitats SNH recommended that the previously agreed surveys for protected species and habitats are extended to cover the revised footprint of the proposal.	The protected species surveys and habitats have been carried out to cover the entire redline boundary application area and further as required.	
	0.111.01.10	OLA IND	Inner Clyde SPA/SSSI/Ramsar Site As a consequence of the revised design of the project and the inclusions of the layby berthing structure, the proposal now lies around 730m upstream of the Inner Clyde Special Protection Area (SPA) which supports a wintering non-breeding population of European importance Annex 1 bird species: Redshank.		
	SNHSU3	CWRR	The Inner Clyde Ramsar Site which shares the same boundary as the SPA is also designated internationally for non-breeding Redshank and the interest of this designation will addressed as part of the consideration for the above European site. SNH confirmed that with the inclusion of the layby berthing structure in the proposal, this does not change their earlier advice that it is unlikely that the proposals will have a significant effect on the qualifying interest of the SPA either directly or indirectly.	No further action required.	
Marine Scotland	MSSU1	Both	"MSS would like to note that it is not just adult salmon or sea trout which can be present in the tidal reaches and lower reaches of the rivers and may already be stressed there by poor water quality / high temperatures / low river flows, such as particularly can occur in summer, but large numbers of salmon and sea trout smolts can also pass through these areas in spring and these are also likely to be stressed and vulnerable to further disturbance in similar river conditions as affect adult salmon, and this should also be given consideration. It will be very important that how work which could impact on salmon or sea trout is scheduled and carried out minimises the possibility of any impact."	Noted, further information on the assessment of potential impacts upon migratory fish, and mitigation measures to avoid significant effects on salmonids, are provided in Chapter 6 – Ecology and Nature Conservation, Volumes 2 and 3.	

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Scoping Upda	Scoping Update Responses					
Organisation	Ref.	CWRR/GAIA/both	Scoping Update Responses	How this will be dealt with?		
Glasgow City Council	GCCSU1 - Flooding Team	CWRR	Yoker Burn culvert realignment Details of the proposed Yoker Burn culvert realignment should be submitted to GCC (Glasgow City Council) for review and comment before Planning Consent is granted. A Flood Risk Assessment supported by hydraulic modelling will also require to be carried out. Additional Drainage outfalls Details of the proposed outfall design feature should be submitted to GCC (Glasgow City Council) for review and comment before Planning Consent is granted.	A meeting with Glasgow City Council Flooding Team was held on the 16 th March 2017. At this meeting, the scope and methodology of the required assessment for the Yoker Burn Culvert realignment was agreed. In summary it was agreed that the FRA would be limited to the section of culvert impacted and it was agreed at the meeting that this would be the point of the inlet of the existing culvert to the point of discharge to the River Clyde. With regards to the additional drainage outfalls, the indicative design of these will be submitted to GCC as part of the planning application process.		
	GCCSU2 - Transport Planning	CWRR	"The relocation of the crossing westwards should have a beneficial impact for Glasgow, in that it will take less land from the Yoker Riverfront site and better line up with Dock Street. Clearly we will await final judgement upon receipt of more detailed proposals. The cycle route between Dock Street and Yoker railway station (via Mill Road) aims to address the needs of cyclists traveling to the station from the bridge, however the needs of cyclists travelling from the station to the bridge should also be taken into account as has been discussed at the Planning Steering Group Meetings. It is noted that the local authority boundary between GCC and WDC runs through the middle of Mill Road between Glasgow Road and the railway line. More detail on this would be required. It is envisaged that this new route will tie into the riverside National Cycle Route."	The design of the cycleway from the bridge to Yoker Station has been progressed and will be submitted as part of the planning application documents. The local authority boundaries are provided on all key drawings for clarity and information purposes.		
Northern Lighthouse Board	NLBSU1	CWRR	"Northern Lighthouse Board has no objections to the revised proposed development, and will reply formally in response to the required Marine Licence application, however we would advise City Deals Renfrewshire to continue to liaise with Peel Ports (Clydeport) to ensure they are content with the proposals."	We are continuing to consult with Peel Ports throughout the pre-application process and this is expected to continue following submission of the planning applications.		

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Scoping Upda	coping Update Responses					
Organisation	Ref.	CWRR/GAIA/both	Scoping Update Responses	How this will be dealt with?		
Royal Yachting Association	RYCSU1	Both	RYA Scotland had no additional comments to make on the Scoping Update Response.	No further action required.		
	LR1SU	GAIA	"Point 2.1.3 Wright Street Bridge A number of recent works on the white cart have resulted in considerable earth work changes. It would be very helpful for nesting sand martins on the river banks if some form of sand martin nest colony could be set up near the bridge works as the earth works are being done. This has previously been done to support the local biodiversity at Inchinnan sewerage works when an artificial sand martin colony was built in to earth works and is now an important nesting site."	The assessment of ecological impacts is provided in Chapter 6 – Ecology and Nature Conservation of both Volumes 2 and 3. The mitigation required to mitigate against the proposed impacts is also provided in these chapters.		
Local Residents	LR2SU	CWRR	Point 2.2.1 Clyde Crossing I would ask that as above consideration is given to providing the local sand martin nesting population with water front nesting sites by including an artificial sand martin nest design in the earth works in and around the bridge to mitigate for any loss of sites in this area. I would also ask that the road route at and around the Clyde crossing site has earth embankments with native tree planting included along their lengths to prevent fly tipping into the protected woodland that run alongside the routes around the crossing and mitigate for lost woodland habitat. I am also unclear as to why the road linking the crossing with Argyll Avenue splits an area of protected woodland in half rather than running along the easternmost boundary of the woodland to prevent internal damage to this protected area. I would be grateful if the team could consider this. I would also like to request clarification as to how the public right of way will be affected by the proposed road building in this area.	See above re sand martins. With regards to the proposed road alignment, landscape designs have been developed which include tree planting along the new routes and the mix of tree species has been discussed with Forestry Commission to ensure that it is suitable for the location and design. The proposed road alignment follows the boundary of the Diageo operation and also the flood prevention bund and has been designed to minimise tree loss and impacts upon Blythswood. The public right of way will be maintained and appropriate mitigation will be in place during construction to provide alternatives during the construction period to prevent severance to users.		

July 2017 Page 36 of Chapter 4

4.5 Additional Consultation

- 4.5.1 The City Deal team has engaged proactively with the local press and media outlets, which have proved to be very useful in conveying key information to a large cross section of the local community. An initial press release to announce the intention of Renfrewshire Council to proceed with the two proposed developments (CWRR and GAIA) was released in October 2014.
- 4.5.2 Following the establishment of the City Deal Project Team and from the outset, the process of EIA and the design of the proposed development have been carried out in an open and constructive manner with all interested parties. With this in mind, non-statutory consultees (a list of which is provided in Table 1.4 above) have been consulted at several stages within the EIA process, both in relation to the content and methodologies to be used for the ES, and also with regards to the design of the proposed infrastructure.
- 4.5.3 Such consultation was carried out in accordance with a consultation strategy, which is set out in more detail within the Pre-Application Consultation report, submitted as a supporting document to the proposed development planning applications. This report provides full details of the public consultation process over the course of the pre-application period.
- 4.5.4 Consultation with the public was undertaken from the outset of the project and again during the optioneering and outline design stages. The consultation was carried out by the wider project team based upon the various specialist areas and has taken a variety of forms depending on need and best practice. It has been jointly lead by Sweco and the Renfrewshire City Deal Team.
- 4.5.5 Three key rounds of Public Exhibitions have been undertaken (development proposals, developed proposals and finalising proposals) and the details of the locations and dates and outcomes are all provided in the Pre-Application Consultation report. The purpose of these exhibitions was to provide the local community with a number of opportunities to keep them updated with progress, to present them with the latest information and most importantly to give them opportunity to continue to comment on and contribute to the proposed developments and the evolving design.
- 4.5.6 The Public Exhibitions were advertised through a number of outlets including social media (Twitter and Facebook), local newspaper adverts, signage in public buildings and throughout the local community, as well as regular updates on the City Deal website (http://www.renfrewshire.gov.uk/citydeal). The website has facility for interested parties to sign up so that they can receive key project updates, as of the 28th June 2017, 468 parties had registered for updates.
- 4.5.7 Each round of public exhibitions was held at a number of different locations across the project areas, to increase accessibility and at times when it was thought that a majority of local residents would be able to attend. Over the course of the project, 13 public exhibitions have been held, the exhibitions have had over 1513 recorded attendees and a total of 305 feedback forms have been received to date. The feedback from the exhibition has been compiled and is provided in the Pre-Application Consultation Report, a document submitted in support of the proposed development applications and marine licences. The feedback received has been taken into account where relevant in preparing this Environmental Statement (ES).
- 4.5.8 The project website (link above) has all the documents and public exhibitions materials available on it so that the public and any stakeholder groups can view them at their leisure.

- 4.5.9 Under the Town and Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006, all National developments, as designated within the revised National Planning Framework, require a formal Proposal of Application Notice to be submitted to the relevant planning authorities. In accordance with these regulations, a Pre-Application Notice (PAN Notice) and a summary of the consultation undertaken was submitted to the relevant planning authorities and all consultees listed in Table 4.1 above on the 17th March 2016.
- 4.5.10 As required under the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations2013, Pre-Application Consultation Notices were also submitted to the key Marine Scotland Statutory Consultees (Scotlish Natural Heritage, Scotlish Environment Protection Agency, Marine Coastguard Agency and the Northern Lighthouse Board) on the 17th March 2017. These notices also included information on the public exhibitions that were held in May 2017.
- 4.5.11 A copy of the PAN notices submitted in accordance with the Town and Country Planning Regulations are provided in Appendix 4.4, with the relevant planning and marine legislation and the Marine Licence Pre-Application Consultation Letters provided in Appendix 4.5.

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Appendix V1 4.1 CWRR Scoping Responses

APPENDIX V1 4.2 GAIA Scoping Responses

Northern Lighthouse Board

CAPTAIN PHILLIP DAY DIRECTOR OF MARINE OPERATIONS

Email – EIA – CWRR Scoping Report

GB/OPS/ML/R8 01 016

Your Ref:

Our Ref:

PAISLEY PA1 1JD 84 George Street Edinburgh EH2 3DA Switchboard: 0131 473 3100

Fax: 0131 220 2093

Website: www.nlb.org.uk Email: enquiries@nlb.org.uk



City Deal Team (Renfrewshire)
Development and Housing Services
Fourth Floor (South Wing)
Renfrewshire House
Cotton Street

06 October 2016

Dear City Deal Team (Renfrewshire)

MARINE WORKS (EIA) REGULATIONS (SCOTLAND) 2007 CITY DEAL RENFREWSHIRE – SCOPING REPORT – CLYDE WATERFRONT AND RENFREW RIVERSIDE PROJECT

Thank you for your e-mail correspondence dated 22 September 2016 regarding the Scoping Report submitted by **City Deals Renfrewshire** in support of a planning consent for a new opening bridge and associated road infrastructure across the River Clyde near Dock Street, Yoker and Blythswood, Renfrew.

Northern Lighthouse Board has no objections in principle to the proposed development, and will reply formally in response to the required Marine Licence application, however we would advise City Deals Renfrewshire to liaise with Peel Ports (Clydeport) to ensure they are content with the proposals.





From: Kevin Waters < kevin.waters@renfrewshire.gcsx.gov.uk > on behalf of City Deal (Renfrewshire)

<citydeal@renfrewshire.gov.uk>

Sent: 28 October 2016 10:38

Subject: Fw: City Deal Renfrewshire - CWRR Scoping Report

Attachments: image001.jpg

Please find attached response from West of Scotland Archaeology Service to the CWRR City Deal Project - EIA Scoping document.

Regards,

Kevin Waters

City Deal Team (Renfrewshire) Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 28/10/2016 10:34 -----

"O'Hare, Martin (DRS)" <Martin.O'Hare@glasgow.gov.uk>

To"'citydeal@renfrewshire.gov.uk'" < citydeal@renfrewshire.gov.uk >

27/10/2016 12:08

СС

SubjectRE: City Deal Renfrewshire - CWRR Scoping Report

Dear Sir or Madam,

I have considered chapter 8 of the scoping document prepared in relation to the above City Deal project, which considers the potential impact of the proposals on archaeology and cultural heritage, and would like to make the following comments. In general terms, I would agree that the proposals of to identify and assess these effects through a combination of desk-based research and walkover survey is likely to be appropriate. Similarly, proposals to mitigate any impacts either through avoidance or archaeological investigation also appear to be suitable. I would, however, make a number of specific minor points, as follows:

- Table 8.1 says that no data has been provided by WoSAS during the course of the consultation exercise. This is incorrect, as we provided extracts from the Historic Environment Record database to Headland Archaeology Ltd, working as a subcontractor to SWECO, in January and July of this year.
- Figures 8.1 and 8.2 appear to focus predominantly on designated assets, which are shown individually, while undesignated features have been amalgamated into a number of areas of archaeological sensitivity. I can appreciate why this approach has been adopted, as it makes the maps more easily legible, but it does mean that a number of undesignated archaeological features are not represented.
- Section 8.3.2.2 says that the area of archaeological sensitivity defined in relation to Renfrew town centre and represented on figure 8.2 was defined by WoSAS to correspond to the extent of the town as shown on the 1st edition OS map of 1857. This is not technically correct, though I would agree that there is a high degree of concurrence. However, the polygon was actually an attempt to define the area of the town with some potential to produce buried material relating to early occupation in the burgh, and it is also the case that the settlement shown on the 1st edition was already (marginally) larger than this.
- I would also say that this section possibly underplays the potential significance of industrial sites, in particular those along the banks of the river. These are not identified in the scoping document, particularly given the industrial and shipbuilding heritage of the Clyde.
- Section 8.4.1 states that none of the archaeologically sensitive areas or historic buildings identified in the high-level baseline study would be affected by construction impacts, and I would agree that this appears to be the case, at least in terms of the features identified in the scoping document. However, I would also agree with the statement that currently unknown archaeological material may be affected by this work; however, I would accept that it is likely that these impacts could be mitigated by archaeological investigation (most likely monitoring or excavation) and recording.
- As noted above, I would agree that the range of sources to be consulted in the desk-based assessment phase of the study appears likely to be sufficient to give a reasonable understanding of baseline conditions. I would also agree that this should be supplemented by a walkover survey, though I would stress that the nature of the ground in the study area means that this may not be sufficient to demonstrate that the proposal would have no impact on the historic environment; it is possible, for example, that significant archaeological material may survive only in the form of buried sub-surface deposits that would not be identifiable from surface inspection alone.



Martin O'Hare

Historic Environment Records Officer

West of Scotland Archaeology Service

231 George Street, Glasgow, G1 1RX

Tel: 0141 287 8333 email: Martin.O'Hare@wosas.glasgow.gov.uk

 $From: \underline{kevin.waters@renfrewshire.gcsx.gov.uk} \ [\underline{mailto:kevin.waters@renfrewshire.gcsx.gov.uk}] \ On \ Behalf \ Of \ Define the following the following properties of the properties of the$

citydeal@renfrewshire.gov.uk Sent: 22 September 2016 16:49 Cc: rebecca.mclean@sweco.co.uk

Subject: City Deal Renfrewshire - CWRR Scoping Report

Dear Sir / Madam,

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

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

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

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

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

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

How do I respond?

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

Timescales?

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

Queries?

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

Regards,

City Deal Team (Renfrewshire) Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

/paisley2021 @Paisley2021 /paisley2021

Renfrewshire Council Website - http://www.renfrewshire.gov.uk

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(See attached file: image001.jpg)





Renfrewshire Council Website - http://www.renfrewshire.gov.uk

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Your Ref:

Contact:

David X Bryce Telephone: 0141 618 7892

Email:

dc@renfrewshire.gov.uk

Date:

28/10/2016



Renfrewshire Council City Deal Team Cotton Street Paisley PA1 1JD

Proposal:

Request for a scoping opinion

Location:

Clyde Waterfront and Renfrew Riverside

Application No. 16/0680/SC

Dear Sir/Madam.

Your request for a scoping opinion in respect of the above proposal has been assessed and has been determined as follows:-

The Council is of the opinion that the scope of the Environmental Statement, to accompany an application for planning permission for the implementation of a number of inter-linked infrastructure projects as detailed above, should concentrate on primarily assessing the potential impacts arising from matters described in the main body of the Sweco report titled 'Clyde Waterfront and Renfrew Riverside Scoping Report 2016' Issue P01.1 dated 7 September, 2016. An assessment of those matters set out in Table 14.1 should be scoped out of the Environmental Technical Assessments.

We would like to hear from you, let us know how satisfied you are with the service received from our Development Standards Section (Building Standards & Development Management) by completing customer our survey https://www.surveymonkey.com/s/DevelopmentStandards

Yours faithfully,

David X Bryce

Development Standards Manager



Our ref: PCS/149845 Your ref: 16/02702/DC

If telephoning ask for:

Brian Fotheringham

11 November 2016

Mr A Graham Glasgow City Council **Development & Regeneration Services** 229 George Street Glasgow **G1 1QU**

By email only to: DC.Consultations@drs.glasgow.gov.uk

Dear Sir

Town and Country Planning (Scotland) Acts Site to the west of Greenlaw Court Glasgow Erection of road bridge, road and associated works. Request for a Scoping Opinion under the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011

Thank you for consulting SEPA on the scoping opinion for the above development proposal by way of your letter which SEPA received on 03 November 2016. We would welcome engagement with the applicant at an early stage to discuss any of the issues raised in this letter.

We consider that the following key issues must be addressed in the Environmental Impact Assessment process. To avoid delay and potential objection the following information must be submitted in support of the application.

Flood risk, drainage infrastructure, construction impact, contaminated land and potential impacts to the water environment

While all of the issues below should be addressed in the Environmental Statement (ES), there may be opportunities for several of these to be scoped out of detailed consideration. The justification for this approach in relation to specific issues should be set out within the ES. We would welcome the opportunity to comment on the draft ES. Please note that we can process files only of a maximum size of 25MB and therefore, when the ES is submitted, it should be divided into appropriately sized and named sections.

1. Flood risk

- 1.1 The site should be assessed for flood risk from all sources in line with Scottish Planning Policy (Paragraphs 254-268). The Flood Maps for Scotland are available to view online and further information and advice can be sought from your local authority technical or engineering services department and from our website.
- 1.2 If a flood risk is identified then a Flood Risk Assessment should be carried out following the guidance set out in the document Technical flood risk guidance for stakeholders.

Chief Executive

Terry A'Hearn





- 1.3 We are satisfied that flood risk has been identified within this Scoping Report and that it is recognised as a constraint that will need to be considered as part of the EIA process. Notwithstanding our involvement we expect Glasgow City Council, Renfrewshire Council and West Dunbartonshire to undertake their responsibilities as Flood Prevention Authorities.
- 1.4 Our pre-application advice relies on the accuracy and completeness of the information supplied with this consultation. Should finalised development proposals differ in any future planning application we reserve the right to alter our position if we are of the opinion that such proposals would not meet with the principles of Scottish Planning Policy.

Technical Report

- 1.5 Chapter 5 Water Quality, Drainage and Flood Defence sets out the potential effects of the proposed development on hydrology and flood risk, drainage and water quality. The assessment set out in this chapter corresponds with our own.
- 1.6 SWECO have demonstrated that they are fully aware of the requirements of Scottish Planning Policy, the flooding policies of the three local authorities involved (Glasgow City, Renfrewshire and West Dunbartonshire) and our technical requirements for Flood Risk Assessments (FRAs). At a meeting with Renfrewshire Council and SEPA (held on 21 April 2016) flood risk was amongst the topics that were discussed. We note that SWECO state that "further consultation will be undertaken during the EIA to...agree any further requirements for the flood FRA and obtain feedback on the detailed FRA and mitigation including the design" (Table 5.1). On this basis we are satisfied that flood risk has been considered from the offset of the planning process and that a design can be brought forward that is consistent with the principles of Scottish Planning Policy.

2. Waste water drainage

- 2.1 Details of the waste water provision for your development should be provided in the ES or planning submission, including consideration of options for waste water treatment facilities. Drainage is a material planning consideration and will be assessed as part of your planning application in line with PAN 79 Water and Drainage. Where there is a public sewerage system, waste water drainage from development within and close to the settlement envelope should be directed to that system. If the system has insufficient capacity, then early dialogue with Scottish Water will be required to determine if works are planned to overcome this problem, or what developer pro-rata contributions will be necessary to remove the constraint.
- 2.2 If there is no or limited public sewerage infrastructure, given the scale of development we would still expect the development of strategic infrastructure to adoptable standards. Contact should be made with Scottish Water to determine the standards required to ensure adoption of new infrastructure. Please note that we are not likely to support proposals for private foul drainage systems for significant development (e.g. more than 25 houses) where development of public infrastructure is the sustainable long-term solution. An interim solution may be acceptable provided an appropriate upgrade has been agreed with Scottish Water and there will be no unacceptable impact on the water environment. For further guidance please refer to our Policy and Supporting Guidance on Provision of Waste Water Drainage in Settlements

3. Surface water drainage

3.1 The treatment of surface water runoff by sustainable drainage systems (SUDS) is a <u>legal-requirement</u> for most forms of development, however the location, design and type of SUDS are largely controlled through planning. We encourage surface water runoff from all developments to be treated by SUDS in line with Scottish Planning Policy (Paragraphs 255 and 268), PAN 79 Water and Drainage SUDS help to protect water quality, reduce potential for flood risk and release capacity in the public sewerage network where the alternative is use of combined systems. Discharges to combined sewers should be avoided to free up capacity for waste water discharges.

- 3.2 It is important to ensure that adequate space to accommodate SUDS is incorporated within the site layout. Consideration should be given to this matter early in the planning process when proposals are at their most fluid and modifications to layout can be easily made with less expense to the developer. Each individual type of SUDS facility, such as a filter drain, detention basin, permeable paving or swale, provides one level of surface water treatment. The extent of SUDS required is dependant on the nature of the proposed development, for example residential or non-residential, the size of development, and the environmental risk posed by the development which is principally determined by the available dilution of the receiving waterbody. Best practice requires the suds measures are designed in accordance with the CIRIA C753 Design Manual.
 - Industrial developments typically require more suds treatment to be provided for hard standing areas and also for the treatment for roads runoff. An exception is runoff from roofs which generally requires a single treatment process.
 - For technical guidance on SUDS techniques and treatment for roads please refer to the SUDS for Roads manual.
- 3.3 For all developments, run-off from areas subject to particularly high pollution risk (eg yard areas, service bays, fuelling areas, pressure washing areas, oil or chemical storage, handling and delivery areas) should be minimised and directed to the foul sewer. Where run-off from high risk areas cannot be directed to the foul sewer we can, on request, provide further site specific advice on what would be the best environmental solution.
- 3.4 The SUDS treatment train should be followed which uses a logical sequence of SUDS facilities in series allowing run-off to pass through several different SUDS before reaching the receiving waterbody. Further guidance on the design of SUDS systems and appropriate levels of treatment can be found in the CIRIA C753 manual entitled The SUDS Manual. Advice can also be found in the SEPA Guidance Note Please refer to the Regulations section of our website for details of regulatory requirements for surface water and SUDS. Comments should be sought from the local authority roads department and the local authority flood prevention unit on the acceptability of post-development runoff rates for flood control.
- 3.5 Comments from Scottish Water should be sought where the SUDS proposals would be adopted by them. We encourage the design of SUDS to Sewers for Scotland Second Edition standards and the adoption of SUDS features by Scottish Water as we are of the view that this leads to best standards and maintenance.
- 3.6 SUDS must be used on all sites, including those with elevated levels of contaminants. SUDS which use infiltration will not be suitable where infiltration is through land containing contaminants which are likely to be mobilised into surface water or groundwater. This can be overcome by restricting infiltration to areas which are not affected by contamination, or constructing SUDS with an impermeable base layer to separate the surface water drainage system from the contaminated area. SUDS which do not use infiltration are still effective at treating and attenuating surface water. Please refer to the advice note on SUDS and brownfield sites for further information.

4. Pollution prevention and environmental management

4.1 One of our key interests in relation to major developments is pollution prevention measures during the periods of construction, operation, maintenance, demolition and restoration. The construction phase includes construction of access roads, borrow pits and any other site infrastructure.

- 4.2 We advise that the applicant should, through the EIA process or planning submission, systematically identify all aspects of site work that might impact upon the environment, potential pollution risks associated with the proposals and identify the principles of preventative measures and mitigation. This will establish a robust environmental management process for the development. A draft Schedule of Mitigation should be produced as part of this process. This should cover all the environmental sensitivities, pollution prevention and mitigation measures identified to avoid or minimise environmental effects. Please refer to the Pollution prevention guidelines.
- 4.3 A Construction Environmental Management Document is a key management tool to implement the Schedule of Mitigation. We recommend that the principles of this document are set out in the ES outlining how the draft Schedule of Mitigation will be implemented. This document should form the basis of more detailed site specific Construction Environmental Management Plans which, along with detailed method statements, may be required by planning condition or, in certain cases, through environmental regulation. This approach provides a useful link between the principles of development which need to be outlined at the early stages of the project and the method statements which are usually produced following award of contract (just before development commences).
- 4.4 Best practice advice developed by The Highland Council (in conjunction with industry and other key agencies) on the Construction Environmental Management Process is available in the guidance note Construction Environmental Management Process for Large Scale

 <u>Projects</u>

5. Engineering activities in the water environment

- 5.1 In order to meet the objectives of the Water Framework Directive of preventing any deterioration and improving the water environment, developments should be designed to avoid engineering activities in the water environment wherever possible. The water environment includes burns, rivers, lochs, wetlands, groundwater and reservoirs. We require it to be demonstrated that every effort has been made to leave the water environment in its natural state. Engineering activities such as culverts, bridges, watercourse diversions, bank modifications or dams should be avoided unless there is no practicable alternative. Paragraph 255 of SPP deters unnecessary culverting. Where a watercourse crossing cannot be avoided, bridging solutions or bottomless or arched culverts which do not affect the bed and banks of the watercourse should be used. Further quidance on the design and implementation of crossings can be found in our Construction of River Crossings Good Practice Guide. Other best practice guidance is also available within the water engineering section of our website. We acknowledge that given the location of the development works aspects of the scheme will require to be discussed, agreed and authorised by Marine Scotland.
- 5.2 If the engineering works proposed are likely to result in increased flood risk to people or property then a flood risk assessment should be submitted in support of the planning application and we should be consulted as detailed below.
- A site survey of existing water features and a map of the location of all proposed engineering activities in the water environment should be included in the ES or planning submission. A systematic table detailing the justification for the activity and how any adverse impact will be mitigated should also be included. The table should be accompanied by a photograph of each affected water body along with its dimensions. Justification for the location of any proposed activity is a key issue for us to assess at the planning stage.

5.4 Where developments cover a large area, there will usually be opportunities to incorporate improvements in the water environment required by the Water Framework Directive within and/or immediately adjacent to the site either as part of mitigation measures for proposed works or as compensation for environmental impact. We encourage applicants to seek such opportunities to avoid or offset environmental impacts. Improvements which might be considered could include the removal of redundant weirs, the creation of buffer strips and provision of fencing along watercourses. Fencing off watercourses and creating buffer strips both helps reduce the risk of diffuse water pollution and affords protection to the riparian habitat.

6. Existing groundwater abstractions

- 6.1 Roads, foundations and other construction works associated with large scale developments can disrupt groundwater flow and impact on groundwater abstractions. To address this risk a list of groundwater abstractions both within and outwith the site boundary, within a radius of i)100 m from roads, tracks and trenches and ii) 250 m from borrow pits and foundations) should be provided.
- 6.2 If groundwater abstractions are identified within the 100 m radius of roads, tracks and trenches or 250 m radius from borrow pits and foundations, then either the applicant should ensure that the route or location of engineering operations avoid this buffer area or further information and investigations will be required to show that impacts on abstractions are acceptable. Further details can be found in Appendix 2 (which is also applicable to other types of developments) of our <u>Planning guidance on windfarm developments</u>.

7. Water abstraction

- 7.1 Where water abstraction is proposed we request that the ES, or planning submission, details if a public or private source will be used. If a private source is to be used the information below should be included. Whilst we regulate water abstractions under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended), we require the following information to determine if the abstraction is feasible in this location;
 - Source e.g. ground water or surface water;
 - Location e.g. grid ref and description of site;
 - Volume e.g. quantity of water to be extracted;
 - Timing of abstraction e.g. will there be a continuous abstraction;
 - Nature of abstraction e.g. sump or impoundment;
 - Proposed operating regime e.g. details of abstraction limits and hands off flow;
 - Survey of existing water environment including any existing water features;
 - Impacts of the proposed abstraction upon the surrounding water environment.
- 7.2 If other development projects are present or proposed within the same water catchment then we advise that the applicant considers whether the cumulative impact upon the water environment needs to be assessed. The ES or planning submission should also contain a justification for the approach taken.

8. Space for waste management provision within site layout

8.1 In accordance with Scottish Planning Policy (Paragraph 190) and space for collection, segregation, storage and possibly treatment of waste (e.g. individual and/or communal bin stores, composting facilities, and waste treatment facilities) should be allocated within the planning application site layout. Please consult with your local council's waste management team to determine what space requirements are required within the application site layout. Some local authorities have an information sheet setting out space requirements.

9. Air quality

9.1 The local authority is the responsible authority for local air quality management under the Environment Act 1995, and therefore we recommend that Environmental Health within the local authority be consulted.

9.2 They can advise on the need for this development proposal to be assessed alongside other developments that could contribute to an increase in road traffic. They can also advise on potential impacts such as exacerbation of local air pollution, noise and nuisance issues and cumulative impacts of all development in the local area. Further guidance regarding these issues is provided in Scottish Planning Specific Advice (2004) available on the Scottish Government's Planning website entitled Air Quality and Land Use Planning.

10. Regulatory advice for the applicant

10.1 Please consider if any of the installations or processes proposed within this mixed use development are likely to require authorisation under the Pollution Prevention and Control Regulations 2000 or other environmental regulations. Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the operations team in your local SEPA office at:

Law House Tod Campus West of Scotland Science Park Maryhill Road Glasgow G20 0XA

Tel no 0141-945-6350

If you have any queries relating to this letter, please contact me by telephone on 01698-839336 or e-mail at planning.sw@sepa.org.uk

Yours faithfully

Brian Fotheringham Senior Planning Officer Planning Service

Disclaimer

This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at the planning stage. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. If you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found in How and when to consult SEPA, and on flood risk specifically in the SEPA-Planning Authority Protocol.

Peter Hessett Strategic Lead, Regulatory



Development Management, Aurora House, 3 Aurora Avenue,

Clydebank, G81 1BF

Tel: (0141) 951 7930 development.management@west-dunbarton.gov.uk

Our Ref: PREAPP16/104

Your Ref:

Date: 19 December, 2016

If calling or telephoning please ask for:- Karen McChesney, ext.7943

For the attention of Rebecca McLean Sweco Spectrum House 2 Powderhall Road Edinburgh EH7 4GB

Dear Madam,

Scoping Opinion – CWRR City Deal Project The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011

I refer to the proposal at the above site and your request to provide a scoping opinion.

This letter constitutes West Dunbartonshire Council's Scoping Opinion and seeks to identify those matters that should be considered in an Environmental Statement (ES) accompanying a planning application for the proposed development at the Renfrew Bridge site. The Scoping Opinion also includes a copy of the scoping matrix (attached).

In addition to the statutory and non-statutory consultees consulted on the proposal as part of the joint arrangement with Glasgow City Council and Renfrewshire Council, I have also consulted the following:

- Access Officer, Greenspace, West Dunbartonshire Council
- Environmental Health, West Dunbartonshire Council
- Road Services, West Dunbartonshire Council

Where recommendations or advice has been given generally for the whole site (i.e. across the three Council areas) I would expect these matters to be taken into account in the forthcoming ES. With particular reference to any potential effects of the project within the West Dunbartonshire Council area, I require the following to be addressed:

Chapter 2 The City Deal Proposals and Context

Chapter 2 includes a short section on the relevant planning policies at strategic and local levels. The adopted plan for West Dunbartonshire Council is the *West Dunbartonshire Local Plan 2010*. The policies set out in table 2.2 relate to the *West Dunbartonshire Local Development Plan (Proposed Plan 2015)*. The policies contained in the adopted local plan should therefore be included in the ES as this is the development plan for the determination of any future applications, whilst the

Proposed Plan is a material consideration in the determination of planning applications.

Chapter 4 Geology, Hydrogeology, Soils and Contaminated land

Environmental Health advise that north of the River Clyde was also subject to extensive bombing during World War II and that the potential unexploded ordinance (UXO) risk assessment should be extended across the river. Any additional precautions proposed for the Renfrew and Abbotsinch Airfields should be considered for north of the river also. The ES should be updated to take account of this. Environmental Health hold reports for some historic site investigations within the Rothesay Dock area that may be of interest. These are available for review within our office at Aurora House, Clydebank.

Chapter 6 Landscape, Townscape and Visual Impact

I note from Scottish Natural Heritage's response (dated 27 October, 2016) that they support the proposal to undertake a Landscape and Visual Impact Assessment (LVIA) and I agree that the list of viewpoints should be agreed with officers from this Council.

Chapter 7 Ecology and Nature Conservation

Scottish Natural Heritage consider that the proposal is unlikely to have a significant effect on the qualifying interest of the SPA either directly or indirectly (letter from SNH dated 27 October, 2016, page 2, para 4). Please be advised that West Dunbartonshire Council will also require to carry out a Habitats Regulations Appraisal, in addition to Renfrewshire Council, as part of any planning application.

Chapter 8 Archaeology and Cultural Heritage

The sites of known potential archaeological interest are located on the south bank of the river. However, I note from West of Scotland Archaeology Service response dated 27 October, 2016 that this chapter underplays the potential significance of industrial sites, in particular those along the banks of the river. These are not identified in the scoping document despite the industrial and shipbuilding heritage of the Clyde. Given that unknown archaeological material may be affected by construction work, any impacts due to construction works on the south bank of the river should also be mitigated by archaeological investigation (most likely monitoring or excavation) and recording. The ES should be updated to reflect these comments.

Chapter 9 Traffic and Transport

The Council's Road Services advise that whilst it is recognised that option C is the preferred option for the bridge, the following issues will require further assessment and analysis:

- More information is required re: the forecast increase in traffic across all our road network and the impact that would arise if it were proposed to introduce quality bus corridors on the road network;
- Details of existing conflict which will arise from parked or service vehicles on the road network needs to be developed;
- More information is needed regarding the effect on journey times / reliability
 of buses travelling along the Dumbarton Road Corridor and the corridors
 from Kilbowie Road to Glasgow Road with the bridge in place;
- Analysis is required regarding the expected spike in congestion and its
 effect on journey times just prior to bridge closing caused by motorists who
 have decided that this is the preferred route to cross the Clyde. This is a
 major concern to this Council;

- It is noted that induced traffic caused by the Bridge has not been accounted for to date and that this may be a significant factor with traffic travelling to Braehead, especially at weekends; and
- It is noted that Saturday modelling is limited to date. Experience informs us that this will be a major concern and this needs to be developed and addressed.

The ES should include these matters. This Council's Road Services also request sight of the scenario testing report and audit report that is currently being produced by Sweco at the earliest possible opportunity.

Chapter 10 Noise and vibration

Environmental Health advise that para 10.4.1 seems dismissive of noise affecting existing noise sensitive receptors as being only "short-term". They consider that the development has the potential to cause disruption for a considerable period of time during the construction phase, particularly piling operations over water. I therefore request that the ES ensures these potential noise impacts are more carefully taken into account.

Issues to be Scoped Out

I note in Table 14.1 the issues proposed to be scoped out. Under the headings Ecology and Nature Conservation, Archaeology and Cultural Heritage, and Noise and Vibration the table should be updated to reflect the comments above.

The attached scoping matrix identifies the need for the Human Environment receptor to be considered. Nuisance and archaeological heritage issues are already covered in chapters 8 and 10. There should also be a chapter in the ES which addresses the socio-economic, health and safety, and amenity impacts of the proposal. This should be in addition to any economic benefit analysis reports to be submitted as part of the planning application.

I look forward to the above matters being addressed in the ES.

Please contact Karen McChesney on 0141 951 7943 should you wish to discuss any of these matters further.

Yours faithfully,

Pamela Clifford

Planning and Building Services Manager

Potential receptors of impact		Activities and Potential Impacts		
		Construction Phase	Operation phase/ongoing site maintenance	Post-operation/decommissioning phase
Water	Surface water hydrology and channel morphology	✓	√	n/a
	Surface water quality	✓	√	n/a
	Groundwater hydrology	✓	√	n/a
	Groundwater quality	✓	✓	n/a
	Marine Interests (sea, sedimentation, marine ecology)	×	×	n/a
Land	Landscape	✓	✓	n/a
	Soils	✓	√	n/a
	Geology	✓	√	n/a
Air	Local air quality	✓	√	n/a
	Regional/Global air quality	×	×	n/a
Flora and Fauna	Aquatic ecology	✓	√	n/a
	Terrestrial ecology	✓	√	n/a
Human Environment	Socio-economic	✓	√	n/a
	Health and Safety	✓	√	n/a
	Amenity	✓	✓	n/a
	Nuisance	✓	√	n/a
	Architectural and archaeological heritage	✓	√	n/a

SCOPING MATRIX – WEST DUNBARTONSHIRE COUNCIL



By e-mail only to citydeal@renfrewshire.gov.uk

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

Date: 27 October 2016

Our ref: CNS/EIA/REN - CEA143024

Your ref: CWRR

Dear Mr Waters,

PROPOSAL: CLYDE WATERFRONT AND RENFREWSHIRE RIVERSIDE PROJECT – REQUEST FOR SCOPING OPINION IN ACCORDANCE WITH THE ENVIRONMENTAL IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 2011 LOCATION: CLYDE WATERFRONT AND RENFREWSHIRE RIVERSIDE

Many thanks for your consultation to Scottish Natural Heritage (SNH) dated 22nd September 2016 requesting a scoping opinion for the above development.

Description of the Proposal

The Clyde Waterfront and Renfrewshire River Project is part of the wider Glasgow and Clyde Valley City Deal which includes 20 projects across eight council areas. The Clyde Waterfront and Renfrewshire River Project is one of three City Deal Projects within Renfrewshire council area. This project will comprise of a new opening vehicular/pedestrian bridge across the River Clyde, associated road connections and a new combined cycleway and footway. The proposed development would be situated within three local authority areas adjacent to the River Clyde including Glasgow City and West Dunbartonshire council north of the River Clyde and Renfrewshire council south of the River Clyde, close to Renfrew town approximately 9km west of Glasgow City centre.

SNH's comments on Issue to Include in Environmental Impact Assessment

Statutory designated Sites

There are no statutory designated sites within the development footprint of the site. However, the proposal lies within 2km of the Inner Clyde Special Protection Area (SPA), Ramsar Site and Site of Special Scientific Interest (SSSI) and the Black Cart SPA and SSSI.

Further information on these notified sites (including the site conservation objectives) can be found on the SiteLink pages of our website: http://gateway.snh.gov.uk/sitelink/index.jsp



Inner Clyde SPA/SSSI and Ramsar site

The proposed development is located approximately 1.3km east of the Inner Clyde Special Protection Area (SPA) which supports a wintering non-breeding population of European importance Annex 1 bird species; Redshank.

The Inner Clyde Ramsar Site which shares the same boundary as the SPA is also designated internationally for non-breeding Redshank and the interests of this designation will addressed as part of the consideration for the above European site.

The Inner Clyde Site of Special Scientific Interest (SSSI) is of national importance and also shares the same boundary as the SPA. Its designated features include saltmarsh habitat and a range of non-breeding birds including; Cormorant, Eider, Goldeneye, Oystercatcher, Red-breasted merganser, Red-throated diver and Redshank.

The site's status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended the "Habitats Regulations" apply. Consequently, Renfrewshire Council will be required to consider the effect of the proposal on the SPA before it can be consented (commonly known as the Habitats Regulations Appraisal). The SNH website has a summary of the legislative requirements (http://www.snh.gov.uk/docs/A423286.pdf)

Given the separation distance between the development site and the SPA (around 1.3km) and the nature of the existing habitats within/adjacent to the development site, we are content that it is unlikely that the proposal will have a significant effect on the qualifying interest of the SPA either directly or indirectly. As a consequence, an appropriate assessment is not required for the Inner Clyde SPA.

Black Cart SPA/SSSI

The proposed development footprint is located around 0.7km the Black Cart SPA which supports a non-breeding population of European Importance Annex 1 bird species; Whooper swan.

The Black Cart SSSI which is of national importance, shares the same boundary as the SPA and is also designated for non-breeding Whooper swan.

The site's status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended the "Habitats Regulations" apply. Consequently, Renfrewshire Council will be required to consider the effect of the proposal on the SPA before it can be consented (commonly known as the Habitats Regulations Appraisal). The SNH website has a summary of the legislative requirements (http://www.snh.gov.uk/docs/A423286.pdf)

In our view, we do not consider that this proposal is likely to affect the availability of feeding resource or roosting habitat for the whooper swans given the wooded/urban nature of the development site and this is reflected in the historical survey data for the swans. In addition, as the proposed development would be situated within an urban area around 0.7km from the SPA/SSSI, we are also satisfied there would be no significant disturbance to whooper swans as a result of construction and operation of this proposal. As a consequence, we are content that it is unlikely that the proposal will have a significant effect on the qualifying interest of the SPA either directly or indirectly. An appropriate assessment is therefore not required for the Black Cart SPA.

Endrick Water Special Area of Conservation (SAC) and SSSI

The Endrick Water Special Area of Conservation (SAC) is listed in table 7.3 Statutory Designated Sites of the scoping report and is of European importance for supporting populations of Annex 2 fish species; Brook lamprey, River lamprey and Atlantic Salmon.

The Endrick Water SSSI is of national importance and shares the same boundary as the SAC. Its designated features include Scottish dock, fish species Brook & River lamprey as well as earth science interests Fluvial Geomorphology of Scotland and Quaternary of Scotland.

The site's status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended the "Habitats Regulations" apply. Consequently, Renfrewshire Council will be required to consider the effect of the proposal on the SAC before it can be consented (commonly known as the Habitats Regulations Appraisal). The SNH website has a summary of the legislative requirements (http://www.snh.gov.uk/docs/A423286.pdf)

The above designated sites are situated over 10km to the north of the proposed development. In our view, we do not consider that the integrity or notified features of these sites will be affected by the proposal. Therefore we are satisfied that these sites do not require further consideration and can be "scoped" out of the EIA.

Statutory Protected Species

A number of protected species may be present and impacted by the development proposals and we therefore support the proposals to carry out badger, otter, water vole and bat surveys. Details of these species and associated legislation can be found on our website at http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/protected-animals/.

We have discussed proposed survey methodologies with the applicant at a meeting held on the 11 May 2016 and via follow up e-mail correspondence, however full details of survey methodologies, areas surveyed and details of any limitations to survey efforts should be included within the Environmental Statement (ES).

The ES should also report the survey results, evaluate impacts predicted to arise as a result of the development proposals, assess the significance of these impacts and recommend mitigation and/or compensation measures as is necessary and appropriate.

Species surveys should have been completed no more than 18 months prior to submission of the application, to ensure that the survey results are a contemporary reflection of species activity at and around the site.

Where survey methods or other work deviates from published guidance, deviations should have been agreed in writing with SNH in advance of carrying out survey work. A full description of the methodology used should be provided in the ES (technical appendices should be used for this where appropriate), along with an explanation of why any deviations are considered appropriate.

<u>Otters</u>

As detailed in Appendix 7:1 of the scoping report all watercourses and water features within 250m upstream and downstream of the proposed development/infrastructure locations were surveyed for otter in June 2016 following methods as detailed in "Ecology of European"

Otter: Conserving Natura 2000 Rivers Ecology Series No. 10 (Chanin, 2003"). As confirmed in our e-mail dated 26 May 2016, we support this survey methodology and we also support the proposals to repeat this survey in autumn 2016 to account for seasonal variation in use of the River Clyde, White and Black Cart Waters.

We refer the applicant to our recently published species guidance note for otters that brings together all the latest information and advice, including legal protection, survey methods, mitigation measures and licensing requirements - http://www.snh.gov.uk/docs/A1959316.pdf.

Water vole

We recommended that any suitable water vole habitat should be surveyed for water vole activity in conjunction with the otter survey work in our 26 May 2016 email. Appendix 7:1 of the scoping report states that all suitable watercourses and water features within the proposed project and 100-200m zone of influence (up and downstream of identified watercourses) will have been surveyed in accordance with Strachan & Moorhouse (2006) and Dean et al. (2016). We support the completion of this survey work and refer the applicant to our recently published species guidance note for water voles - http://www.snh.gov.uk/docs/A1959339.pdf

Badger

We support the proposal to undertake survey work for badgers as detailed in the scoping report.

<u>Bats</u>

We have reviewed the bat survey methods as detailed in the scoping report including Technical Appendix 7.1 and following previous discussions with the applicant we are satisfied with the bat survey methods which follow Collins, J. (ed.) (2016) *Bat Surveys for Professional Ecologists: Good Practice Guidelines* (3rd edn). The Bat Conservation Trust, London - http://www.bats.org.uk/pages/batsurveyguide.html

With regard to tree roost surveys, where trees cannot be climbed and not all features can be seen from the ground, we support the proposed methods to carry out soft-felling of these trees under direct supervision of a licensed bat worker, however consideration should also be given to the use of a MEWP to survey unsafe trees at the pre-construction stage.

Great crested newts

SNH confirmed in an e-mail dated 20thJune 2016 that we are content for further great crested newt surveys to be scoped out the assessment given the absence of confirmed great crested newt records in the area, the low suitability of waterbodies within the study area for great crested newts and the isolated nature of these waterbodies.

Habitats

We note from the Scoping report and discussions with the applicant that a phase 1 habitat survey has been carried out and it is considered that NVC surveys are not required.

However, we reiterate our pre-application advice that NVC surveys should be undertaken <u>if</u> any habitats listed on Annex 1 of the EC Habitats Directive and UKBAP Priority Habitats are identified during the phase 1 habitat surveys. It is unclear from the scoping report whether any such habitats have been identified. This should be clarified in the ES and an appropriate level of survey work undertaken.

The presentation of survey results is important and should be presented clearly and transparently in the ES. It would also be helpful if the maps that present vegetation recorded on-site are marked with the finalised layout of the proposal. This information should be used to inform any necessary mitigation.

As tree felling/woodland clearance will be required as part of the proposed development, we recommend that the developer/their consultants contact Forestry Commission Scotland at as early a stage as possible to discuss the Control of Woodland Removal Policy and the implications it may have on the development.

Invasive non-native species

The ES should provide details of the measures that will be taken to prevent the spread of any invasive non-native species that have been identified on site as part of the Phase 1 habitat survey.

Landscape character and visual amenity

We support the proposal to undertake a Landscape and Visual Impact Assessment (LVIA) in accordance with the *Guidelines for Landscape and Visual Impact Assessment* (GLVIA), 3rd Edition (Landscape Institute, 2013).

Given the location of the development on the boundary of three local authority areas, we recommend that the list of viewpoints for the LVIA is agreed with each of the local authorities.

We recommend that the LVIA should include consideration of impacts on the landscape setting of the site and the surrounding area and how this may affect the enjoyment of existing outdoor recreational users. Consideration must also be given to the existing and potential use of the area for recreation by the general public, with reference to Scottish access rights under the Land Reform (Scotland) Act 2003 and rights of way.

The proposal should be successfully integrated into the surrounding area and it is imperative that the ES establishes a sufficient landscape and visual context to facilitate an understanding of the wider landscape and visual setting and how the development may influence and 'fit' into the landscape and visual character of the area.

The development would be located within urban, alluvial plain and green corridor landscape character types as informed by the Glasgow and Clyde Valley Landscape Character Assessment and the proposal should take cognisance of the advice and guidelines therein.

High-quality design of the development, and in particular the incorporation of well-planned green infrastructure, will be a key component of this development. There is potential for the development to form part of a wider City Deal green infrastructure network in conjunction with adjacent proposals. We recommend that such opportunities are maximised.

Water management and pollution prevention

Due to the riverside location of the proposed development, if not already done so, we advise that the applicant should liaise with SEPA regarding water management and pollution prevention measures to ensure there will be no negative impacts on the River Clyde.

Collecting and presenting information – general advice

We recommend that the ecological chapters are split into topics, e.g. protected areas, species (birds, bats, otter, etc.), habitats (terrestrial, freshwater), etc. Information and assessment of which activities associated with the construction and operation of the development are likely to have direct and indirect (including cumulative) significant environmental effects on the relevant natural heritage receptors, along with clear details of any mitigation, should be presented.

A schedule of environmental mitigation should be provided in an annex for developments with impacts on multiple natural heritage interests. The schedule should compile all the environmental mitigation/enhancement measures into one list/table, for ease of reference.

The information provided in this response is given without prejudice to any views that we may wish to express at a later date and is based upon our understanding of the project at this time.

I hope these comments are useful to you at this stage. If you require any further information please don't hesitate to contact me.

Kind Regards

Natalie Ward

Operations Officer

Strathclyde & Ayrshire

Note and



Our ref: PCS/149166

Your ref:

If telephoning ask for:

Julie Gerc

24 October 2016

Renfrewshire Council Planning & Transport Renfrewshire House Cotton Street Paisley PA1 1LL

By email only to: citydeal@renfrewshire.gov.uk

Dear Sir

Clyde Waterfront and Renfrew Riverside project Scoping Report City Deal Renfrewshire

Thank you for consulting SEPA on the scoping opinion for the above development proposal by way of your email which SEPA received on 23 September 2016. We would welcome engagement with the applicant at an early stage to discuss any of the issues raised in this letter.

We consider that the following key issues must be addressed in the Environmental Impact Assessment process. To **avoid delay and potential objection** the following information must be submitted in support of the application.

While all of the issues below should be addressed in the Environmental Statement (ES), there may be opportunities for several of these to be scoped out of detailed consideration. The justification for this approach in relation to specific issues should be set out within the ES. We would welcome the opportunity to comment on the draft ES. Please note that we can process files only of a maximum size of 25MB and therefore, when the ES is submitted, it should be divided into appropriately sized and identified sections.

1 Flood Risk

- 1.1 The site should be assessed for flood risk from all sources in line with Scottish Planning Policy (Paragraphs 254-268). The <u>Flood Maps for Scotland</u> are available to view online and further information and advice can be sought from your local authority technical or engineering services department and from our <u>website</u>.
- 1.2 If a flood risk is identified then a Flood Risk Assessment should be carried out following the guidance set out in the document <u>Technical flood risk guidance for stakeholders</u>.





2 Waste Water Drainage

- 2.1 Details of the waste water provision for your development should be provided in the ES or planning submission, including consideration of options for waste water treatment facilities. Drainage is a material planning consideration and will be assessed as part of your planning application in line with PAN 79 Water and Drainage and your Local Plan. Where there is a public sewerage system, waste water drainage from development should be directed to that system. If the system has insufficient capacity, then early dialogue with Scottish Water will be required to determine if works are planned to overcome this problem, or what developer pro-rata contributions will be necessary to remove the constraint.
- 2.2 If there is no or limited public sewerage infrastructure, given the scale of development we would still expect the development of strategic infrastructure to adoptable standards. Contact should be made with Scottish Water to determine the standards required to ensure adoption of new infrastructure. Please note that we are not likely to support proposals for private foul drainage systems for significant development (e.g. more than 25 houses) where development of public infrastructure is the sustainable long-term solution. An interim solution may be acceptable provided an appropriate upgrade has been agreed with Scottish Water and there will be no unacceptable impact on the water environment. For further guidance please refer to our Policy and Supporting Guidance on Provision of Waste Water Drainage in Settlements

3 Surface Water Drainage

- 3.1 The treatment of surface water runoff by sustainable drainage systems (SUDS) is a legal requirement for most forms of development, however the location, design and type of SUDS are largely controlled through planning. We encourage surface water runoff from all developments to be treated by SUDS in line with Scottish Planning Policy (Paragraphs 255 and 268), PAN 61 Planning and Sustainable Urban Drainage Systems, PAN 79 Water and Drainage . SUDS help to protect water quality, reduce potential for flood risk and release capacity in the public sewerage network where the alternative is use of combined systems. Discharges to combined sewers should be avoided to free up capacity for waste water discharges.
- 3.2 It is important to ensure that adequate space to accommodate SUDS is incorporated within development. Consideration should be given to this matter early in the planning process when proposals are at their most fluid and modifications to layout can be easily made with less expense to the developer. Each individual type of SUDS facility, such as a filter drain, detention basin, permeable paving or swale, provides one level of surface water treatment. The level of SUDS required is dependant on the nature of the proposed development, for example residential or non residential, the size of development, and the environmental risk posed by the development which is principally determined by the available dilution of the receiving waterbody. Best practice requires the following levels of treatment
 - Industrial developments require three levels of treatment for hard standing areas and two
 levels of treatment for roads. An exception is run-off from roofs which requires only one
 level of treatment. We recommend, as best practice, the second level of treatment to be a
 basin or pond designed in accordance with Sewers for Scotland Second Edition. Please
 also refer to section 3.3 below;
 - All roads schemes typically require two levels of treatment, except for residential developments of 50 houses or less and retail/commercial/business parks with car parks of 50 spaces or less. For technical guidance on SUDS techniques and treatment for roads please refer to the SUDS for Roads manual.

- 3.3 For all developments, run-off from areas subject to particularly high pollution risk (e.g. yard areas, service bays, fuelling areas, pressure washing areas, oil or chemical storage, handling and delivery areas) should be minimised and directed to the foul sewer. Where run-off from high risk areas cannot be directed to the foul sewer we can, on request, provide further site specific advice on what would be the best environmental solution.
- 3.4 The SUDS treatment train should be followed which uses a logical sequence of SUDS facilities in series allowing run-off to pass through several different SUDS before reaching the receiving waterbody. Further guidance on the design of SUDS systems and appropriate levels of treatment can be found in the CIRIA C753 manual entitled The SUDS Manual. Advice can also be found in the SEPA Guidance Note <a href="Planning advice on sustainable drainage systems (SUDS). Please refer to the Regulations section of our website for details of regulatory requirements for surface water and SUDS. Comments should be sought from the local authority roads department and the local authority flood prevention unit on the acceptability of post-development runoff rates for flood control.
- 3.5 Comments from Scottish Water should be sought where the SUDS proposals would be adopted by them. We encourage the design of SUDS to Sewers for Scotland Second Edition standards and the adoption of SUDS features by Scottish Water as we are of the view that this leads to best standards and maintenance.
- 3.6 SUDS must be used on all sites, including those with elevated levels of contaminants. SUDS which use infiltration will not be suitable where infiltration is through land containing contaminants which are likely to be mobilised into surface water or groundwater. This can be overcome by restricting infiltration to areas which are not affected by contamination, or constructing SUDS with an impermeable base layer to separate the surface water drainage system from the contaminated area. SUDS which do not use infiltration are still effective at treating and attenuating surface water. Please refer to the advice note on SUDS and brownfield sites for further information.
- 3.7 SEPA has no major concerns with proposals to scope out water quality modelling for routine run off as any road discharges will be taken to transitional waters. Such discharges will only require one level of at source treatment.
- 3.8 As there are no additional point source discharges with no anticipated impact on existing water quality, it is our opinion that water quality surveys are not required
- 3.9 SEPA's document WAT SG -11 is not applicable, as there are no sewage, trade effluent or other point source discharges proposed to transitional waters as part of the development.

4 Pollution Prevention and Environmental Management

- 4.1 One of our key interests in relation to major developments is pollution prevention measures during the periods of construction, operation, maintenance, demolition and restoration. The construction phase includes construction of access roads, borrow pits and any other site infrastructure.
- 4.2 We advise that the applicant should, through the EIA process or planning submission, systematically identify all aspects of site work that might impact upon the environment, potential pollution risks associated with the proposals and identify the principles of preventative measures and mitigation. This will establish a robust environmental management process for the development. A draft Schedule of Mitigation should be produced as part of this process. This should cover all the environmental sensitivities, pollution prevention and mitigation measures identified to avoid or minimise environmental effects. Please refer to the Pollution prevention guidelines.

4.3 A Construction Environmental Management Document is a key management tool to implement the Schedule of Mitigation. We recommend that the principles of this document are set out in the ES outlining how the draft Schedule of Mitigation will be implemented. This document should form the basis of more detailed site specific Construction Environmental Management Plans which, along with detailed method statements, may be required by planning condition or, in certain cases, through environmental regulation. This approach provides a useful link between the principles of development which need to be outlined at the early stages of the project and the method statements which are usually produced following award of contract (just before development commences).

5 Engineering Activities in the Water Environment

- In order to meet the objectives of the Water Framework Directive of preventing any deterioration and improving the water environment, developments should be designed to avoid engineering activities in the water environment wherever possible. The water environment includes burns, rivers, lochs, wetlands, groundwater and reservoirs. We require it to be demonstrated that every effort has been made to leave the water environment in its natural state. Engineering activities such as culverts, bridges, watercourse diversions, bank modifications or dams should be avoided unless there is no practicable alternative. Paragraph 255 of SPP deters unnecessary culverting. Where a watercourse crossing cannot be avoided, bridging solutions or bottomless or arched culverts which do not affect the bed and banks of the watercourse should be used. Further guidance on the design and implementation of crossings can be found in our Construction of River Crossings Good Practice Guide. Other best practice guidance is also available within the water engineering section of our website.
- 5.2 If the engineering works proposed are likely to result in increased flood risk to people or property then a flood risk assessment should be submitted in support of the planning application and we should be consulted as detailed below.
- A site survey of existing water features and a map of the location of all proposed engineering activities in the water environment should be included in the ES or planning submission. A systematic table detailing the justification for the activity and how any adverse impact will be mitigated should also be included. The table should be accompanied by a photograph of each affected water body along with its dimensions. Justification for the location of any proposed activity is a key issue for us to assess at the planning stage.
- 5.4 Where developments cover a large area, there will usually be opportunities to incorporate improvements in the water environment required by the Water Framework Directive within and/or immediately adjacent to the site either as part of mitigation measures for proposed works or as compensation for environmental impact. We encourage applicants to seek such opportunities to avoid or offset environmental impacts. Improvements which might be considered could include the removal of redundant weirs, the creation of buffer strips and provision of fencing along watercourses. Fencing off watercourses and creating buffer strips both helps reduce the risk of diffuse water pollution and affords protection to the riparian habitat.

6 National Vegetation Classification (NVC) Assessment.

6.1 It is noted that it has been proposed to scope out an NVC assessment, but SEPA believes that this data should be provided in relation to the application proposal. Three wetland sites fall within the application boundary according to the Scottish Wetland inventory and further details to determine if these habitats are valuable or indicate groundwater flows, should be provided.

7 Water abstraction

7.1 Where water abstraction is proposed we request that the ES, or planning submission, details if a public or private source will be used. If a private source is to be used the information below should be included. Whilst we regulate water abstractions under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended), we require the following information to determine if the abstraction is feasible in this location:

- Source e.g. ground water or surface water;
- Location e.g. grid ref and description of site;
- Volume e.g. quantity of water to be extracted;
- Timing of abstraction e.g. will there be a continuous abstraction;
- Nature of abstraction e.g. sump or impoundment;
- Proposed operating regime e.g. details of abstraction limits and hands off flow;
- Survey of existing water environment including any existing water features;
- Impacts of the proposed abstraction upon the surrounding water environment.
- 7.2 If other development projects are present or proposed within the same water catchment then we advise that the applicant considers whether the cumulative impact upon the water environment needs to be assessed. The ES or planning submission should also contain a justification for the approach taken.

8 Space for Waste Management Provision within Site Layout

8.1 In accordance with Scottish Planning Policy (Paragraph 190), space for collection, segregation, storage and possibly treatment of waste (e.g. individual and/or communal bin stores, composting facilities, and waste treatment facilities) should be allocated within the planning application site layout. Please consult with your local council's waste management team to determine what space requirements are required within the application site layout. Some local authorities have an information sheet setting out space requirements.

9 Borrow pits

- 9.1 Scottish Planning Policy (SPP) states (Paragraph 243) that "Borrow pits should only be permitted if there are significant environmental or economic benefits compared to obtaining material from local quarries, they are time-limited; tied to a particular project and appropriate reclamation measures are in place." The ES or planning submission should provide sufficient information to address this policy statement.
- 9.2 Additionally, a map of all proposed borrow pits must be submitted along with a site specific plan of each borrow pit detailing the:
 - a) Location, size, depths and dimensions of each borrow pit;
 - b) Existing water table and volumes of all dewatering;
 - c) Proposed drainage and settlement traps, turf and overburden removal and storage areas;
 - d) Restoration profile, nature and volume of infill materials, and, if wetland features form part of the restoration, management proposals.
- 9.3 The impact of such facilities (including dust, blasting and impact on water) must be assessed in accordance with <u>Planning Advice Note PAN 50 Controlling the Environmental Effects of Surface Mineral Workings</u> (Paragraph 53). In relation to groundwater, information (Paragraph 52 of PAN 50) only needs to be provided where there is an existing abstraction or GWDTE within 250 m of the borrow pit.

10 Air quality

10.1 The local authority is the responsible authority for local air quality management under the Environment Act 1995, and therefore we recommend that Environmental Health within the local authority be consulted.

10.2 Environmental Health should advise on the need for this development proposal to be assessed alongside other developments that could contribute to an increase in road traffic. They can also advise on potential impacts such as exacerbation of local air pollution, noise and nuisance issues and cumulative impacts of all development in the local area. Further guidance regarding these issues is provided in Scottish Planning Specific Advice (2004) available on the Scottish Government's Planning website entitled Air Quality and Land Use Planning.

11 Regulatory advice for the applicant

11.1 There should be consideration if any of the installations or processes proposed within this development are likely to require authorisation under the Pollution Prevention and Control Regulations 2000 or other environmental regulations. Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the operations team in your local SEPA office at:

SEPA ASB, Angus Smith Building, 6 Parklands Avenue Eurocentral, Holytown, North Lanarkshire ML1 4WQ

Tel: 01698 839000

If you have any queries relating to this letter, please contact me by telephone on 01698 839337 or e-mail at planning.sw@sepa.org.uk

Yours faithfully

Julie Gerc Senior Planning Officer Planning Service

Disclaimer

This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at the planning stage. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. If you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found in How and when to consult SEPA, and on flood risk specifically in the SEPA-Planning Authority Protocol.

From: Victoria.Bell@gov.scot on behalf of ms.majorprojects@gov.scot

Sent: 31 October 2016 10:33
To: citydeal@renfrewshire.gov.uk

Cc: McLean, Rebecca

Subject: CWRR City Deal – Scoping Response

Dear Rebecca.

Having sought advice from our Marine Scotland Science (MSS) colleagues, MS-LOT request that the following points be included in the scoping opinion:

Marine mammals

Whilst the River Clyde at Yoker/Blythswood is distant from the estuarine environment of the Firth of Clyde where seals and porpoises are frequently observed, it is possible that these animals may sometimes occur in the river. Indeed, the scoping report mentions historic sightings of harbour seals, grey seals and harbour porpoises in the vicinity of the proposed development. As seals and porpoises are protected in Scottish waters under Scottish and EU legislation, we encourage the applicant to include measures to avoid disturbance or injury to these animals in the full Environmental Statement. The primary impact pathway for effects on marine mammals here would be from loud underwater noise, e.g. from pile driving. We would anticipate the applicant to delay pile driving if seals or cetaceans are sighted close to the site of construction.

Physical environment

The plan is to build a new opening bridge across the river Clyde, a swing bridge of twin leaf design. It is stated that new bridge designs will be designed wherever possible to avoid in channel structures. But it also states that the new bridge will be supported on piled reinforced concrete piers and abutments. The design is likely to require construction of in river piers to support the swing bridge leafs although these would be located close to the river banks. In that case the crossing structure will impact the physical environment both during construction and operational phase. An assessment of the effects of the Clyde crossing design on water level will already be included in the detailed FRA but all aspects of impacts on the physical environment should be taken into account.

Diadromous fish

This request refers to the Clyde Waterfront and Renfrew Riverside Scoping Report which is one of a pair of scoping reports, the other being the Glasgow Airport Investment Area Scoping Report. MSS provided fairly detailed comments to MS-LOT at an earlier stage on 5 February and, as the scoping report correctly notes, a prescoping meeting of MSS with Sweco in relation to diadromous fish took place on 2 June. A useful minute for the meeting was provided by Sweco which we amended and returned. MS-LOT also received a copy.

It is already known that under some conditions large numbers of returning adult salmon or sea trout can be present in these tidal reaches and lower reaches of the rivers and may already be stressed there by poor water quality / high temperatures / low river flows. Large numbers of salmon and sea trout smolts can also pass through these areas in spring and these are also likely to be stressed and vulnerable to further disturbance in similar river conditions as affect adult salmon. Fish kills have occurred in this area, particularly in summer. Particularly under conditions when salmon or sea trout are or are likely to be in these reaches, it will be very important that how work which could impact on salmon or sea trout is scheduled and carried minimises the possibility of any impact.

Regarding whether specific survey effort in relation to migratory salmonids would be required in support of the ecological assessment, this report does not appear to make any definite statement. MSS would accept that detailed pre-construction site characterisation work, for example involving catching and tracking salmon or sea trout adults or smolts through the reaches could be expensive, although it would provide useful information. MSS would like to see what advice the Clyde River Foundation, SEPA and SNH give or have given on this topic before it gives a final view.

MSS notes that the Clyde River Foundation is included in the main consultation list in this report, which is good.

Aquaculture

There are currently no marine aquaculture sites registered with Marine Scotland Science located in the vicinity of the proposed Clyde Waterfront Renfrew Riverside development. There is one freshwater land based tank site located approximately 8km south east of the proposed development which is authorised to hold a variety of freshwater finfish species. This facility uses mains water therefore it is not expected that it would be impacted by

the proposed development.

The nearest marine finfish site is situated ~50km west of the proposed development and is an active Atlantic salmon site operated by The Scottish Salmon Company.

Navigation

Please refer to comments received from the Maritime and Coastguard Agency, Northern Lighthouse Board and Peel Ports.

Kind regards,

Vikki

Victoria Bell

Marine Licensing Casework Manager

Marine Scotland - Marine Planning & Policy - Licensing Operations Team - Major Projects Scottish Government | Marine Laboratory | 375 Victoria Road | Aberdeen | AB11 9DB

General Queries: +44 (0)1224 295 579
Direct Dial: +44 (0)1224 295 510
Fax: +44 (0)1224 295 524
Email: ms.majorprojects@qov.scot

Website: http://www.gov.scot/Topics/marine/Licensing/marine



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Tha am post-d seo (agus faidhle neo ceanglan còmhla ris) dhan neach neo luchd-ainmichte a-mhàin. Chan eil e ceadaichte a chleachdadh ann an dòigh sam bith, a' toirt a-steach còraichean, foillseachadh neo sgaoileadh, gun chead. Ma 's e is gun d'fhuair sibh seo le gun fhiosd', bu choir cur às dhan phost-d agus lethbhreac sam bith air an t-siostam agaibh, leig fios chun neach a sgaoil am post-d gun dàil.

Dh'fhaodadh gum bi teachdaireachd sam bith bho Riaghaltas na h-Alba air a chlàradh neo air a sgrùdadh airson dearbhadh gu bheil an siostam ag obair gu h-èifeachdach neo airson adhbhar laghail eile. Dh'fhaodadh nach eil beachdan anns a' phost-d seo co-ionann ri beachdan Riaghaltas na h-Alba.

From: kevin.waters@renfrewshire.gcsx.gov.uk on behalf of citydeal@renfrewshire.gov.uk

Sent: 25 October 2016 14:35 To: McLean, Rebecca

Subject: Fw: Planning Application 16/0680/sc Scoping Opinion, Clyde Waterfront and Renfrew Riverside.

CWRR

Regards,

Kevin Waters

City Deal Team (Renfrewshire) Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 25/10/2016 14:34 ----



SubjectPlanning Application 16/0680/sc Scoping Opinion, Clyde Waterfront and Renfrew Riverside.

Dear Renfrewshire Council

I write to make a representation in respect of the above planning application. I would respectfully ask that the council planners take into consideration the following:

The area of Blythswood woodlands is covered by a tree protection order and due consideration should be given to the biodiversity, environmental and local amenity value of the woodland environment as a whole. I have previously submitted representations in relation to these matters and trust due consideration will be given to the unique value of this mature and thriving woodland to the town. The woodlands are home to many protected species including bat roosts and feeding areas. Thank you for your consideration of this matter.

Stewart McCorkindale, 105 Paisley Rd Renfrew, PA4 8LJ. tel. 0141 886 2302



Renfrewshire Council Website - http://www.renfrewshire.gov.uk

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From: Kevin Waters kevin Waters@renfrewshire.gcsx.gov.uk kevin Waters@renfrewshire.gcsx.gov.uk kevin.waters@renfrewshire.gcs.gov.uk kevin.waters

<citvdeal@renfrewshire.gov.uk>

Sent: 28 October 2016 10:46

Subject: Fw: CWRR Scoping Report feedback

Please find attached response to the CWRR City Deal Project - EIA Scoping document.

Regards,

Kevin Waters

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 28/10/2016 10:45 ----

BUCKLEY EILEEN

<eileen.buckley2@ntlworld.com>

Tocitydeal < citydeal@renfrewshire.gov.uk >

28/10/2016 07:12

CC

SubjectCWRR Scoping Report feedback

Relieved that these significant changes for Renfrew are thoroughly researched. Renfrew residents should have been informed with an individual household leaflet drop that all this detail is on the website for them to consider.

CWRR:

Concerned that RDC want to bring in 4000 vehicles daily to Renfrew, considering we are in an air pollution triangle of the M8, Glasgow Airport and Braehead, and levels are known to be high at Inchinnan Road. I known how shifting the traffic into smaller, less busy roads improved the air quality at Renfrew Town Hall junction. The problems this caused throughout Renfrew have not been addressed by RDC.

Since the poor people of Renfrew and Yoker without cars do not cause the significant traffic jams around Renfrew Cross/Braehead/Hillington Roundabout/QEUH at peak times, it must be drivers passing through which do. Bringing in 4000 more vehicles does not seem logical.

The tree's of Renfrew need protecting once again. I object to the loss of Blythswood tree's. I expect that Finance will take precedence over the Environment.

There has been significant house building in and around Renfrew already, increasing our air and noise pollution (Braehead and Bishopton.

I know this is submitted just after the deadline, but hope my comments will still be considered.

Eileen Buckley,

Resident of Renfrew since 1960.





Renfrewshire Council Website - http://www.renfrewshire.gov.uk

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Executive Director Richard Brown

Development & Regeneration Services

Glasgow City Council 231 George Street Glasgow G1 1RX **Phone 0141 287 8555** Fax 0141 287 8444

Our ref 16/02702/DC

Your ref

 Ask for
 Alan Graham

 Phone Direct
 0141 287 6045

 Fax Direct
 0141 287 6037

 Email
 alan.graham

@drs.glasgow.gov.uk

Date 16th December 2016

For the attention of Rebecca McLean
Spectrum House
2 Powderhall
EDINBURGH
EH7 4GB

Dear Ms McLean,

Scoping Opinion Ref: 16/02702/DC

Address: Site to the West of Greenlaw Court

Proposal: Erection of Road Bridge, Road and Associated Works. Request for a Scoping Opinion Under The Town And Country Planning (Environmental Impact Assessment)

(Scotland) Regulations 2011

A scoping opinion, under regulation 14 of the Environmental Impact Assessment (Scotland) Regulations 2011, has been sought prior to the submission of an application for Planning Permission for the above proposal.

The proposal has been screened (Ref: 16/01572/DC) and was found to require the submission of an Environmental Statement and was therefore considered to be EIA development.

The proposed development will span the administrative boundary of three local authorities: Glasgow City Council (GCC), West Dunbartonshire Council and Renfrewshire Council. The Glasgow City Council section of the site is characterised by vacant land on the north side of the River Clyde, with industrial and residential properties to the north of that.

The Environmental Impact Assessment Scoping Report produced by Sweco covers the following issues:

- Land Use and Communities
- Geology, hydrogeology, soils and contaminated land
- Water quality, drainage and flood defence
- Landscape, townscape and visual impact
- Ecology and nature conservation
- Archaeology and cultural heritage
- Traffic and transport
- Noise and vibration
- Air quality
- Climate change mitigation & adaptation

The consultation process for the scoping opinion has given rise to specific comments which should be taken into account and addressed in the Environmental Statement (ES). These are summarised in the opinion below. I have also attached the consultee responses received which address in more detail some of the issues below. I would urge you to consider the comments of the consultees before finalising the ES.

Part 4, Section 14 Paragraph 6 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 states the following:

- (6) Before adopting a scoping opinion, the planning authority must take into account—
- (a) the specific characteristics of the particular development;
- (b) the specific characteristics of development of the type concerned; and
- (c) the environmental features likely to be affected by the development.

In this instance, it is considered that (a) the **specific characteristics of the particular development** are likely to include:-

- (1) An opening vehicle/pedestrian bridge over the River Clyde, adjoining road and associated works.
- (2) Resultant impacts upon the River Clyde.
- (3) The increase in vehicle traffic and impact upon the local road network.
- (4) Resultant impacts upon air quality.
- (5) Resultants impacts involving noise/vibration.
- (6) Impact of the architectural form of the bridge to townscape and surrounding communities.

It is considered that (b) the specific characteristics of the development of the type concerned are:-

(1) As above

Lastly it is considered that (c) the environmental features likely to be affected by the development are likely to be:-

- (1) Geology, hydrology soils and contamination
- (2) Water quality, drainage and flood defence
- (3) Landscape, townscape and visual impact
- (4) Ecology and nature conservation (The River Clyde is zoned as a City-wide Site of Importance for Nature Conservation within the adopted City Plan 2)
- (5) Archaeology and cultural heritage
- (6) Traffic and transport
- (7) Noise and vibration
- (8) Air quality
- (9) Climate change

Before forming a scoping opinion, the planning authority carried out a consultation exercise with statutory consultees. The responses are summarised below with the actual responses enclosed with this scoping opinion.

Scottish Environmental Protection Agency (SEPA)

The following key issues must be addressed in the Environmental Statement (ES).

<u>Flood Risk</u> – The site should be assessed for flood risk from all sources. If a flood risk is identified then a Flood Risk Assessment should be carried out. SEPA have expressed they are content with the approach SWECO have taken with regards Scottish Planning Policy, flooding polices and SEPA's technical requirements for Flood Risk Assessments (FRAs).

<u>Waste Water Drainage</u> – Waste water drainage details should be provided in the (ES) or planning submission, including consideration of options for waste treatment facilities.

<u>Surface Water Drainage</u> – The treatment of surface water runoff by sustainable drainage systems (SUDS) is a legal requirement for most forms of development.

<u>Pollution Prevention and Environmental Management</u> – SEPA have an interest in ensuring pollution prevention measures within major developments during periods of construction, operation, maintenance, demolition and restoration. SEPA advise the applicant should, through the EIA process of planning submission, systematically identify all aspects of site work that might impact upon the environment, potential pollution risks associated with the proposals and identify the principles of preventative measure and mitigation.

<u>Engineering Activities in the Water Environment</u> – In order to meet the objectives of the Water Framework Directive of preventing any deterioration and improving the water environment, developments should be designed to avoid engineering activities in the water environment wherever possible.

<u>Existing Ground Water Abstraction</u> – Development such as this have the potential to disrupt groundwater flow and impact on groundwater abstractions. See attached response detailing requirements for groundwater abstractions.

<u>Water Abstraction</u> – Where water abstraction is proposed SEPA request that the ES, or planning submission, details if a public or private source will be used. See attached response detailing the specifics concerning water abstraction.

Air Quality

SEPA advise the local authority is the responsible authority for local air quality management under the Environment Act 1995 and in turn recommend that Environmental Health within the local authority be consulted.

Regulatory Advice for the Applicant

Please consider if any of the installation of processes proposed are likely to require authorisation under the Pollution Prevention and Control Regulations 2000 or other environmental regulations.

Scottish Natural Heritage

SNH's comments on issues to be included in the Environmental Impact Assessment are as follows:

Statutory Designated Sites

There are no statutory designated sites within the development footprint of the site, yet it is within proximity to certain designated sites.

Statutory Protected Species

A number of protected species may be present and impacted by the development proposals. SNH therefore support the proposals to carry out badger, otter, water vole and bat surveys.

Habitats

SNH note from the Scoping report and discussion with the applicant that a phase 1 habitat survey has been carried out and it is considered that National Vegetation Classification (NVC) surveys are not required.

SNH reiterate their pre-application advice that NVC surveys should be undertaken if any habitats listed on Annex 1 of the EC Habitats Directive and UKBAP Priority Habitats are identified during the phase 1 habitat surveys.

The ES should provide details of the measures that will be taken to prevent the spread of any invasive non-native species that have been identified on site as part of the Phase 1 habitat survey.

Landscape Character and Visual Amenity

SNH support the proposal to undertake a Landscape and Visual Impact Assessment (LVIA) in accordance with the Guidelines for Landscape and Visual Impact Assessment (GLVIA), 3rd Edition (Landscape Institute, 2013).

<u>Transport Scotland</u> – no response

Marine Scotland - no response

Health and Safety Executive (HSE)

The application site is within the vicinity of two major hazard site:

- (i) Nustar Terminals Ltd, Clydebank Petroleum Terminal, Dock Street (West Dunbartonshire Council)
- (ii) Diageo Scotland Ltd, Argyll Avenue (Renfrewshire Council)

HSE advise local authorities to use HSE's website for future consultation when a planning application is submitted.

Clyde Port Authority - no response

OPINION

For ease of reference, this Scoping Opinion has been set out using the same headings as the submitted Sweco Scoping Report. In forming its opinion on the proposed development, the Planning Authority has consulted with statutory and non-statutory consultees to obtain their views.

Land Use and Communities

Consideration is given to the potential effects of the proposed development on land use, and on key community journeys by pedestrians, cyclists and equestrians. Potential effects relate to both construction and operation. While the Scoping Report details areas of potential land-take namely, parts of Rothesay Dock and Meadowside Industrial Estate, the EIA must also scope the impact upon existing land uses on the south side of Glasgow Road and the proposed residential developments on vacant land between Dock Street and Greenlaw Road.

The Scoping Report acknowledges the potential effects from construction and operation upon the varying users of the River Clyde. It is expected that future EIA scope should expand upon this to explore any impact upon businesses dependent upon river use such as BAE Systems at Scotstoun and Govan. Furthermore, consideration should be given to the impact a future bridge crossing would have on the upper River Clyde with regards future regeneration of the river including leisure activity.

Geology, Hydrogeology, Soils and Contaminated Land

Consultation with Glasgow City Council's Land and Environmental Services department has been undertaken where it was confirmed that no formally designated contaminated land is located within the study area, although a number of historically potentially contaminated former uses are noted in the Council's Contaminated Land Inspection Strategy.

The Scoping Report provides detailed existing baseline conditions and potential effects relating to Geology, Hydrogeology, Soils and Contamination for the proposed development. The proposed scope of assessment will be dependent upon both Interpretative Site Investigation Report and proposed engineering and geotechnical designs. With regards the Impact Assessment, effects are identified by predicting the changes that would be caused by the construction and operation of the development in relation to the baseline situation. The approach is considered satisfactory.

Water Quality, Drainage and Flood Defence

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The Scoping Report details that none of the archaeologically sensitive areas or historic buildings identified in the high-level baseline study will be affected by construction impacts. The report states unknown archaeological remains may be affected by construction impacts. All such impacts will be mitigated through archaeological investigation and recording, resulting in a negligible or at most minor negative residual impact. With regards potential effects relating to operation, the availability of a road bridge across the Clyde at Renfrew may lead to the closure of the Renfrew ferry service, which exists as a heritage asset of local importance.

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The report confirms that the Environmental Health sections of each of the three local authorities have been consulted on the proposal. It is noted a response from Glasgow City Council is outstanding. However, future consultation with all three local authorities will be undertaken as the detailed noise and vibration assessment progresses.

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Climate Change Mitigation & Adaptation

The proposed development which comprises bridge crossings and new roads within a tidal area where potential exists for flooding. Impacts of climate change have the potential to impact upon the accessibility, use and resilience of the project. For this reason it is necessary to consider climate change within the EIA process, which is considered satisfactory.

APPLICATION SUBMISSION

In terms of submitting the proposals as an application for Full Planning Permission, we would advise that the following information, in addition to the Environmental Statement, is expected to form part of the submission.

- Design and Access Statement
- Planning Policy Statement
- Transport Assessment
- Flood Risk Assessment (if not covered in the ES)
- Drainage Impact Assessment (if not covered in the ES)
- Vibration Assessment (if not covered in the ES)
- Air Quality Impact Assessment (if not covered in the ES)
- Site Investigation Report (if not covered in the ES)

Should you require any additional information regarding your application, please contact your case officer Mr A Graham on email alan.graham@drs.glasgow.gov.uk, direct phone 0141 287 6045, who will be happy to help you.

Yours sincerely,

For the Director of Development and Regeneration Services

Enc

From: kevin.waters@renfrewshire.gcsx.gov.uk on behalf of citydeal@renfrewshire.gov.uk

Sent: 25 October 2016 14:35
To: McLean, Rebecca
Subject: Fw: Yoker bridge

CWRR

Regards,

Kevin Waters

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 25/10/2016 14:35 ----

Andy Winter < andy@teowinter.f9.co.uk>

05/10/2016 23:07

Tocitydeal@renfrewshire.gov.uk

СС

SubjectYoker bridge

I am writing in a personal capacity to comment on the CWRR Scoping Report

my main concern is to ensure adequate and safe provision for commuting cyclists, as this new route will be heavily used by staff cycling to and from the new QEUH hospital. Indeed on p 27 you highlight the key utility of the bridge in bringing many important locations within a 30min cycle ride, and Fig 3.1 details the many community journeys that will be facilitated. The aim should explicitly be supporting travel modal shift with an emphasis on active travel including walking and cycling. The report emphasises the importance of this, with NMU groups having been specifically consulted as part of the scoping report preparation

It is therefore extremely disappointing that the current proposal envisages solely shared cycle and footway of 3m width, reduced to just 2m in some locations (footnote p 15) on a single side of the carriageway only. This is completely inadequate for a two-way cycle way shared with pedestrians. The 2014 Sustrans design manual notes that 2.5m is the minimum required for a non-shared two-way cycle path, and 2m a minimum for a single direction cycle only route. Given the extent of likely cycle commuter traffic the current proposals are inadequate and likely to lead to dangerous conflict with pedestrians, and cyclist using the main road space instead at increased risk to them selves . The Sustrans manual notes 'Where high usage expected .. a width of 4m is preferred and segregation between cyclists and pedestrians considered'.

Given the spend envisaged on new road schemes and that it is now 2016 this facility should have properly segregated cycle ways with separate pedestrian facilities. This has already been noted by the Living Streets response detailed on p29, which emphasises that 'attractive new bridges consist of good levels of pedestrian priority and cycle infrastructure'. These cycle ways should be designed to the latest specifications. The scoping report as presented gives little confidence that the developers understand this, and it looks as if the needs of cyclists and pedestrians have been relegated in favour of the 4000+expected car journeys

Kind regards

Andy Winter
15 Crown Terrace G12 9ES
andy@teowinter.f9.co.uk

f /paisley2021 @Paisley2021 /paisley2021

Renfrewshire Council Website - http://www.renfrewshire.gov.uk

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Sent by email: citydeal@renfrewshire.gov.uk

Development and Housing Services Renfrewshire Council Fourth Floor (south Wing) Renfreshire House Cotton Street PAISLEY PA1 1JD Longmore House Salisbury Place Edinburgh EH9 1SH

Enquiry Line: 0131-668-8716 <u>HMConsultations@hes.scot</u>

Our ref: AMN/16/SU Our Case ID: 201603758 27 October 2016

Dear Sirs,

Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011
City Deal Renfrewshire – Clyde Waterfront and Renfrew Riverside (CWRR) EIA Scoping Report

Thank you for your consultation which we received on 22 September about the scoping report for the Clyde Waterfront and Renfrew Riverside (CWRR) City Deal project. We have reviewed the details in terms of our historic environment interests. This covers world heritage sites, scheduled monuments and their settings, category A-listed buildings and their settings, inventory gardens and designed landscapes, Inventory battlefields, and historic marine protected areas (HMPAs)

The relevant local authorities' archaeological and cultural heritage advisors will also be able to offer advice on the scope of the cultural heritage assessment. This may include heritage assets not covered by our interests, such as unscheduled archaeology, and category B- and C-listed buildings.

Proposed Development

I understand that the proposed development comprises the development of a new bridge crossing over the River Clyde, access roads to and from the new bridge, and a road between Ferry Road and Inchinnan Road. The project also proposes the creation of a new cycleway linking with the infrastructure proposed as part of the Glasgow Airport Investment Area (GAIA) City Deal project.

Scope of assessment

We note that the new cycleway linking to the Glasgow Airport Investment Area (GAIA) City Deal project extends towards the Category A listed bridges over White Cart Water (LB40425/LB40424). We can confirm, however, that the development proposed as part of the Clyde Waterfront and Renfrew Riverside (CWRR) project is unlikely to give rise to significant impacts on our historic environment interests.

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH Scottish Charity No. **SC045925**VAT No. **GB 221 8680 15**

Understanding that potential impacts generated by the proposed cycleway on the Category A listed bridges will be assessed as part of the EIA undertaken for the Glasgow Airport Investment Area (GAIA) City Deal project, we are content for our historic environment interests to be scoped out of full assessment as indicated in the EIA Scoping Report. We would be happy to comment on any desk-based assessment produced in support of the proposals.

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

Yours faithfully,

Historic Environment Scotland



Executive Director Richard Brown

Development & Regeneration Services

Glasgow City Council 231 George Street Glasgow G1 1RX **Phone 0141 287 8555** Fax 0141 287 8444

Our ref 16/02702/DC

Your ref

 Ask for
 Alan Graham

 Phone Direct
 0141 287 6045

 Fax Direct
 0141 287 6037

 Email
 alan.graham

@drs.glasgow.gov.uk

Date 16th December 2016

For the attention of Rebecca McLean
Spectrum House
2 Powderhall
EDINBURGH
EH7 4GB

Dear Ms McLean,

Scoping Opinion Ref: 16/02702/DC

Address: Site to the West of Greenlaw Court

Proposal: Erection of Road Bridge, Road and Associated Works. Request for a Scoping Opinion Under The Town And Country Planning (Environmental Impact Assessment)

(Scotland) Regulations 2011

A scoping opinion, under regulation 14 of the Environmental Impact Assessment (Scotland) Regulations 2011, has been sought prior to the submission of an application for Planning Permission for the above proposal.

The proposal has been screened (Ref: 16/01572/DC) and was found to require the submission of an Environmental Statement and was therefore considered to be EIA development.

The proposed development will span the administrative boundary of three local authorities: Glasgow City Council (GCC), West Dunbartonshire Council and Renfrewshire Council. The Glasgow City Council section of the site is characterised by vacant land on the north side of the River Clyde, with industrial and residential properties to the north of that.

The Environmental Impact Assessment Scoping Report produced by Sweco covers the following issues:

- Land Use and Communities
- Geology, hydrogeology, soils and contaminated land
- Water quality, drainage and flood defence
- Landscape, townscape and visual impact
- Ecology and nature conservation
- Archaeology and cultural heritage
- Traffic and transport
- Noise and vibration
- Air quality
- Climate change mitigation & adaptation

The consultation process for the scoping opinion has given rise to specific comments which should be taken into account and addressed in the Environmental Statement (ES). These are summarised in the opinion below. I have also attached the consultee responses received which address in more detail some of the issues below. I would urge you to consider the comments of the consultees before finalising the ES.

Part 4, Section 14 Paragraph 6 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 states the following:

- (6) Before adopting a scoping opinion, the planning authority must take into account—
- (a) the specific characteristics of the particular development;
- (b) the specific characteristics of development of the type concerned; and
- (c) the environmental features likely to be affected by the development.

In this instance, it is considered that (a) the **specific characteristics of the particular development** are likely to include:-

- (1) An opening vehicle/pedestrian bridge over the River Clyde, adjoining road and associated works.
- (2) Resultant impacts upon the River Clyde.
- (3) The increase in vehicle traffic and impact upon the local road network.
- (4) Resultant impacts upon air quality.
- (5) Resultants impacts involving noise/vibration.
- (6) Impact of the architectural form of the bridge to townscape and surrounding communities.

It is considered that (b) the specific characteristics of the development of the type concerned are:-

(1) As above

Lastly it is considered that (c) the environmental features likely to be affected by the development are likely to be:-

- (1) Geology, hydrology soils and contamination
- (2) Water quality, drainage and flood defence
- (3) Landscape, townscape and visual impact
- (4) Ecology and nature conservation (The River Clyde is zoned as a City-wide Site of Importance for Nature Conservation within the adopted City Plan 2)
- (5) Archaeology and cultural heritage
- (6) Traffic and transport
- (7) Noise and vibration
- (8) Air quality
- (9) Climate change

Before forming a scoping opinion, the planning authority carried out a consultation exercise with statutory consultees. The responses are summarised below with the actual responses enclosed with this scoping opinion.

Scottish Environmental Protection Agency (SEPA)

The following key issues must be addressed in the Environmental Statement (ES).

<u>Flood Risk</u> – The site should be assessed for flood risk from all sources. If a flood risk is identified then a Flood Risk Assessment should be carried out. SEPA have expressed they are content with the approach SWECO have taken with regards Scottish Planning Policy, flooding polices and SEPA's technical requirements for Flood Risk Assessments (FRAs).

<u>Waste Water Drainage</u> – Waste water drainage details should be provided in the (ES) or planning submission, including consideration of options for waste treatment facilities.

<u>Surface Water Drainage</u> – The treatment of surface water runoff by sustainable drainage systems (SUDS) is a legal requirement for most forms of development.

<u>Pollution Prevention and Environmental Management</u> – SEPA have an interest in ensuring pollution prevention measures within major developments during periods of construction, operation, maintenance, demolition and restoration. SEPA advise the applicant should, through the EIA process of planning submission, systematically identify all aspects of site work that might impact upon the environment, potential pollution risks associated with the proposals and identify the principles of preventative measure and mitigation.

<u>Engineering Activities in the Water Environment</u> – In order to meet the objectives of the Water Framework Directive of preventing any deterioration and improving the water environment, developments should be designed to avoid engineering activities in the water environment wherever possible.

<u>Existing Ground Water Abstraction</u> – Development such as this have the potential to disrupt groundwater flow and impact on groundwater abstractions. See attached response detailing requirements for groundwater abstractions.

<u>Water Abstraction</u> – Where water abstraction is proposed SEPA request that the ES, or planning submission, details if a public or private source will be used. See attached response detailing the specifics concerning water abstraction.

Air Quality

SEPA advise the local authority is the responsible authority for local air quality management under the Environment Act 1995 and in turn recommend that Environmental Health within the local authority be consulted.

Regulatory Advice for the Applicant

Please consider if any of the installation of processes proposed are likely to require authorisation under the Pollution Prevention and Control Regulations 2000 or other environmental regulations.

Scottish Natural Heritage

SNH's comments on issues to be included in the Environmental Impact Assessment are as follows:

Statutory Designated Sites

There are no statutory designated sites within the development footprint of the site, yet it is within proximity to certain designated sites.

Statutory Protected Species

A number of protected species may be present and impacted by the development proposals. SNH therefore support the proposals to carry out badger, otter, water vole and bat surveys.

Habitats

SNH note from the Scoping report and discussion with the applicant that a phase 1 habitat survey has been carried out and it is considered that National Vegetation Classification (NVC) surveys are not required.

SNH reiterate their pre-application advice that NVC surveys should be undertaken if any habitats listed on Annex 1 of the EC Habitats Directive and UKBAP Priority Habitats are identified during the phase 1 habitat surveys.

The ES should provide details of the measures that will be taken to prevent the spread of any invasive non-native species that have been identified on site as part of the Phase 1 habitat survey.

Landscape Character and Visual Amenity

SNH support the proposal to undertake a Landscape and Visual Impact Assessment (LVIA) in accordance with the Guidelines for Landscape and Visual Impact Assessment (GLVIA), 3rd Edition (Landscape Institute, 2013).

<u>Transport Scotland</u> – no response

Marine Scotland - no response

Health and Safety Executive (HSE)

The application site is within the vicinity of two major hazard site:

- (i) Nustar Terminals Ltd, Clydebank Petroleum Terminal, Dock Street (West Dunbartonshire Council)
- (ii) Diageo Scotland Ltd, Argyll Avenue (Renfrewshire Council)

HSE advise local authorities to use HSE's website for future consultation when a planning application is submitted.

Clyde Port Authority - no response

OPINION

For ease of reference, this Scoping Opinion has been set out using the same headings as the submitted Sweco Scoping Report. In forming its opinion on the proposed development, the Planning Authority has consulted with statutory and non-statutory consultees to obtain their views.

Land Use and Communities

Consideration is given to the potential effects of the proposed development on land use, and on key community journeys by pedestrians, cyclists and equestrians. Potential effects relate to both construction and operation. While the Scoping Report details areas of potential land-take namely, parts of Rothesay Dock and Meadowside Industrial Estate, the EIA must also scope the impact upon existing land uses on the south side of Glasgow Road and the proposed residential developments on vacant land between Dock Street and Greenlaw Road.

The Scoping Report acknowledges the potential effects from construction and operation upon the varying users of the River Clyde. It is expected that future EIA scope should expand upon this to explore any impact upon businesses dependent upon river use such as BAE Systems at Scotstoun and Govan. Furthermore, consideration should be given to the impact a future bridge crossing would have on the upper River Clyde with regards future regeneration of the river including leisure activity.

Geology, Hydrogeology, Soils and Contaminated Land

Consultation with Glasgow City Council's Land and Environmental Services department has been undertaken where it was confirmed that no formally designated contaminated land is located within the study area, although a number of historically potentially contaminated former uses are noted in the Council's Contaminated Land Inspection Strategy.

The Scoping Report provides detailed existing baseline conditions and potential effects relating to Geology, Hydrogeology, Soils and Contamination for the proposed development. The proposed scope of assessment will be dependent upon both Interpretative Site Investigation Report and proposed engineering and geotechnical designs. With regards the Impact Assessment, effects are identified by predicting the changes that would be caused by the construction and operation of the development in relation to the baseline situation. The approach is considered satisfactory.

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The proposed development which comprises bridge crossings and new roads within a tidal area where potential exists for flooding. Impacts of climate change have the potential to impact upon the accessibility, use and resilience of the project. For this reason it is necessary to consider climate change within the EIA process, which is considered satisfactory.

APPLICATION SUBMISSION

In terms of submitting the proposals as an application for Full Planning Permission, we would advise that the following information, in addition to the Environmental Statement, is expected to form part of the submission.

- Design and Access Statement
- Planning Policy Statement
- Transport Assessment
- Flood Risk Assessment (if not covered in the ES)
- Drainage Impact Assessment (if not covered in the ES)
- Vibration Assessment (if not covered in the ES)
- Air Quality Impact Assessment (if not covered in the ES)
- Site Investigation Report (if not covered in the ES)

Should you require any additional information regarding your application, please contact your case officer Mr A Graham on email alan.graham@drs.glasgow.gov.uk, direct phone 0141 287 6045, who will be happy to help you.

Yours sincerely,

For the Director of Development and Regeneration Services

Enc

Peter Hessett Strategic Lead, Regulatory



Development Management, Aurora House, 3 Aurora Avenue,

Clydebank, G81 1BF

Tel: (0141) 951 7930 development.management@west-dunbarton.gov.uk

Our Ref: PREAPP16/104

Your Ref:

Date: 19 December, 2016

If calling or telephoning please ask for:- Karen McChesney, ext.7943

For the attention of Rebecca McLean Sweco Spectrum House 2 Powderhall Road Edinburgh EH7 4GB

Dear Madam,

Scoping Opinion – CWRR City Deal Project The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011

I refer to the proposal at the above site and your request to provide a scoping opinion.

This letter constitutes West Dunbartonshire Council's Scoping Opinion and seeks to identify those matters that should be considered in an Environmental Statement (ES) accompanying a planning application for the proposed development at the Renfrew Bridge site. The Scoping Opinion also includes a copy of the scoping matrix (attached).

In addition to the statutory and non-statutory consultees consulted on the proposal as part of the joint arrangement with Glasgow City Council and Renfrewshire Council, I have also consulted the following:

- Access Officer, Greenspace, West Dunbartonshire Council
- Environmental Health, West Dunbartonshire Council
- Road Services, West Dunbartonshire Council

Where recommendations or advice has been given generally for the whole site (i.e. across the three Council areas) I would expect these matters to be taken into account in the forthcoming ES. With particular reference to any potential effects of the project within the West Dunbartonshire Council area, I require the following to be addressed:

Chapter 2 The City Deal Proposals and Context

Chapter 2 includes a short section on the relevant planning policies at strategic and local levels. The adopted plan for West Dunbartonshire Council is the *West Dunbartonshire Local Plan 2010*. The policies set out in table 2.2 relate to the *West Dunbartonshire Local Development Plan (Proposed Plan 2015)*. The policies contained in the adopted local plan should therefore be included in the ES as this is the development plan for the determination of any future applications, whilst the

Proposed Plan is a material consideration in the determination of planning applications.

Chapter 4 Geology, Hydrogeology, Soils and Contaminated land

Environmental Health advise that north of the River Clyde was also subject to extensive bombing during World War II and that the potential unexploded ordinance (UXO) risk assessment should be extended across the river. Any additional precautions proposed for the Renfrew and Abbotsinch Airfields should be considered for north of the river also. The ES should be updated to take account of this. Environmental Health hold reports for some historic site investigations within the Rothesay Dock area that may be of interest. These are available for review within our office at Aurora House, Clydebank.

Chapter 6 Landscape, Townscape and Visual Impact

I note from Scottish Natural Heritage's response (dated 27 October, 2016) that they support the proposal to undertake a Landscape and Visual Impact Assessment (LVIA) and I agree that the list of viewpoints should be agreed with officers from this Council.

Chapter 7 Ecology and Nature Conservation

Scottish Natural Heritage consider that the proposal is unlikely to have a significant effect on the qualifying interest of the SPA either directly or indirectly (letter from SNH dated 27 October, 2016, page 2, para 4). Please be advised that West Dunbartonshire Council will also require to carry out a Habitats Regulations Appraisal, in addition to Renfrewshire Council, as part of any planning application.

Chapter 8 Archaeology and Cultural Heritage

The sites of known potential archaeological interest are located on the south bank of the river. However, I note from West of Scotland Archaeology Service response dated 27 October, 2016 that this chapter underplays the potential significance of industrial sites, in particular those along the banks of the river. These are not identified in the scoping document despite the industrial and shipbuilding heritage of the Clyde. Given that unknown archaeological material may be affected by construction work, any impacts due to construction works on the south bank of the river should also be mitigated by archaeological investigation (most likely monitoring or excavation) and recording. The ES should be updated to reflect these comments.

Chapter 9 Traffic and Transport

The Council's Road Services advise that whilst it is recognised that option C is the preferred option for the bridge, the following issues will require further assessment and analysis:

- More information is required re: the forecast increase in traffic across all our road network and the impact that would arise if it were proposed to introduce quality bus corridors on the road network;
- Details of existing conflict which will arise from parked or service vehicles on the road network needs to be developed;
- More information is needed regarding the effect on journey times / reliability
 of buses travelling along the Dumbarton Road Corridor and the corridors
 from Kilbowie Road to Glasgow Road with the bridge in place;
- Analysis is required regarding the expected spike in congestion and its
 effect on journey times just prior to bridge closing caused by motorists who
 have decided that this is the preferred route to cross the Clyde. This is a
 major concern to this Council;

- It is noted that induced traffic caused by the Bridge has not been accounted for to date and that this may be a significant factor with traffic travelling to Braehead, especially at weekends; and
- It is noted that Saturday modelling is limited to date. Experience informs us that this will be a major concern and this needs to be developed and addressed.

The ES should include these matters. This Council's Road Services also request sight of the scenario testing report and audit report that is currently being produced by Sweco at the earliest possible opportunity.

Chapter 10 Noise and vibration

Environmental Health advise that para 10.4.1 seems dismissive of noise affecting existing noise sensitive receptors as being only "short-term". They consider that the development has the potential to cause disruption for a considerable period of time during the construction phase, particularly piling operations over water. I therefore request that the ES ensures these potential noise impacts are more carefully taken into account.

Issues to be Scoped Out

I note in Table 14.1 the issues proposed to be scoped out. Under the headings Ecology and Nature Conservation, Archaeology and Cultural Heritage, and Noise and Vibration the table should be updated to reflect the comments above.

The attached scoping matrix identifies the need for the Human Environment receptor to be considered. Nuisance and archaeological heritage issues are already covered in chapters 8 and 10. There should also be a chapter in the ES which addresses the socio-economic, health and safety, and amenity impacts of the proposal. This should be in addition to any economic benefit analysis reports to be submitted as part of the planning application.

I look forward to the above matters being addressed in the ES.

Please contact Karen McChesney on 0141 951 7943 should you wish to discuss any of these matters further.

Yours faithfully,

Pamela Clifford

Planning and Building Services Manager

Potential receptors of impact		Activities and Potential Impacts		
		Construction Phase	Operation phase/ongoing site maintenance	Post-operation/decommissioning phase
Water	Surface water hydrology and channel morphology	✓	√	n/a
	Surface water quality	✓	√	n/a
	Groundwater hydrology	✓	√	n/a
	Groundwater quality	✓	✓	n/a
	Marine Interests (sea, sedimentation, marine ecology)	×	×	n/a
Land	Landscape	✓	✓	n/a
	Soils	✓	√	n/a
	Geology	✓	√	n/a
Air	Local air quality	✓	√	n/a
	Regional/Global air quality	×	×	n/a
Flora and Fauna	Aquatic ecology	✓	√	n/a
	Terrestrial ecology	✓	√	n/a
Human Environment	Socio-economic	✓	√	n/a
	Health and Safety	✓	√	n/a
	Amenity	✓	✓	n/a
	Nuisance	✓	√	n/a
	Architectural and archaeological heritage	✓	√	n/a

SCOPING MATRIX – WEST DUNBARTONSHIRE COUNCIL

Page: 1

RENFREWSHIRE COUNCIL

Application No: 16/0680/SC

DEVELOPMENT AND HOUSING SERVICES
RECOMMENDATION ON PLANNING APPLICATION

Regd: 27/09/2016

Applicant

Agent

Renfrewshire Council City Deal Team Cotton Street Paisley PA1 1JD

Nature of proposals:

Request for a scoping opinion

Site:

Clyde Waterfront and Renfrew Riverside

Application for:

Request for scoping opinion

Description

A scoping opinion, under regulation 14 of the Environmental Impact Assessment (Scotland) Regulations 2011, has been sought prior the submission of an application for Planning Permission for a number of inter-linked infrastructure projects as part of the Clyde Waterfront and Renfrew Riverside City Deal Project. The main elements comprise:-

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

The proposal has been screened and was found to require the submission of an Environmental Statement and was therefore considered to be EIA development.

The area of the proposed development lies to the north of Renfrewshire Council's administrative area and extends northwards into both Glasgow City Council's and West

Dunbartonshire Council's administrative areas over the River Clyde and beyond. The area is generally characterised by existing roads infrastructure and areas of industrial and business uses and wooded areas.

History

16/0488/EO - Request for Screening Opinion for inter-linked infrastructure projects - Environmental Statement required. Screening opinion issued on the 15 July 2016.

Policy & Material Considerations

The extant Development Plan is the Glasgow and the Clyde Valley Strategic Development Plan 2012, Clydeplan's Strategic Development Plan Proposed Plan (2016) and the Adopted Renfrewshire Local Development Plan 2014 as detailed below with relevant policies identified.

Glasgow and the Clyde Valley Strategic Development Plan 2012

Fundamental Principles of the Strategic Development Plan

Spatial Vision

Strategy Support Measure 1 - Delivering the Spatial Development Priorities.

Strategy Support Measure 3 - Strategic Economic Investment Locations

Strategy Support Measure 4 - Glasgow International Airport and Sustainable Transport Access

Strategy Support Measure 7 - Sustainable Transport

Clydeplan's - Strategic Development Plan Proposed Plan (2016)

The Proposed SDP is a material consideration as it is the settled view of the Clydeplan Authority.

Clydeplan Vision

Policy 3 - Glasgow and Clyde Valley City Deal

Policy 5 - Strategic Economic Investment Locations

Policy 17 - Promoting Sustainable Transport

Policy 18 - Strategic Walking and Cycling Network

Policy 19 - Glasgow Airport and Sustainable Transport Access

Adopted Renfrewshire Local Development Plan 2014

Spatial Strategy

Policy E1 - Renfrewshires Economic Investment Locations

Policy E2 - Glasgow Airport Investment Zone

Policy E5 - Glasgow Airport Operational Land

Policy I1 - Connecting Places

Policy 13 - Potential Transport Improvements

Policy P1 - Renfrewshire's Places

Policy ENV1 - Green Belt

Policy ENV2 - Natural Heritage

Policy ENV3 - Built Heritage

Policy ENV4 - The Water Environment

Policy ENV5 - Air Quality

Renfrewshire LDP New Development Supplementary Guidance

Material considerations

Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise.

Publicity

None required.

Objections/Representations

One individual has commented that his main concern is to ensure adequate and safe provision for commuting cyclists and expresses disappointment that the proposal envisages solely shared cycle and footway of 3m width which is considered to be inadequate. It is commented that cycleways should be designed to the latest specifications.

Consultations

SEPA - No response.

Scottish Natural Heritage - No response.

Historic Environment Scotland - No response.

Scottish Water - No response.

Transport Scotland - No response.

HSE - No response.

Forestry Commission - Interest in the project would be confined to the potential impacts and effects on forestry and woodland habitat. The proposals to improve the woodlands at Blythswood are welcomed. Where woodlands are to be removed attention is drawn to the Scottish Government's Policy on the Control of Woodland Removal and associated guidance.

Sustrans - No response.

Glasgow & the Clyde Valley Green Network - No response.

SPT - No response.

Cycling Scotland - No response.

Civil Aviation Authority - No response.

Crown Estate - No response.

Visit Scotland - No response.

Central Scotland Green Network - No response.

Clyde River Foundation - No response.

NATS - No response.

RSPB Scotland - No response.

Scottish Rights of Way & Access Society - No response.

Scottish Wildlife Trust - No response.

Glasgow Airport Safeguarding - No response.

West of Scotland Archaeology Service - No response.

Clydeplan - No response.

Glasgow Airport - No response.

Christies - No response.

Peel Holdings (Land and Property) Limited - No response.

Peel Ports - No response.

Turnberry Homes - No response.

Renfrew Golf Club - No response.

Crown Estate - No response.

Clydebelt - No response.

MCA - No response.

NLB - No response.

Clydeport - No response.

Clyde Fishermen's Association - No response.

Association of Salmon Fishery Boards - No response.

British Shipping - No response.

UK Chamber of Shipping - No response.

DIO - No response.

Marine Safety Forum

RYA - No response.

SFF - No response.

SFO - No response.

WDCS - No response.

Ayr Fishery Office - No response.

Garscadden/ Scotstounhill Area Partnership - No response.
Clydebank East Community Council - No response.
Renfrew Community Council - No response.
Inchinnan Community Council - No response.
Renfrew & Gallowhill Local Area Committee - No response.
Paisley North Community Council - No response.
Yoker Community Council - No response.
Scotstoun Community Council - No response.

Assessment

This application is a formal request for a scoping opinion from the Planning Authority as to what matters should be addressed in an Environmental Statement, which would be required to accompany a planning application for the erection of mixed use development of the description outlined above. This form of 'application' is a scoping opinion and the test to be applied is not based on the merits of the proposal, but rather to identify the key issues for Environmental Impact Assessment. The purpose of scoping is to focus the EIA on the environmental issues and potential impacts which need the most thorough attention and to identify those which are unlikely to need detailed study.

The submitted scoping report considered the following topic areas:- Land Use and Communities; Geology, Hydrology, Soils and Contaminated Land; Water Quality, Drainage and Flood Defence; Landscape, Townscape and Visual Impact; Ecology and Nature Conservation; Archaeology and Cultural Heritage; Traffic and Transport; Noise and Vibration; Air Quality; and Climate Change Mitigation and Adaptation.

The following provides Renfrewshire Council's consideration of the potential environmental impacts associated with the proposals and provides the reasoned justification for specified topics to be included within the scope of the ES and justification why topics have been scoped out of the ES.

Land Use and Communities

This section sets out the key land uses, the consultees, the community facilities and private assets and the potential effects from construction and operation. It summarises the potential impacts on land use and community journeys and concludes that three elements be scoped out of the assessment i.e. impacts on agricultural land, impact of demolition of residential properties and impacts on equestrian riders. It s agreed that it is reasonable to scope these aspects out of the assessment. A summary of the proposed scope of the EIA is provided and this is considered to contain all the salient elements that require to be addressed.

Geology, Hydrology, Soils and Contaminated Land

This section summarises the consultation taken to date, and future consultation; beseline description and historical review, potential contamination risks and discusses general topography, geomorphology, geology and ground conditions, and mineral and mining resources. The potential effects of construction are considered and potential operational impacts are identified, particularly with regard to the water environment. The proposed scope of the assessment is set out as are the magnitude of impacts to be assessed and the means of evaluating the sensitivity of receptors.

Water Quality, Drainage and Flood Defence

This section sets out the consultation undertaken, baseline description, hydrology and flood risk, drainage and water quality. It sets out the potential effects in terms of both contruction and operation, its outlines the proposed scope of the assessment and addresses how impacts would be assessed to evaluate the sensitivity of water environment attrributes and magnitude of impacts.

Landscape, Townscape and Visual Impact

This section identifies the main focus of the LVIA and notes that no specific LVIA

consultation has been undertaken at this stage but notes the general comments received from the pre-scoping consultation phase. Future key consultation stages are identified as is baseline reasearch, field surveys, landscape character appraisals and designations, visual envelope and a range of potential visual receptors. It confirms that LVIA potential effects will be considered in respect of the construction and operational phases and identifies the proposed scope of the assessment.

Ecology and Nature Conservation

This section sets out the baseline information, the consultation undertaken to date, and anticipates the key ecology and nature conservation potential effects likely to arise from the construction and operational aspects of the development. The proposed scope of the assessment is set out and the study area discussed. The matters to be scoped out of the assessment are identified as baseline surveys (with particular regard to effects on Great Crested Newts, breeding birds and fresh water fish species or habitats); and Habitats Regulations Appraisal.

Archaeology and Cultural Heritage

This section sets out the appoach to assessing impacts on the historic environment and the consultation undertaken to date. It summarises the baseline situationand consideres potential effects from the construction and operations aspects of the proposed development. The proposed scope of the assessment is set out as are the impacts to be assessed. Mitigation measures are introduced and the impact assessment methodology discussed.

Traffic and Transport

This section presents an overview of baseline traffic and transport conditions, the consultation undertaken to date and traffic modelling approaches. Potential effects during construction and operation are introduced and the proposed scope of the assessment has identified three main criteria to be used to inform the transport assessment process i.e. traffic flows, journey times and speeds to key destinations, and accessibility.

Noise and Vibration

This section sets out the scope and approach to noise and vibration impact assessment and their respective methodologies. It describes what consultation has been undertaken and what additional consultation is intended. It introduces a baseline description of the prevailing noise and vibration environment; discusses noise and vibration sensitive receptors (existing and proposed), the potential effects from the construction and operational phases, and the scope of the proposed assessment. The various assessment methodologies are set out.

Air Quality

This section describes the approach to the assessment of potential effects on air quality and the consultation undertaken to date. Baseline conditions are described and potential effects are considered. The proposed scope of the assessment is described, the assessment of significance is introduced and mitigation is considered.

Climate Change Mitigation and Adaptation

This sections sets out the matters considered in terms of the recent 2014 European Union Directive on EIA. It sets out the consultation undertaken to date and proposed consultationand discusses potential effects from carbon emissions from the construction and operational phases. It outlines the scope of the assessment, methodology, and proposed approach.

Recommendation and reasons for decision

The Scoping Report is considered to satisfactorily address all of those matters which should be addressed in the assessment to be submitted in support of the forthcoming planning application. It is considered that the Scooping Report has addressed all of the relevant matters to be included in an assessment, the methodologies to be adopted, the impacts at

both the construction and operational phases to be assessed and any mitigation measures, where necessary, to be employed.

RECOMMENDATION Offer Observations

Other Action

Conditions and Reasons

The Council is of the opinion that the scope of the Environmental Statement, to accompany an application for planning permission for the implementation of a number of inter-linked infrastructure projects as detailed above, should concentrate on primarily assessing the potential impacts arising from matters described in the main body of the Sweco report titled 'Clyde Waterfront and Renfrew Riverside Scoping Report 2016' Issue P01.1 dated 7 September, 2016. An assessment of those matters set out in Table 14.1 should be scoped out of the Environmental Technical Assessments.

Fraser Carlin Head of Planning and Housing

Local Government (Access to Information) Act 1985 - Background Papers For further information or to inspect any letters of objection and other background papers, please contact David Bryce on extension 7892.

Clyde Waterfront and Renfrew Riverside City Deal Project: Scoping Matrix

			Activities and potential impacts	
Potential receptors of impact	impact	Construction phase	Operation phase/ongoing site maintenance	Post-operation/ decommissioning phase
WATER	Surface water hydrology and channel morphology	*	•	N/A
	Surface water quality Groundwater hydrology	**	>>	N/A N/A
	Groundwater quality	> >	` `	N/A
LAND	Landscape Soils	. >	. >	N/A
	Geology	. >	. >	N/A
AIR	Local air quality	`	•	N/A
	Regional/global air quality	×	×	N/A
FLORA AND FAUNA	Aquatic ecology	`	`	N/A
	Terrestrialecology	`	`	N/A
HUMAN	Socio-economic Health and safety	* *	> >	N/A N/A
	Amenity	`	`	N/A
	Nuisance	`	>	N/A
	Architectural and archaeological heritage	`	`	N/A

Additional Renfrewshire Council site-specific issues: None.



FAO Kevin Waters Renfrewshire Council By Email

27th October 2016

Dear Ian

Re: City Deal Renfrewshire - CWRR Scoping Report

Our reference: GLA3329

I refer to your request for scoping opinion received in this office on 22nd September 2016.

The scoping report submitted has been examined from an aerodrome safeguarding perspective and we would make the following observations:

- The site is located within the safeguarding area for Glasgow Airport. Given the size
 of the site it is beneath a number of our protected surfaces where structures above
 ground level may be subject to height restrictions. These restrictions will vary across
 the site. Structures, including the proposed bridge, will also require detailed technical
 safeguarding assessment. Early consultation with Glasgow Airport is recommended.
- The site is also within the 13km bird circle in close proximity to the airport and beneath approach and take off surfaces. Bird attractants should be considered and minimised in design of planting schedules and SUDS. It is recommended that berry bearing species be restricted to 5% of planting. Trees may also be subject to height restrictions in some areas.

Our position with regard to this proposal will only be confirmed once the design details are finalized and we have been consulted on a full planning application. At that time we will carry out full safeguarding assessments and will consider our position in light of, inter alia, operational impact and cumulative effects.

Yours sincerely

Kirsteen MacDonald

Migleon Man)

Safeguarding Manager Glasgow Airport 07808 115 881

Kirsteen MacDonald@glasgowairport.com

From: kevin.waters@renfrewshire.gcsx.gov.uk on behalf of citydeal@renfrewshire.gov.uk

Sent: 25 October 2016 14:36 To: McLean, Rebecca

Subject: Fw: City Deal Renfrewshire - CWRR and GAIA Scoping Response

CWRR

Regards,

Kevin Waters

City Deal Team (Renfrewshire) Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 25/10/2016 14:35 ----

"White, Neil" < neil.white@forestry.gsi.gov.uk>

03/10/2016 13:29

To"citydeal@renfrewshire.gov.uk" < citydeal@renfrewshire.gov.uk >

СС

SubjectCity Deal Renfrewshire - CWRR and GAIA Scoping Response

Dear Sirs

Thank you for notifying us of the scoping exercise for these two projects. Our interest in the project would be mainly confined to the potential impacts and effects on forestry and woodland habitat.

We also welcome proposals to improve the woodlands at Blythswood and have had positive discussions with SWECO over the potential way forward for this project.

Where woodlands are to be removed to accommodate new infrastructure (or for any other reason), we would recommend that the Scottish Government's Policy on the Control of Woodland Removal and associated guidance is followed. We are able to provide advice on complying with this as well as information on compensatory planting as required.

You can find both the Policy and associated guidance here: http://scotland.forestry.gov.uk/supporting/strategy-policy-guidance/woodland-expansion/control-of-woodland-removal

Sincerely

Neil White MICFor Woodland Officer neil.white@forestry.gsi.gov.uk 0300 067 6260 (Direct) 07795 590366 (Mobile)

http://www.forestry.gov.uk/scotland http://www.twitter.com/fcscotlandnews

http://www.facebook.com/forestrycommissionscotland

Forestry Commission Scotland is the Scottish Government's forestry advisor and regulator.





Renfrewshire Council Website - http://www.renfrewshire.gov.uk

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From: Sent: To: Subject:	kevin.waters@renfrewshire.gcsx.gov.uk on behalf of citydeal@renfrewshire.gov.uk 25 October 2016 14:36 McLean, Rebecca Fw: GAIA City Deal – Scoping Response
GAIA	
Regards,	
Kevin Waters	
City Deal Team (Renfrewshire Development and Housing Se	
www.renfrewshire.gov.uk/cityo	<u>deal</u>
citydeal@renfrewshire.gov.uk	
City Deal, Development and H	lousing Services, Fourth Floor (South Wing), Renfrewshire House, Cotton Street, Paisley, PA1 1JD
Forwarded by City Deal on 25/10	/2016 14:35
One North < billgray@1nd	orth.co.uk>
29/09/2016 16:00	To _{citydeal@renfrewshire.gov.uk}
	cc
	SubjectGAIA City Deal – Scoping Response
that this will be a no parkin	ng Report_v1.2.pdf the new road goes right past our building on Harbour Road, it is my assumption g zone, we own the pavement and the grounds along the whole of 6 Harbour Road and would for off street parking for our company vehicles, there is enough room for 20 cars.
This request corresponds to	the part
	way' route, incorporating a new bridge crossing of the White Cart Water at Paisley Harbour, to provide between Paisley town centre, the Airport and potential adjacent development sites.
Kind regards	
William Gray 1 North Ltd	

__

www.1north.co.uk

1North Ltd. Abercorn House, 6 Harbour Road Paisley PA3 4DB PHONE: 0141 212 0045 FAX: 0845 299 1078 Company No: 008360510 VAT No: 153869574 Consumer Credit License: 655728 ICO Number: Z3532077 PLI Policy Number: GLB 8992818 - ICO Number: Z3532077 - Directors' and Officers' liability insurance - CETADOB/1015155

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Northern Lighthouse Board

CAPTAIN PHILLIP DAY DIRECTOR OF MARINE OPERATIONS

Your Ref: Email – EIA – GAIA Scoping Report

Our Ref: GB/OPS/ML/R8 01 014

84 George Street Edinburgh EH2 3DA Switchboard: 0131 473 3100 Fax: 0131 220 2093 Website: www.nlb.org.uk



City Deal Team (Renfrewshire) **Development and Housing Services** Fourth Floor (South Wing) Renfrewshire House Cotton Street **PAISLEY** PA1 1JD

06 October 2016

Dear City Deal Team (Renfrewshire)

MARINE WORKS (EIA) REGULATIONS (SCOTLAND) 2007 CITY DEAL RENFREWSHIRE - SCOPING REPORT - GLASGOW AIRPORT **INVESTMENT AREA PROJECT**

Thank you for your e-mail correspondence dated 22 September 2016 regarding the Scoping Report submitted by City Deals Renfrewshire in support of a planning consent for up to three new bridges, one over the Black Cart Water and two over the White Cart Water, close to Glasgow Airport and Paisley respectively.

Northern Lighthouse Board has no objections to the proposed development, and will reply formally in response to the required Marine Licence application, however we would advise City Deals Renfrewshire to liaise with Peel Ports (Clydeport) to ensure they are content with the proposals.





Our ref: PCS/149264

Your ref:

If telephoning ask for:

Julie Gerc

11 October 2016

Renfrewshire Council Planning & Transport Renfrewshire House Cotton Street Paisley PA1 1LL

By email only to: citydeal@renfrewshire.gov.uk

Dear Sir

Glasgow Airport Investment Area (GAIA) Scoping Report City Deal Renfrewshire

Thank you for consulting SEPA on the scoping opinion for the above development proposal by way of your email which SEPA received on 29 September 2016. We would welcome engagement with the applicant at an early stage to discuss any of the issues raised in this letter.

We consider that the following key issues must be addressed in the Environmental Impact Assessment process. To **avoid delay and potential objection** the following information must be submitted in support of the application.

While all of the issues below should be addressed in the Environmental Statement (ES), there may be opportunities for several of these to be scoped out of detailed consideration. The justification for this approach in relation to specific issues should be set out within the ES. We would welcome the opportunity to comment on the draft ES. Please note that we can process files only of a maximum size of 25MB and therefore, when the ES is submitted, it should be divided into appropriately sized and identified sections.

1 Flood Risk

- 1.1 The site should be assessed for flood risk from all sources in line with Scottish Planning Policy (Paragraphs 254-268). The <u>Flood Maps for Scotland</u> are available to view online and further information and advice can be sought from your local authority technical or engineering services department and from our <u>website</u>.
- 1.2 If a flood risk is identified then a Flood Risk Assessment should be carried out following the guidance set out in the document <u>Technical flood risk guidance for stakeholders</u>.





2 Waste Water Drainage

- 2.1 Details of the waste water provision for your development should be provided in the ES or planning submission, including consideration of options for waste water treatment facilities. Drainage is a material planning consideration and will be assessed as part of your planning application in line with PAN 79 Water and Drainage and your Local Plan. Where there is a public sewerage system, waste water drainage from development should be directed to that system. If the system has insufficient capacity, then early dialogue with Scottish Water will be required to determine if works are planned to overcome this problem, or what developer pro-rata contributions will be necessary to remove the constraint.
- 2.2 If there is no or limited public sewerage infrastructure, given the scale of development we would still expect the development of strategic infrastructure to adoptable standards. Contact should be made with Scottish Water to determine the standards required to ensure adoption of new infrastructure. Please note that we are not likely to support proposals for private foul drainage systems for significant development (e.g. more than 25 houses) where development of public infrastructure is the sustainable long-term solution. An interim solution may be acceptable provided an appropriate upgrade has been agreed with Scottish Water and there will be no unacceptable impact on the water environment. For further guidance please refer to our Policy and Supporting Guidance on Provision of Waste Water Drainage in Settlements

3 Surface Water Drainage

- 3.1 The treatment of surface water runoff by sustainable drainage systems (SUDS) is a legal requirement for most forms of development, however the location, design and type of SUDS are largely controlled through planning. We encourage surface water runoff from all developments to be treated by SUDS in line with Scottish Planning Policy (Paragraphs 255 and 268), PAN 61 Planning and Sustainable Urban Drainage Systems, PAN 79 Water and Drainage . SUDS help to protect water quality, reduce potential for flood risk and release capacity in the public sewerage network where the alternative is use of combined systems. Discharges to combined sewers should be avoided to free up capacity for waste water discharges.
- 3.2 It is important to ensure that adequate space to accommodate SUDS is incorporated within development. Consideration should be given to this matter early in the planning process when proposals are at their most fluid and modifications to layout can be easily made with less expense to the developer. Each individual type of SUDS facility, such as a filter drain, detention basin, permeable paving or swale, provides one level of surface water treatment. The level of SUDS required is dependant on the nature of the proposed development, for example residential or non residential, the size of development, and the environmental risk posed by the development which is principally determined by the available dilution of the receiving waterbody. Best practice requires the following levels of treatment
 - Industrial developments require three levels of treatment for hard standing areas and two
 levels of treatment for roads. An exception is run-off from roofs which requires only one
 level of treatment. We recommend, as best practice, the second level of treatment to be a
 basin or pond designed in accordance with Sewers for Scotland Second Edition. Please
 also refer to section 3.3 below;
 - All roads schemes typically require two levels of treatment, except for residential developments of 50 houses or less and retail/commercial/business parks with car parks of 50 spaces or less. For technical guidance on SUDS techniques and treatment for roads please refer to the SUDS for Roads manual.

- 3.3 For all developments, run-off from areas subject to particularly high pollution risk (e.g. yard areas, service bays, fuelling areas, pressure washing areas, oil or chemical storage, handling and delivery areas) should be minimised and directed to the foul sewer. Where run-off from high risk areas cannot be directed to the foul sewer we can, on request, provide further site specific advice on what would be the best environmental solution.
- 3.4 The SUDS treatment train should be followed which uses a logical sequence of SUDS facilities in series allowing run-off to pass through several different SUDS before reaching the receiving waterbody. Further guidance on the design of SUDS systems and appropriate levels of treatment can be found in the CIRIA C753 manual entitled The SUDS Manual. Advice can also be found in the SEPA Guidance Note <a href="Planning advice on sustainable drainage systems (SUDS). Please refer to the Regulations section of our website for details of regulatory requirements for surface water and SUDS. Comments should be sought from the local authority roads department and the local authority flood prevention unit on the acceptability of post-development runoff rates for flood control.
- 3.5 Comments from Scottish Water should be sought where the SUDS proposals would be adopted by them. We encourage the design of SUDS to Sewers for Scotland Second Edition standards and the adoption of SUDS features by Scottish Water as we are of the view that this leads to best standards and maintenance.
- 3.6 SUDS must be used on all sites, including those with elevated levels of contaminants. SUDS which use infiltration will not be suitable where infiltration is through land containing contaminants which are likely to be mobilised into surface water or groundwater. This can be overcome by restricting infiltration to areas which are not affected by contamination, or constructing SUDS with an impermeable base layer to separate the surface water drainage system from the contaminated area. SUDS which do not use infiltration are still effective at treating and attenuating surface water. Please refer to the advice note on SUDS and brownfield sites for further information.
- 3.7 SEPA has no major concerns with proposals to scope out water quality modelling for routine run off as any road discharges will be taken to transitional waters. Such discharges will only require one level of at source treatment.
- 3.8 As there are no additional point source discharges with no anticipated impact on existing water quality, it is our opinion that water quality surveys are not required
- 3.9 SEPA's document WAT SG -11 is not applicable, as there are no sewage, trade effluent or other point source discharges proposed to transitional waters as part of the development.

4 Pollution Prevention and Environmental Management

- 4.1 One of our key interests in relation to major developments is pollution prevention measures during the periods of construction, operation, maintenance, demolition and restoration. The construction phase includes construction of access roads, borrow pits and any other site infrastructure.
- 4.2 We advise that the applicant should, through the EIA process or planning submission, systematically identify all aspects of site work that might impact upon the environment, potential pollution risks associated with the proposals and identify the principles of preventative measures and mitigation. This will establish a robust environmental management process for the development. A draft Schedule of Mitigation should be produced as part of this process. This should cover all the environmental sensitivities, pollution prevention and mitigation measures identified to avoid or minimise environmental effects. Please refer to the Pollution prevention guidelines.

4.3 A Construction Environmental Management Document is a key management tool to implement the Schedule of Mitigation. We recommend that the principles of this document are set out in the ES outlining how the draft Schedule of Mitigation will be implemented. This document should form the basis of more detailed site specific Construction Environmental Management Plans which, along with detailed method statements, may be required by planning condition or, in certain cases, through environmental regulation. This approach provides a useful link between the principles of development which need to be outlined at the early stages of the project and the method statements which are usually produced following award of contract (just before development commences).

5 Engineering Activities in the Water Environment

- In order to meet the objectives of the Water Framework Directive of preventing any deterioration and improving the water environment, developments should be designed to avoid engineering activities in the water environment wherever possible. The water environment includes burns, rivers, lochs, wetlands, groundwater and reservoirs. We require it to be demonstrated that every effort has been made to leave the water environment in its natural state. Engineering activities such as culverts, bridges, watercourse diversions, bank modifications or dams should be avoided unless there is no practicable alternative. Paragraph 255 of SPP deters unnecessary culverting. Where a watercourse crossing cannot be avoided, bridging solutions or bottomless or arched culverts which do not affect the bed and banks of the watercourse should be used. Further guidance on the design and implementation of crossings can be found in our Construction of River Crossings Good Practice Guide. Other best practice guidance is also available within the water engineering section of our website.
- 5.2 If the engineering works proposed are likely to result in increased flood risk to people or property then a flood risk assessment should be submitted in support of the planning application and we should be consulted as detailed below.
- A site survey of existing water features and a map of the location of all proposed engineering activities in the water environment should be included in the ES or planning submission. A systematic table detailing the justification for the activity and how any adverse impact will be mitigated should also be included. The table should be accompanied by a photograph of each affected water body along with its dimensions. Justification for the location of any proposed activity is a key issue for us to assess at the planning stage.
- 5.4 Where developments cover a large area, there will usually be opportunities to incorporate improvements in the water environment required by the Water Framework Directive within and/or immediately adjacent to the site either as part of mitigation measures for proposed works or as compensation for environmental impact. We encourage applicants to seek such opportunities to avoid or offset environmental impacts. Improvements which might be considered could include the removal of redundant weirs, the creation of buffer strips and provision of fencing along watercourses. Fencing off watercourses and creating buffer strips both helps reduce the risk of diffuse water pollution and affords protection to the riparian habitat.

6 Disruption to Wetlands including Peatlands

6.1 SEPA has no issues with a National Vegetation Classification (NVC) assessment being scoped out of this application. There are two small wetland areas marked on the Scottish Wetland Inventory but satellite images of the locations show that these sites are now car parking areas.

7 Water abstraction

7.1 Where water abstraction is proposed we request that the ES, or planning submission, details if a public or private source will be used. If a private source is to be used the information below should be included. Whilst we regulate water abstractions under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended), we require the following information to determine if the abstraction is feasible in this location:

- Source e.g. ground water or surface water;
- Location e.g. grid ref and description of site;
- Volume e.g. quantity of water to be extracted;
- Timing of abstraction e.g. will there be a continuous abstraction;
- Nature of abstraction e.g. sump or impoundment;
- Proposed operating regime e.g. details of abstraction limits and hands off flow;
- Survey of existing water environment including any existing water features;
- Impacts of the proposed abstraction upon the surrounding water environment.
- 7.2 If other development projects are present or proposed within the same water catchment then we advise that the applicant considers whether the cumulative impact upon the water environment needs to be assessed. The ES or planning submission should also contain a justification for the approach taken.

8 Space for Waste Management Provision within Site Layout

8.1 In accordance with Scottish Planning Policy (Paragraph 190), space for collection, segregation, storage and possibly treatment of waste (e.g. individual and/or communal bin stores, composting facilities, and waste treatment facilities) should be allocated within the planning application site layout. Please consult with your local council's waste management team to determine what space requirements are required within the application site layout. Some local authorities have an information sheet setting out space requirements.

9 Borrow pits

- 9.1 Scottish Planning Policy (SPP) states (Paragraph 243) that "Borrow pits should only be permitted if there are significant environmental or economic benefits compared to obtaining material from local quarries, they are time-limited; tied to a particular project and appropriate reclamation measures are in place." The ES or planning submission should provide sufficient information to address this policy statement.
- 9.2 Additionally, a map of all proposed borrow pits must be submitted along with a site specific plan of each borrow pit detailing the:
 - a) Location, size, depths and dimensions of each borrow pit;
 - b) Existing water table and volumes of all dewatering;
 - c) Proposed drainage and settlement traps, turf and overburden removal and storage areas;
 - d) Restoration profile, nature and volume of infill materials, and, if wetland features form part of the restoration, management proposals.
- 9.3 The impact of such facilities (including dust, blasting and impact on water) must be assessed in accordance with <u>Planning Advice Note PAN 50 Controlling the Environmental Effects of Surface Mineral Workings</u> (Paragraph 53). In relation to groundwater, information (Paragraph 52 of PAN 50) only needs to be provided where there is an existing abstraction or GWDTE within 250 m of the borrow pit.

10 Air quality

10.1 The local authority is the responsible authority for local air quality management under the Environment Act 1995, and therefore we recommend that Environmental Health within the local authority be consulted.

10.2 Environmental Health should advise on the need for this development proposal to be assessed alongside other developments that could contribute to an increase in road traffic. They can also advise on potential impacts such as exacerbation of local air pollution, noise and nuisance issues and cumulative impacts of all development in the local area. Further guidance regarding these issues is provided in Scottish Planning Specific Advice (2004) available on the Scottish Government's Planning website entitled Air Quality and Land Use Planning.

11 Regulatory advice for the applicant

11.1 There should be consideration if any of the installations or processes proposed within this development are likely to require authorisation under the Pollution Prevention and Control Regulations 2000 or other environmental regulations. Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the operations team in your local SEPA office at:

SEPA ASB, Angus Smith Building, 6 Parklands Avenue Eurocentral, Holytown, North Lanarkshire ML1 4WQ

Tel: 01698 839000

If you have any queries relating to this letter, please contact me by telephone on 01698 839337 or e-mail at planning.sw@sepa.org.uk

Yours faithfully

Julie Gerc Senior Planning Officer Planning Service

Disclaimer

This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at the planning stage. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. If you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found in How and when to consult SEPA, and on flood risk specifically in the SEPA-Planning Authority Protocol.

From: Kevin Waters kevin Waters@renfrewshire.gcsx.gov.uk on behalf of City Deal (Renfrewshire.gcsx.gov.uk)

<citydeal@renfrewshire.gov.uk>

Sent: 26 October 2016 11:30 Cc: McLean, Rebecca

Subject: Fw: City Deal Renfrewshire - GAIA Scoping Report - Final Response from RYA Scotland

Please find attached response from RYA to the GAIA City Deal Project - EIA Scoping document.

Regards,

Kevin Waters

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 26/10/2016 11:29 -----

Pauline McGrow

< Pauline. McGrow@ryascotland.org.uk>

26/10/2016 11:02

To"citydeal@renfrewshire.gov.uk" <citydeal@renfrewshire.gov.uk>,

"kevin.waters@renfrewshire.gcsx.gov.uk" <kevin.waters@renfrewshire.gcsx.gov.uk>

ccGail Joyce < Gail.Joyce@ryascotland.org.uk, Graham Russell <consultations@ryascotland.org.uk>

SubjectCity Deal Renfrewshire - GAIA Scoping Report - Final Response from RYA Scotland

Dear Kevin,

We have made a couple of amendments to the response we submitted to you this morning. Can you please accept the response below as the final response from RYA Scotland to the GAIA Scoping Report. Can you also confirm that you have received this email. - Many thanks, Pauline McGrow, RYA Scotland

RYA Scotland recognises that the scoping report mentions the "Inchinnan Cruising Club,a small sailing club located south of Inchinnan Road and White Cart Bridge along the western bank of the White Car Water." The club is actually located on the north side of Inchinnan Road on the Bridge Isle where the Black and White Cart meet. It has been in existence since 1933 and is a self-help club enabling affordable sailing for members. The history of the club can be found at http://www.inchinnancruisingclub.co.uk/. It looks from reading the scoping report that the impact of the proposed developments on the club will be minimal. However, at this stage it is not possible to suggest that it be scoped out. It is thus important that the EIA considers any potential impact on the club and its activities including any increase in flood risk.

Section 3.4.6.1 notes that 'The White Cart Water is used for small boats and recreational water sports (i.e. kayaking). This development of the river crossing is not predicted to impact on these uses'. Members of the Inshinnan Cruising Club should be able to advise about current and possible future navigation up the River White Cart and any development opportunities there may be as part of the proposed works. Clearance under any new bridges should be no less than under the existing bridges.

The Clyde Marine Planning Partnership (http://www.clydemarineplan.scot/) commissioned a study into sea level rise in the Clyde. This has now been received and approved and will be published by Scottish Natural Heritage within the next few months.

Dr G Russell FRMetS MCIEEM Planning and Environment Officer RYA Scotland $From: \underline{kevin.waters@renfrewshire.gcsx.gov.uk} < \underline{kevin.waters@renfrewshire.gcsx.gov.uk} > on \ \underline{behalf} \ of \ \underline{citydeal@renfrewshire.gov.uk} > on \ \underline{behalf} \ of \ \underline{citydeal@renfrewshire.go$

<a href="mailto:citydeal@renfrewshire.gov.uk
Sent: 22 September 2016 16:52
Cc: rebecca.mclean@sweco.co.uk

Subject: City Deal Renfrewshire - GAIA Scoping Report

Dear Sir / Madam,

Renfrewshire Council City Deal Team (the 'Applicant') is intending to apply to Renfrewshire Council and Marine Scotland (as the competent authorities) for planning permission for the proposed infrastructure and associated works for the Glasgow Airport Investment Area project.

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

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

- Inchinnan Cycleway: a proposed cycleway between the Black Cart Water stone arch bridge in the north of the project area and Inchinnan Business Park following the corridor of the A8 Greenock Road.
- Netherton Farm: realignment of a section of Abbotsinch Road, to the west of the White Cart Water, from Arran Avenue in the south and up to and including improvements to the junction at the northern end of the road with the A8.
- Wright Street Crossing, a new bridge across the White Cart Water linking Wright Street, the Westway Business Park and adjacent development areas, to provide improved connectivity between the Business Park, Glasgow Airport complex and the strategic road network. This crossing would also provide new and improved active travel opportunities.
- Gateway, a new 'gateway' route, incorporating a new bridge crossing of the White Cart Water at Paisley Harbour, to provide
 improved connectivity between Paisley town centre, the Airport and potential adjacent development sites.

There are also two further elements of the project which may be included within the applications associated with the proposed development. As these elements are subject to a number of external constraints, there inclusion, or otherwise will be confirmed at a later point. These elements are:

- a new/upgraded cycle route between Arran Avenue and Sanderling Road, linking the other new/upgraded road sections described above; and
- the potential for a new pedestrian/cycle bridge across the Black Cart Water to link into the new Inchinnan cycleway.

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

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

How do I respond?

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

Timescales?

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

Queries?

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

Regards,

City Deal Team (Renfrewshire) Development and Housing Services citydeal@renfrewshire.gov.uk

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

/paisley2021 @Paisley2021 /paisley2021

Renfrewshire Council Website -

http://www.renfrewshire.gov.uk

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Audit section who will decide whether or not the e-mail should be onwardly transmitted to the intended recipient(s).

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Sent by email: citydeal@renfrewshire.gov.uk

Development and Housing Services Renfrewshire Council Fourth Floor (south Wing) Renfreshire House Cotton Street PAISLEY PA1 1JD Longmore House Salisbury Place Edinburgh EH9 1SH

Enquiry Line: 0131-668-8716 <u>HMConsultations@hes.scot</u>

Our ref: AMN/16/SU Our Case ID: 201603759 27 October 2016

Dear Sirs,

Town and Country Planning (Environmental Impact Assessment) (Scotland)
Regulations 2011
City Deal Renfrewshire - Glasgow Airport Investment Area (GAIA)
EIA Scoping Report

Thank you for your consultation which we received on 22 September 2016 about the scoping report for the Glasgow Airport Investment Area (GAIA) City Deal project. We have reviewed the details in terms of our historic environment interests. This covers world heritage sites, scheduled monuments and their settings, category A-listed buildings and their settings, inventory gardens and designed landscapes, Inventory battlefields, and historic marine protected areas (HMPAs)

The relevant local authorities' archaeological and cultural heritage advisors will also be able to offer advice on the scope of the cultural heritage assessment. This may include heritage assets not covered by our interests, such as unscheduled archaeology, and category B- and C-listed buildings.

Proposed Development

I understand that the proposed development comprises the creation of a cycleway along the corridor of the A8 (Greenock Road), the realignment of a section of Abbotsinch Road, the creation of a new bridge across the White Cart Water and the creation of a new 'gateway' route into Paisley town centre. As part of these proposals, I also understand that there is also potential for a new pedestrian/cycle bridge across the Black Cart Water linking to the new cycleway.

Scope of assessment

We can confirm that the developments forming part of the GAIA City Deal project have the potential to affect the following nationally important heritage assets:

Inchinnan, site of All Hallows Church (Scheduled Monument, Index no. 2792)

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH Scottish Charity No. **SC045925**VAT No. **GB 221 8680 15**

- The Rolling Lift Bridge Over the White Cart Water (Category A Listed Building, LB40425)
- Inchinnan Bridge over Black Cart Water (Category A Listed Building, LB12732)
- White Cart Bridge, Inchinnan Road (Category A Listed Building, LB40424)

Any EIA for the GAIA project should therefore give full attention to potential impacts on these heritage assets, particularly where it is proposed to create a new cycleway along the A8 (Greenock Road) and where it is proposed to realign Abbotsinch Road. As a general principle, development should avoid impacts on the scheduled *Inchinnan*, site of All Hallows Church (Index no. 2792) and have a minimal impact of the character, fabric and appearance of the Category A listed bridges identified above. Any new structures associated with the GAIA project should also sit comfortably in relation to the setting of the heritage assets identified above.

We would request that appropriate visualisations such as photomontage and / or wireframe views should be provided within the EIA where the impacts on setting are likely to be highest. While assessing the impact of this development on setting it may also be helpful to consult our revised Managing Change guidance note, which can be found at:

https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=80b7c0a0-584b-4625-b1fd-a60b009c2549.

We also suggest that any cumulative impacts resulting from the GAIA City Deal project in combination with the CWRR City Deal project and any other associated development should be carefully considered.

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

Yours faithfully,

Historic Environment Scotland

Your Ref:

Contact: Telephone:

David X Bryce 0141 618 7892

Email:

dc@renfrewshire.gov.uk

Date:

28/10/2016



Renfrewshire Council City Deal Cotton Street Paisley PA1 1JD

Proposal:

Request for a scoping opinion

Location:

Glasgow Airport Investment Area

Application No. 16/0681/SC

Dear Sir/Madam.

Your request for a scoping opinion in respect of the above proposal has been assessed and has been determined as follows:-

The Council is of the opinion that the scope of the Environmental Statement, to accompany an application for planning permission for the implementation of a number of inter-linked infrastructure projects as detailed above, should concentrate on primarily assessing the potential impacts arising from matters described in the main body of the Sweco report titled 'Glasgow Airport Investment Area Scoping Report 2016' Issue P01.2 dated 20 September, 2016. An assessment of those matters set out in Table 14.1 should be scoped out of the Environmental Technical Assessments.

We would like to hear from you, let us know how satisfied you are with the service received from our Development Standards Section (Building Standards & Development Management) by completing our customer survey https://www.surveymonkey.com/s/DevelopmentStandards

Yours faithfully,

David X Bryce

Development Standards Manager

Ref. 16/0681/SC Page: 1

RENFREWSHIRE COUNCIL

Application No: 16/0681/SC

DEVELOPMENT AND HOUSING SERVICES
RECOMMENDATION ON PLANNING APPLICATION

Regd: 27/09/2016

Applicant

Agent

Renfrewshire Council City Deal Cotton Street Paisley PA1 1JD

Nature of proposals:

Request for a scoping opinion

Site:

Glasgow Airport Investment Area

Application for:

Request for scoping opinion

Description

A scoping opinion, under regulation 14 of the Environmental Impact Assessment (Scotland) Regulations 2011, has been sought prior the submission of an application for Planning Permission for a number of inter-linked infrastructure projects as part of the Glasgow Airport Investment Area City Deal Project. The main elements comprise:-

- The realignment of Abbotsinch Road,
- A cycleway link to Inchinnan Business Park and a potential cycleway crossing of the Black Cart.
- A crossing of the White Cart close to the Westway Business Park, and
- A further crossing of the White Cart close to Abercorn Industrial Estate.

The proposal has been screened and was found to require the submission of an Environmental Statement and was therefore considered to be EIA development.

The area of the proposed development generally comprises a corridor running from south to north from the centre of paisley to the confluence of the Black cart and the white cart waters at Inchinnan Bridge. The land is generally comprised of roads infrastructure and adjacent land; and the site expands to the east and west at its northern end to encompass areas of adjacent, undeveloped agricultural land.

History

16/0451/EO - Request for Screening Opinion for inter-linked infrastructure projects - Environmental Statement required. Screening opinion issued on the 15 July 2016.

Policy & Material Considerations

The extant Development Plan is the Glasgow and the Clyde Valley Strategic Development Plan 2012, Clydeplan's Strategic Development Plan Proposed Plan (2016) and the Adopted Renfrewshire Local Development Plan 2014 as detailed below with relevant policies identified.

Glasgow and the Clyde Valley Strategic Development Plan 2012
Fundamental Principles of the Strategic Development Plan
Spatial Vision

Strategy Support Measure 1 - Delivering the Spatial Development Priorities.

Strategy Support Measure 3 - Strategic Economic Investment Locations

Strategy Support Measure 4 - Glasgow International Airport and Sustainable Transport Access

Strategy Support Measure 7 - Sustainable Transport

Clydeplan's - Strategic Development Plan Proposed Plan (2016)

The Proposed SDP is a material consideration as it is the settled view of the Clydeplan Authority.

Clydeplan Vision

Policy 3 - Glasgow and Clyde Valley City Deal

Policy 5 - Strategic Economic Investment Locations

Policy 17 - Promoting Sustainable Transport

Policy 18 - Strategic Walking and Cycling Network

Policy 19 - Glasgow Airport and Sustainable Transport Access

Adopted Renfrewshire Local Development Plan 2014

Spatial Strategy

Policy E1 - Renfrewshires Economic Investment Locations

Policy E2 - Glasgow Airport Investment Zone

Policy E5 - Glasgow Airport Operational Land

Policy I1 - Connecting Places

Policy I3 - Potential Transport Improvements

Policy P1 - Renfrewshire's Places

Policy ENV1 - Green Belt

Policy ENV2 - Natural Heritage

Policy ENV3 - Built Heritage

Policy ENV4 - The Water Environment

Policy ENV5 - Air Quality

Renfrewshire LDP New Development Supplementary Guidance

Material considerations

Planning legislation requires that planning decisions are made in accordance with the Development Plan unless material considerations indicate otherwise.

Publicity

None required.

Objections/Representations

A letter of representation from a local business makes reference to the new 'gateway' route and requests that any no parking zone be adjusted to accommodate off-street car parking for company vehicles.

Consultations

SEPA - No response.

Scottish Natural Heritage - No response.

Historic Environment Scotland - No response.

Scottish Water - No response.

Transport Scotland - No response.

HSE - No response.

Forestry Commission - Interest in the project would be confined to the potential impacts and effects on forestry and woodland habitat. The proposals to improve the woodlands at Blythswood are welcomed. Where woodlands are to be removed attention is drawn to the Scottish Government's Policy on the Control of Woodland Removal and associated guidance.

Sustrans - No response.

Glasgow & the Clyde Valley Green Network - No response.

SPT - No response.

Cycling Scotland - No response.

Civil Aviation Authority - No response.

Crown Estate - No response.

Visit Scotland - No response.

Central Scotland Green Network - No response.

NATS - No response.

RSPB Scotland- No response.

Scottish Rights of Way & Access Society - No response.

Scottish Wildlife Trust - No response.

Glasgow Airport Safeguarding - No response.

West of Scotland Archaeology Service - No response.

MCA - No response.

NLB - No response.

Clydeport - No response.

Clyde Fishermen's Association - No response.

Association of Salmon Fishery Boards - No response.

British Shipping - No response.

UK Chamber of Shipping - No response.

DIO - No response.

Marine Safety Forum - No response.

RYA - No response.

SFF - No response.

SFO - No response.

WDCS - No response.

Whales - No response.

Ayr Fishery Office - No response.

Clydeplan - No response.

Glasgow Airport - No response.

Westway - No response.

Inchinnan Community Council - No response.

Paisley North Community Council - No response.

Gallowhill Community Council - No response.

Renfrew Community Council - No response.

Paisley West and Central Community Council - No response.

Paisley East and Whitehaugh - No response.

Assessment

This application is a formal request for a scoping opinion from the Planning Authority as to what matters should be addressed in an Environmental Statement, which would be required to accompany a planning application for the erection of mixed use development of the description outlined above. This form of 'application' is a scoping opinion and the test to be applied is not based on the merits of the proposal, but rather to identify the key issues for Environmental Impact Assessment. The purpose of scoping is to focus the EIA on the environmental issues and potential impacts which need the most thorough attention and to identify those which are unlikely to need detailed study.

The submitted scoping report considered the following topic areas:- Land Use and Communities; Geology, Hydrology, Soils and Contaminated Land; Water Quality, Drainage and Flood Defence; Landscape, Townscape and Visual Impact; Ecology and Nature Conservation; Archaeology and Cultural Heritage; Traffic and Transport; Noise and Vibration; Air Quality; and Climate Change Mitigation and Adaptation.

The following provides Renfrewshire Council's consideration of the potential environmental impacts associated with the proposal and provides the reasoned justification for specified topics to be included within the scope of the ES and justification why topics have been scoped out of the ES.

Land Use and Communities

This section sets out the key land uses, the consultees, the community facilities and private assets and the potential effects from construction and operation. It summarises the potential impacts on land use and community journeys and concludes that two elements be scoped out of the assessment i.e. impact of demolition of residential properties and impacts on equestrian riders. It is agreed that it is reasonable to scope these aspects out of the assessment. A summary of the proposed scope of the EIA is provided and this is considered to contain all the salient elements that require to be addressed.

Geology, Hydrology, Soils and Contaminated Land

This section summarises the consultation taken to date, and future consultation; baseline description and historical review, potential contamination risks and discusses general topography, geomorphology, geology and ground conditions, and mineral and mining resources. The potential effects of construction are considered and potential operational impacts are identified, particularly with regard to the water environment. The proposed scope of the assessment is set out as are the magnitude of impacts to be assessed and the means of evaluating the sensitivity of receptors.

Water Quality, Drainage and Flood Defence

This section sets out the consultation undertaken, baseline description, hydrology and flood risk, drainage and water quality. It sets out the potential effects in terms of both contruction and operation, its outlines the proposed scope of the assessment and addresses how impacts would be assessed to evaluate the sensitivity of water environment attrributes and magnitude of impacts.

Landscape, Townscape and Visual Impact

This section identifies the main focus of the LVIA and notes that no specific LVIA consultation has been undertaken at this stage but notes the general comments received from the pre-scoping consultation phase. Future key consultation stages are identified as is baseline reasearch, field surveys, landscape character appraisals and designations, visual envelope and a range of potential visual receptors. It confirms that LVIA potential effects will be considered in respect of the construction and operational phases and identifies the proposed scope of the assessment.

Ecology and Nature Conservation

This section sets out the baseline information, the consultation undertaken to date, and anticipates the key ecology and nature conservation potential effects likely to arise from the construction and operational aspects of the development. The proposed scope of the assessment is set out and the study area discussed. The matters to be scoped out of the assessment are identified as baseline surveys (with particular regard to effects on Great Crested Newts, breeding birds and fresh water fish species or habitats); and Habitats Regulations Appraisal.

Archaeology and Cultural Heritage

This section sets out the appoach to assessing impacts on the historic environment and the consultation undertaken to date. It summarises the baseline situation and considers potential effects from the construction and operations aspects of the proposed development. The proposed scope of the assessment is set out as are the impacts to be assessed. Mitigation measures are introduced and the impact assessment methodology discussed.

Traffic and Transport

This section presents an overview of baseline traffic and transport conditions, the

consultation undertaken to date and traffic modelling approaches. Potential effects during construction and operation are introduced and the proposed scope of the assessment has identified three main criteria to be used to inform the transport assessment process i.e. traffic flows, journey times and speeds to key destinations, and accessibility.

Noise and Vibration

This section sets out the scope and approach to noise and vibration impact assessment and their respective methodologies. It describes what consultation has been undertaken and what additional consultation is intended. It introduces a baseline description of the prevailing noise and vibration environment; discusses noise and vibration sensitive receptors (existing and proposed), the potential effects from the construction and operational phases, and the scope of the proposed assessment. The various assessment methodologies are set out.

Air Quality

This section describes the approach to the assessment of potential effects on air quality and the consultation undertaken to date. Baseline conditions are described and potential effects are considered. The proposed scope of the assessment is described, the assessment of significance is introduced and mitigation is considered.

Climate Change Mitigation and Adaptation

This sections sets out the matters considered in terms of the recent 2014 European Union Directive on EIA. It sets out the consultation undertaken to date and proposed consultation and discusses potential effects from carbon emissions from the construction and operational phases. It outlines the scope of the assessment, methodology, and proposed approach.

Recommendation and reasons for decision

The Scoping Report is considered to satisfactorily address all of those matters which should be addressed in the assessment to be submitted in support of the forthcoming planning application. It is considered that the Scooping Report has addressed all of the relevant matters to be included in an assessment, the methodologies to be adopted, the impacts at both the construction and operational phases to be assessed and any mitigation measures, where necessary, to be employed.

RECOMMENDATION	V
Offer Observations	

Other Action

Conditions and Reasons

The Council is of the opinion that the scope of the Environmental Statement, to accompany an application for planning permission for the implementation of a number of inter-linked infrastructure projects as detailed above, should concentrate on primarily assessing the potential impacts arising from matters described in the main body of the Sweco report titled 'Glasgow Airport Investment Area Scoping Report 2016' Issue P01.2 dated 20 September, 2016. An assessment of those matters set out in Table 14.1 should be scoped out of the Environmental Technical Assessments.

Fraser Carlin
Head of Planning and Housing

Local Government (Access to Information) Act 1985 - Background Papers For further information or to inspect any letters of objection and other background papers, please contact David Bryce on extension 7892.

Glasgow Airport Investment Area City Deal Project: Scoping Matrix

			Activities and potential impacts	
Potential receptors of impact	impact	Construction phase	Operation phase/ongoing site maintenance	Post-operation/ decommissioning phase
WATER	Surface water hydrology and channel morphology Surface water quality Groundwater hydrology	> >> .	> > >	N/A N/A N/A
LAND	Landscape Soils Geology	·	> > >	N/A N/A N/A
AIR	Local air quality Regional/global air quality	> ×	> ×	N/A N/A
FLORA AND FAUNA	Aquatic ecology Terrestrial ecology	> >	> >	N/A N/A
HUMAN	Socio-economic Health and safety Amenity Nuisance Architectural and archaeological heritage	>> > >	>> > > >	N/A N/A N/A

Additional Renfrewshire Council site-specific issues: None.



All of nature for all of Scotland Nàdar air fad airson Alba air fad

By e-mail only to citydeal@renfrewshire.gov.uk

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

Date: 27 October 2016

Our ref: CNS/EIA/REN - CEA143019

Dear Mr Waters,

GLASGOW AIRPORT INVESTMENT AREA REQUEST FOR SCOPING OPINION IN ACCORDANCE WITH THE ENVIRONMENTAL IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 2011

Many thanks for your consultation to Scottish Natural Heritage (SNH) dated 22 September 2016 requesting a scoping opinion for the above development proposal.

Description of the Proposal

The Glasgow Airport Investment Area (GAIA) is part of the wider Glasgow and Clyde Valley City Deal which includes 20 projects across eight council areas. The GAIA project is one of three City Deal Projects within the Renfrewshire council area. The proposal includes two new bridges across the White Cart Water, the realignment of a section of Abbotsinch Road, a Gateway route between airport and paisley town centre, and new cycle and pedestrian links to Inchinnan Business Park. We understand that new and upgraded cycling and pedestrian links will also form part of all new infrastructure proposed.

SNH's comments on Issue to Include in Environmental Impact Assessment

Statutory designated Sites

There are no statutory designated sites within the development footprint of the site. However, the proposal lies within 2km of the Black Cart Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI) and the Inner Clyde SPA, Ramsar Site and SSSI.

Further information on these notified sites (including the site conservation objectives) can be found on the SiteLink pages of our website: http://gateway.snh.gov.uk/sitelink/index.jsp

Scottish Natural Heritage, Caspian House, Mariner Court, Clydebank Business Park, G81 2NR Tel: 0141 9514488 Fax: 0141 9514510 www.snh.gov.uk

Dualchas Nàdair na h-Alba , Taigh Caspian, 2 Cùirt a' Mharaiche, Pàirc Gnothachais Bhruach Chluaidh, Bruach Chluaidh G81 2NR

Fòn: 0141 9514488 Facs: 0141 9514510 www.snh.gov.uk/gaelic

Black Cart SPA/SSSI

The proposed development lies around 325m away from the nearest part of the Black Cart SPA which supports a non-breeding population of European Importance Annex 1 bird species; Whooper swan.

The Black Cart SSSI, which is of national importance, shares the same boundary as the SPA and is also designated for non-breeding Whooper swan.

The site's status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended the "Habitats Regulations" apply. Consequently, Renfrewshire Council will be required to consider the effect of the proposal on the SPA before it can be consented (commonly known as the Habitats Regulations Appraisal). The SNH website has a summary of the legislative requirements (http://www.snh.gov.uk/docs/A423286.pdf)

Survey data indicates that the proposed Inchinnan Cycleway lies within/adjacent to feeding/roosting areas used by wintering whooper swans from the SPA. Please see SNH reports at;

http://www.snh.org.uk/pdfs/publications/commissioned reports/310.pdf

http://www.snh.org.uk/pdfs/publications/commissioned reports/369.pdf

Any works carried out within or adjacent to feeding/roosting areas during the winter months (September to April inclusive) are likely to disturb the wintering whooper swan qualifying interest of the SPA. In addition, there is also potential for use of the completed cycle route in the winter months to result in disturbance to the wintering whooper swan qualifying interest of the SPA.

In our view, there is currently insufficient information to determine whether the proposal is likely to have a significant effect on the wintering whooper swan feature of the Black Cart SPA. We recommend that a full assessment of the impacts of the construction and operation of the cycle route on the wintering whooper swan qualifying interest of the Black Cart SPA is undertaken and presented in the ES. This assessment should identify any mitigation measures required to avoid a likely significant effect on the SPA (e.g. restricting the timing of the construction of the cycleway to the summer months, mid-March to mid-September, and the location of the cycleway in relation to the existing road/footpath).

Once this information has been provided we will be able to give this proposal further consideration.

The proposed route of the realigned Abbotsinch Road passes through fields that have occasionally been used by whooper swans in the past. However to maintain air safety, Glasgow Airport have an agreement with the farmer to ensure that these fields are harvested before the wintering period to avoid attracting swans across the runway to these fields. As a consequence, we are content that this element of the proposal is unlikely to have a significant effect on the SPA.

Inner Clyde SPA/SSSI and Ramsar site

The proposed development is located approximately 1.1km south of the Inner Clyde Special Protection Area (SPA) which supports a wintering non-breeding population of European importance Annex 1 bird species; Redshank.

The Inner Clyde Ramsar Site which shares the same boundary as the SPA is also designated internationally for non-breeding Redshank and the interests of this designation will addressed as part of the consideration for the above European site.

The Inner Clyde Site of Special Scientific Interest (SSSI) is of national importance and also shares the same boundary as the SPA. Its designated features include saltmarsh habitat and a range of non-breeding birds including; Cormorant, Eider, Goldeneye, Oystercatcher, Red-breasted merganser, Red-throated diver and Redshank.

The site's status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended the "Habitats Regulations" apply. Consequently, Renfrewshire Council will be required to consider the effect of the proposal on the SPA before it can be consented (commonly known as the Habitats Regulations Appraisal). The SNH website has a summary of the legislative requirements (http://www.snh.gov.uk/docs/A423286.pdf)

Given the separation distance between the development site and the SPA (at least 1.1km) and the nature of the existing habitats within/adjacent to the development site, we are content that it is unlikely that the proposal will have a significant effect on the qualifying interest of the SPA either directly or indirectly. As a consequence, an appropriate assessment is not required for the Inner Clyde SPA.

Endrick Water Special Area of Conservation (SAC) and SSSI

The Endrick Water Special Area of Conservation (SAC) is listed in table 7.3 Statutory Designated Sites of the scoping report and is of European importance for supporting populations of Annex 2 fish species; Brook lamprey, River lamprey and Atlantic Salmon.

The Endrick Water SSSI is of national importance and shares the same boundary as the SAC. Its designated features include Scottish dock, fish species Brook & River lamprey as well as earth science interests Fluvial Geomorphology of Scotland and Quaternary of Scotland.

The site's status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended the "Habitats Regulations" apply. Consequently, Renfrewshire Council will be required to consider the effect of the proposal on the SAC before it can be consented (commonly known as the Habitats Regulations Appraisal). The SNH website has a summary of the legislative requirements (http://www.snh.gov.uk/docs/A423286.pdf)

The above designated sites are situated over 10km to the north of the proposed development. In our view, we do not consider that the integrity or notified features of these sites will be affected by the proposal. Therefore we are satisfied that these sites do not require further consideration and can be "scoped" out of the EIA.

Statutory Protected Species

A number of protected species may be present and impacted by the development proposals and we therefore support the proposals to carry out badger, otter, water vole and bat surveys. Details of these species and associated legislation can be found on our website at http://www.snh.gov.uk/planning-and-development/advice-for-planners-and-developers/protected-animals/.

We have discussed proposed survey methodologies with the applicant at a meeting held on the 11 May 2016 and via follow up e-mail correspondence, however full details of survey methodologies, areas surveyed and details of any limitations to survey efforts should be included within the Environmental Statement (ES).

The ES should also report the survey results, evaluate impacts predicted to arise as a result of the development proposals, assess the significance of these impacts and recommend mitigation and/or compensation measures as is necessary and appropriate.

Species surveys should have been completed no more than 18 months prior to submission of the application, to ensure that the survey results are a contemporary reflection of species activity at and around the site.

Where survey methods or other work deviates from published guidance, deviations should have been agreed in writing with SNH in advance of carrying out survey work. A full description of the methodology used should be provided in the ES (technical appendices should be used for this where appropriate), along with an explanation of why any deviations are considered appropriate.

Otters

As detailed in Appendix 7:1 of the scoping report all watercourses and water features within 250m upstream and downstream of the proposed development/infrastructure locations were surveyed for otter in June 2016 following methods as detailed in "Ecology of European Otter: Conserving Natura 2000 Rivers Ecology Series No. 10 (Chanin, 2003"). As confirmed in our e-mail dated 26 May 2016, we support this survey methodology and we also support the proposals to repeat this survey in autumn 2016 to account for seasonal variation in use of the River Clyde, White and Black Cart Waters.

We refer the applicant to our recently published species guidance note for otters that brings together all the latest information and advice, including legal protection, survey methods, mitigation measures and licensing requirements - http://www.snh.gov.uk/docs/A1959316.pdf.

Water vole

We recommended that any suitable water vole habitat should be surveyed for water vole activity in conjunction with the otter survey work in our 26 May 2016 email. Appendix 7:1 of the scoping report states that all suitable watercourses and water features within the proposed project and 100-200m zone of influence (up and downstream of identified watercourses) will have been surveyed in accordance with Strachan & Moorhouse (2006) and Dean et al. (2016). We support the completion of this survey work and refer the applicant to our recently published species guidance note for water voles - http://www.snh.gov.uk/docs/A1959339.pdf

Badger

We support the proposal to undertake survey work for badgers as detailed in the scoping report.

<u>Bats</u>

We have reviewed the bat survey methods as detailed in the scoping report including Technical Appendix 7.1 and following previous discussions with the applicant we are satisfied with the bat survey methods which follow Collins, J. (ed.) (2016) *Bat Surveys for Professional Ecologists: Good Practice Guidelines* (3rd edn). The Bat Conservation Trust, London - http://www.bats.org.uk/pages/batsurveyguide.html

With regard to tree roost surveys, where trees cannot be climbed and not all features can be seen from the ground, we support the proposed methods to carry out soft-felling of these trees under direct supervision of a licensed bat worker, however consideration should also be given to the use of a MEWP to survey unsafe trees at the pre-construction stage.

Great crested newts

We confirmed in an e-mail dated 20 June 2016 that we were content for further great crested newt surveys to be scoped out of the assessment given the absence of confirmed great crested newt records in the area, the low suitability of waterbodies within the study area for great crested newts and the isolated nature of these waterbodies.

Habitats

We note from the Scoping report and discussions with the applicant that a phase 1 habitat survey has been carried out and it is considered that NVC surveys are not required.

However, we reiterate our pre-application advice that NVC surveys should be undertaken <u>if</u> any habitats listed on Annex 1 of the EC Habitats Directive and UKBAP Priority Habitats are identified during the phase 1 habitat surveys. It is unclear from the scoping report whether any such habitats have been identified. This should be clarified in the ES and an appropriate level of survey work undertaken.

The presentation of survey results is important and should be presented clearly and transparently in the ES. It would also be helpful if the maps that present vegetation recorded on-site are marked with the finalised layout of the proposal. This information should be used to inform any necessary mitigation.

If tree felling/woodland clearance will be required as part of the proposed development, we recommend that the developer/their consultants contact Forestry Commission Scotland at as early a stage as possible to discuss the Control of Woodland Removal Policy and the implications it may have on the development.

Invasive non-native species

The ES should provide details of the measures that will be taken to prevent the spread of any invasive non-native species that have been identified on site as part of the Phase 1 habitat survey.

Landscape

We support the proposal to undertake a Landscape and Visual Impact Assessment (LVIA) in accordance with the *Guidelines for Landscape and Visual Impact Assessment* (GLVIA), 3rd Edition (Landscape Institute, 2013).

We recommend that the LVIA should include consideration of impacts on the landscape setting of the site and the surrounding area and how this may affect the enjoyment of existing outdoor recreational users. Consideration must also be given to the existing and potential use of the area for recreation by the general public, with reference to Scottish access rights under the Land Reform (Scotland) Act 2003 and rights of way.

The proposal should be successfully integrated into the surrounding area and it is imperative that the ES establishes a sufficient landscape and visual context to facilitate an understanding of the wider landscape and visual setting and how the development may influence and 'fit' into the landscape and visual character of the area.

The proposed development is primarily located within alluvial plain and green corridor landscape character types as informed by the Glasgow and Clyde Valley Landscape Character Assessment and the proposal should take cognisance of the advice and guidelines therein.

High-quality design of the development, and in particular the incorporation of well-planned green infrastructure, will be a key component of this development. There is potential for the development to form part of a wider City Deal green infrastructure network in conjunction with adjacent proposals. We recommend that such opportunities are maximised.

Water management and pollution prevention

Due to the riverside location of the proposed development, if not already done so, we advise that the applicant should liaise with SEPA regarding water management and pollution

prevention measures to ensure there will be no negative impacts on the White Cart, Black Cart and River Clyde.

Collecting and presenting information – general advice

We recommend that the ecological chapters are split into topics, e.g. protected areas, species (birds, bats, otter, etc.), habitats (terrestrial, freshwater), etc. Information and assessment of which activities associated with the construction and operation of the development are likely to have direct and indirect (including cumulative) significant environmental effects on the relevant natural heritage receptors, along with clear details of any mitigation, should be presented.

A schedule of environmental mitigation should be provided in an annex for developments with impacts on multiple natural heritage interests. The schedule should compile all the environmental mitigation/enhancement measures into one list/table, for ease of reference.

The information provided in this response is given without prejudice to any views that we may wish to express at a later date and is based upon our understanding of the project at this time.

I hope that you find this advice useful but please let me know if you have any questions.

Yours sincerely

Graeme Heenan

Operations Officer Strathclyde & Ayrshire From: Kevin Waters <kevin.waters@renfrewshire.gcsx.gov.uk> on behalf of City Deal (Renfrewshire)

<citydeal@renfrewshire.gov.uk>

Sent: 28 October 2016 10:46 To: McLean, Rebecca

Subject: Fw: GAIA Scoping Report feedback

FYI - forgot to copy you in.

Regards,

Kevin Waters

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 28/10/2016 10:46 ----

citydeal@renfrewshire.gov.uk

28/10/2016 10:45

То

СС

bcc

SubjectFw: GAIA Scoping Report feedback

Please find attached response to the GAIA City Deal Project - EIA Scoping document.

Regards,

Kevin Waters

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

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

---- Forwarded by City Deal on 28/10/2016 10:43 ----

BUCKLEY EILEEN

<eileen.buckley2@ntlworld.com>

Tocitydeal <citydeal@renfrewshire.gov.uk>

28/10/2016 07:12

СС

SubjectGAIA Scoping Report feedback

Relieved that these significant changes for Renfrew are thoroughly researched. Renfrew residents should have been informed with an individual household leaflet drop that all this detail is on the website for them to consider.

GAIA:

My only problem with Glasgow Airport is night time noise which causes sleep disturbance. The noise pollution which causes sleep disturbance usually ends around 10.40pm, which occasional exceptions. The next significant noise pollution starts at 6am. Due to lack of public transport, in between, there can be engine noise from taxi/car vehicles throughout the night due to arriving flights/4am check-in. NHS Choices quote "regular poor sleep puts you at risk of serious medical conditions, including obesity, heart disease and diabetes - and it shortens your life expectancy. Most of us need around 8 hours of GOOD QUALITY sleep a night to function properly." Glasgow Airport does not allow 8 hours of silence during the night. RDC has a

responsibility to consider the health needs of residents and well as money.

I am concerned that with expansion, the valuable periods of silence during the day between flights could be lost. These assist the tolerance of the noise pollution. The largest aircraft cause the least problems. The Dubai flights used to leave at 21.15 which was completely acceptable. However, it now leaves usually at 22.15, which is just acceptable. The Virgin aircraft cause no notable noise pollution and leave at great times for residents.

When attracting new business, does Glasgow Airport consider the noise levels of the economy airlines who may not have the money for the newer quieter, less polluting aircraft.

I have observed aircraft trying out the sharp assent to reduce noise levels, as practised at Heathrow airport. As a resident, I appreciate what Glagow Airport is trying to do.

Overall, I think Glasgow Airport is a very well run valuable assist to Renfrewshire.

I know this is submitted just after the deadline, but hope my comments will still be considered.

Eileen Buckley,

Resident of Renfrew since 1960.





Renfrewshire Council Website - http://www.renfrewshire.gov.uk

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This footnote also confirms that this email message has been swept by Sophos for the presence of computer viruses.

From: Kevin Waters kevin Waters@renfrewshire.gcsx.gov.uk on behalf of City Deal (Renfrewshire.gcsx.gov.uk)

<citydeal@renfrewshire.gov.uk>

Sent: 28 October 2016 10:39

Subject: Fw: City Deal Renfrewshire - GAIA Scoping Report

Please find attached response from West of Scotland Archaeology Service to the GAIA City Deal Project - EIA Scoping document.

Regards,

Kevin Waters

City Deal Team (Renfrewshire)
Development and Housing Services

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

---- Forwarded by City Deal on 28/10/2016 10:39 ----

"O'Hare, Martin (DRS)" <Martin.O'Hare@glasgow.gov.uk>

To"'citydeal@renfrewshire.gov.uk'" < citydeal@renfrewshire.gov.uk >

27/10/2016 13:24

СС

Subject RE: City Deal Renfrewshire - GAIA Scoping Report

Dear Sir or Madam,

I have considered chapter 8 of the scoping document prepared in relation to the above City Deal project, which considers the potential impact of the proposals on archaeology and cultural heritage, and would like to make the following comments. Given the similarity in structure and content, many of these comments are identical to those made in response to the scoping document prepared in relation to the Clyde Waterfront / Renfrewshire Riverside City Deal project.

In general terms, I would agree that the proposals of to identify and assess these effects through a combination of desk-based research and walkover survey is likely to be appropriate. Similarly, proposals to mitigate any impacts either through avoidance or archaeological investigation also appear to be suitable. I would, however, make a number of specific minor points, as follows:

- Table 8.1 says that no data has been provided by WoSAS during the course of the consultation exercise. This is incorrect, as we provided extracts from the Historic Environment Record database to Headland Archaeology Ltd, working as a subcontractor to SWECO, in January and July of this year.
- Figures 8.1 and 8.2 appear to focus predominantly on designated assets, which are shown individually, while undesignated features have been amalgamated into a number of areas of archaeological sensitivity. I can appreciate why this approach has been adopted, as it makes the maps more easily legible, but it does mean that a number of undesignated archaeological features are not represented.
- I would agree with the definition of an area of sensitivity associated with various industrial enterprises that are known to have occupied the banks of the Cart in the area to the north of the core of the early burgh. Although it is possible to identify individual operations and uses within this area from available cartographic sources, it seems logical to group these together as a general area of potential sensitivity in terms of industrial archaeology.
- There is no mention of the Battle of Renfrew (sometimes also known as the Battle of Inchinnan) in either section 8.3.2.2 or on either of the figures in the cultural heritage section. Again, I appreciate why this may have been omitted the precise location of the battle is not known with a high degree of certainty, meaning that it would be difficult to confidently define an area of potential sensitivity but there are a number of records relating to the discovery of artefacts potentially associated with the battle from the vicinity of Teucheen Wood. While I would acknowledge that the potential for material associated with the battle to be encountered during works carried out as part of the City Deal in the vicinity of Greenock Road may be relatively low, it is probably worth mentioning the possibility.
- Section 8.4.1 discusses the potential impact of construction work on three of the identified sites, these being the A-listed Inchinnan Bridge, the Kirkton of Inchinnan, and the area of potential industrial interest along the banks of the Cart. However, only one of these the area of industrial activity is discussed in detail. It is stated that all structures associated with this activity have been demolished, and that any subsurface remains are likely to be of low or negligible importance. As a result, it is proposed that any impacts on this area could be mitigated by excavation and recording. While I would not disagree with this approach, I would note that no mitigation measures are specified in relation to the Kirkton or Bridge. It is likely, for example, that any direct impacts on the Kirkton could be similarly mitigated by excavation and recording.
- I would also agree with the statement that there is the potential for previously-unrecorded archaeological material to be affected by construction impacts. This may be a particular issue with the Glasgow Airport project as it is likely to affect a substantial area of

apparent greenfield, particularly between Abbotsinch Road and the White Cart Water. As ground in this area does not appear to have been substantially affected by development during the modern period, other than that resulting from general agricultural practises such as ploughing, it may retain the potential to produce as-yet unknown buried archaeological material.

- As noted above, I would agree that the range of sources to be consulted in the desk-based assessment phase of the study appears likely to be sufficient to give a reasonable understanding of baseline conditions. I would also agree that this should be supplemented by a walkover survey, though I would stress that the nature of the ground in the study area means that this may not be sufficient to demonstrate that the proposal would have no impact on the historic environment; it is possible, for example, that significant archaeological material may survive only in the form of buried sub-surface deposits that would not be identifiable from surface inspection alone.
- Section 8.5.2 says that further assessment will be carried out to consider the impact of the proposal on Kirkton of Inchinnan, All Hallows Church and Inchinnan Bridge; no mention is made of the impact on the area of previous industrial activity. I am unsure whether this is because it has been previously stated that any direct impacts on this area could be mitigated by a programme of fieldwork. However, even if this is the case, I would suggest that further assessment may be required to allow the detail and scope of this work to be refined. For example, it would be necessary to identify specific areas where monitoring or excavation may be required.

Regards,

Martin O'Hare

From: kevin.waters@renfrewshire.gcsx.gov.uk [mailto:kevin.waters@renfrewshire.gcsx.gov.uk] On Behalf Of

citydeal@renfrewshire.gov.uk Sent: 22 September 2016 16:52 Cc: rebecca.mclean@sweco.co.uk

Subject: City Deal Renfrewshire - GAIA Scoping Report

Dear Sir / Madam,

Renfrewshire Council City Deal Team (the 'Applicant') is intending to apply to Renfrewshire Council and Marine Scotland (as the competent authorities) for planning permission for the proposed infrastructure and associated works for the Glasgow Airport Investment Area project.

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

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

- Inchinnan Cycleway: a proposed cycleway between the Black Cart Water stone arch bridge in the north of the project area and Inchinnan Business Park following the corridor of the A8 Greenock Road.
- Netherton Farm: realignment of a section of Abbotsinch Road, to the west of the White Cart Water, from Arran Avenue in the south and up to and including improvements to the junction at the northern end of the road with the A8.
- Wright Street Crossing, a new bridge across the White Cart Water linking Wright Street, the Westway Business Park and adjacent development areas, to provide improved connectivity between the Business Park, Glasgow Airport complex and the strategic road network. This crossing would also provide new and improved active travel opportunities.
- Gateway, a new 'gateway' route, incorporating a new bridge crossing of the White Cart Water at Paisley Harbour, to provide improved connectivity between Paisley town centre, the Airport and potential adjacent development sites.

There are also two further elements of the project which may be included within the applications associated with the proposed development. As these elements are subject to a number of external constraints, there inclusion, or otherwise will be confirmed at a later point. These elements are:

- a new/upgraded cycle route between Arran Avenue and Sanderling Road, linking the other new/upgraded road sections described above; and
- the potential for a new pedestrian/cycle bridge across the Black Cart Water to link into the new Inchinnan cycleway.

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

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

How do I respond?

Please send your Scoping Response to the following address; citydeal@renfrewshire.gov.uk and title all responses "City Deal Renfrewshire - GAIA Scoping Response". All emails that are received into this inbox will be automatically forwarded to all consenting

authorities so only one response is required from each consultee.

Timescales?

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

Queries?

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

Regards.

City Deal Team (Renfrewshire) Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

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Glasgow - UK Council of the Year 2015	

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From: Victoria.Bell@gov.scot on behalf of ms.majorprojects@gov.scot

Sent: 31 October 2016 10:55
To: citydeal@renfrewshire.gov.uk

Cc: McLean, Rebecca

Subject: GAIA City Deal – Scoping Response

Dear Rebecca,

Physical environment

It is noted that the new bridges will be designed wherever possible to avoid in-channel structures. But it is also stated that the new bridges may require in-river piers to support the bridge deck. In that case the crossing structure will impact the physical environment both during construction and operational phase. An assessment of the effects of the crossing design on water level will already be included in the detailed FRA but all aspects of impacts on the physical environment should be taken into account.

Diadromous fish

This request refers to the Glasgow Airport Investment Area Scoping Report which is one of a pair of scoping reports, the other being the Clyde Waterfront and Renfrew Riverside Scoping Report. MSS provided fairly detailed comments to MS-LOT at an earlier stage on 5 February and, as the scoping report correctly notes, a pre-scoping meeting of MSS with Sweco in relation to diadromous fish took place on 2 June. A useful minute for the meeting was provided by Sweco which we amended and returned. MS-LOT also received a copy.

It is already known that under some conditions large numbers of returning adult salmon or sea trout can be present in these tidal reaches and lower reaches of the rivers and may already be stressed there by poor water quality / high temperatures / low river flows. Large numbers of salmon and sea trout smolts can also pass through these areas in spring and these are also likely to be stressed and vulnerable to further disturbance in similar river conditions as affect adult salmon. Fish kills have occurred in this area, particularly in summer. Particularly under conditions when salmon or sea trout are or are likely to be in these reaches, it will be very important that how work which could impact on salmon or sea trout is scheduled and carried minimises the possibility of any impact.

The scoping report states in Appendix 7.1 that "following consultation with SNH and Marine Scotland, it was determined that specific survey effort for freshwater fish and migratory salmonids would not be required in support of the ecological assessment." This goes further than has been stated by MSS yet, although MSS would accept that detailed pre-construction site characterisation work, for example involving catching and tracking salmon or sea trout adults or smolts through the reaches could be expensive, although it would provide useful information. MSS would like to see what advice the Clyde River Foundation, SEPA and SNH give or have given on this topic before it gives a final view.

The Clyde River Foundation is mentioned in the text in connection with fish records, but it needs to be on the main consultation list in this report, and consulted on it.

Aquaculture

There are currently no marine aquaculture sites registered with Marine Scotland Science located in the vicinity of the proposed Glasgow Airport Investment Area (GAIA) City Deal Project. There is one freshwater land based tank site located approximately 10km south east of the proposed development which is authorised to hold a variety of freshwater finfish species. This facility uses mains water therefore it is not expected that it would be impacted by the proposed development.

The nearest marine finfish site is situated ~50km west of the proposed development and is an active Atlantic salmon site operated by The Scottish Salmon Company.

Navigation

Please refer to comments received from the Maritime and Coastguard Agency, Northern Lighthouse Board and Peel Ports.

Kind regards,

Vikki

Marine Licensing Casework Manager

Marine Scotland - Marine Planning & Policy - Licensing Operations Team - Major Projects Scottish Government | Marine Laboratory | 375 Victoria Road | Aberdeen | AB11 9DB

General Queries: +44 (0)1224 295 579
Direct Dial: +44 (0)1224 295 510
Fax: +44 (0)1224 295 524
Email: ms.majorprojects@gov.scot

Website: http://www.gov.scot/Topics/marine/Licensing/marine



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Dh'fhaodadh gum bi teachdaireachd sam bith bho Riaghaltas na h-Alba air a chlàradh neo air a sgrùdadh airson dearbhadh gu bheil an siostam ag obair gu hèifeachdach neo airson adhbhar laghail eile. Dh'fhaodadh nach eil beachdan anns a' phost-d seo co-ionann ri beachdan Riaghaltas na h-Alba.

From: kevin.waters@renfrewshire.gcsx.gov.uk on behalf of citydeal@renfrewshire.gov.uk

Sent: 25 October 2016 14:36 To: McLean, Rebecca

Subject: Fw: City Deal Renfrewshire - CWRR and GAIA Scoping Response

GAIA

Regards,

Kevin Waters

City Deal Team (Renfrewshire) Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 25/10/2016 14:35 ----

"White, Neil" < neil.white@forestry.gsi.gov.uk>

03/10/2016 13:29

To"citydeal@renfrewshire.gov.uk" < citydeal@renfrewshire.gov.uk >

СС

SubjectCity Deal Renfrewshire - CWRR and GAIA Scoping Response

Dear Sirs

Thank you for notifying us of the scoping exercise for these two projects. Our interest in the project would be mainly confined to the potential impacts and effects on forestry and woodland habitat.

We also welcome proposals to improve the woodlands at Blythswood and have had positive discussions with SWECO over the potential way forward for this project.

Where woodlands are to be removed to accommodate new infrastructure (or for any other reason), we would recommend that the Scottish Government's Policy on the Control of Woodland Removal and associated guidance is followed. We are able to provide advice on complying with this as well as information on compensatory planting as required.

You can find both the Policy and associated guidance here: http://scotland.forestry.gov.uk/supporting/strategy-policy-guidance/woodland-expansion/control-of-woodland-removal

Sincerely

Neil White MICFor Woodland Officer neil.white@forestry.gsi.gov.uk 0300 067 6260 (Direct) 07795 590366 (Mobile)

http://www.forestry.gov.uk/scotland http://www.twitter.com/fcscotlandnews

http://www.facebook.com/forestrycommissionscotland

Forestry Commission Scotland is the Scottish Government's forestry advisor and regulator.



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Appendix V1 4.3
Scoping Update Responses
CWRR & GAGA

From: Kevin Waters kevin Waters@renfrewshire.gcsx.gov.uk on behalf of City Deal (Renfrewshire.gcsx.gov.uk)

<citydeal@renfrewshire.gov.uk>

Sent: 14 February 2017 13:47 To: McLean, Rebecca

Cc: Alan Anderson; Norman Yardley

Subject: Fw: GAIA / CWRR City Deal – Scoping Update Response

Hi Rebecca,

See below from NATS - I think they may be missed CWRR. Let me know if you want to go back to clarify with them and also whether I should forward to Council's etc?

Regards,

Kevin Waters

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 14/02/2017 13:39 -----

Airspace Consultation < gmb-bdn-000969@nats.co.uk>

To"'citydeal@renfrewshire.gov.uk'" < citydeal@renfrewshire.gov.uk >

14/02/2017 11:58

СС

SubjectRE: GAIA / CWRR City Deal - Scoping Update Response

Dear Kevin/Renfrewshire,

NATS' interest is in aviation matters, specifically flightpaths, air traffic control, radar engineering, airport taxying analysis etc.

Having briefly looked at the Glasgow Airport Investment Area website, we have no comment to make and it is outside our sphere of professional interest. Airports such as Glasgow may ask us to perform work for them, but what we do is aviation-technical and unlikely to be relevant to your project (and vice-versa).

Please remove this email address from your records as it is only occasionally monitored for airspace consultation purposes and not used otherwise.

All the best

Colin Wyatt on behalf of NATS Airspace Change.

From: Kevin Waters [mailto:kevin.waters@renfrewshire.gcsx.gov.uk] On Behalf Of City Deal (Renfrewshire)

Sent: 07 February 2017 11:39 To: citydeal@renfrewshire.gov.uk

Subject: GAIA / CWRR City Deal – Scoping Update Response

Dear Sir / Madam,

Following our previous scoping consultation email, you will be aware that Renfrewshire Council City Deal Team is intending to apply to the competent authorities for planning permission for the proposed infrastructure and associated works for the Glasgow Airport Investment Area (competent authority - Renfrewshire Council) and the Clyde Waterfront Renfrew Riverside project (competent authorities - Renfrewshire Council, Glasgow City Council, West Dunbartonshire Council and Marine Scotland).

Since the original Scoping Reports were submitted, there has been a number of changes to the proposed projects and this Scoping Update Note has been prepared to provide you with further information on these. This note also provides consultees with an opportunity to review their original scoping response in light of these changes and amend their previous comments on the proposed methodologies and scope of the EIA if they consider that this is required.

Please provide feedback where you feel that the information provided above has changed your previous scoping opinions. This feedback is very useful as it will ensure that all issues or concerns are addressed as part of the ongoing EIA assessment prior to submission of the planning applications.

If you feel that the information provided above has changed your previous scoping opinions, please send any updated feedback by 28th February 2017 to

citydeal@renfrewshire.gov.uk (ensuring that all responses are titled "GAIA / CWRR City Deal - Scoping Update Response").

If we do not hear from you in this time period, we will assume that you are content with your original response.

The Environmental Scoping Update Report can be downloaded here - http://www.renfrewshire.gov.uk/citydealeia.

Many thanks in advance for your assistance with this, any queries, please contact us on the email address above.

Regards,

City Deal Team (Renfrewshire) Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

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Nàdar air fad airson Alba air fad

By e-mail only to citydeal@renfrewshire.gov.uk

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

Date: 28 February 2017

Our ref: CNS/EIA/REN - CEA144654

Your ref: GAIA / CWRR City Deal - Scoping Update Response

Dear Mr Waters,

Glasgow Airport Investment Area & Clyde Waterfront and Renfrew Riverside Scoping Update

Thank you for your consultation on the updated scoping information on the above Glasgow City Region City Deal projects.

We have reviewed the Scoping Update report (Sweco, February 2017) and offer the following additional advice. For clarity, this advice is offered in addition to our 27 October 2016 scoping advice and does not supersede this earlier advice.

Glasgow Airport Investment Area

Black Cart SPA/SSSI

As a consequence of the inclusion of the three drainage outfalls for the cycleway within the red line boundary, the proposed development now includes land within the Black Cart SPA which supports a non-breeding population of European Importance Annex 1 bird species; Whooper swan.

The Black Cart SSSI, which is of national importance, shares the same boundary as the SPA and is also designated for non-breeding Whooper swan.

The site's status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended the "Habitats Regulations" apply. Consequently, Renfrewshire Council will be required to consider the effect of the proposal on the SPA before it can be consented (commonly known as the Habitats Regulations Appraisal). The SNH website has a summary of the legislative requirements (http://www.snh.gov.uk/docs/A423286.pdf).

Scottish Natural Heritage, Caspian House, Mariner Court, Clydebank Business Park, G81 2NR Tel: 0141 9514488 Fax: 0141 9514510 www.snh.gov.uk

Dualchas Nàdair na h-Alba , Taigh Caspian, 2 Cùirt a' Mharaiche, Pàirc Gnothachais Bhruach Chluaidh, Bruach Chluaidh G81 2NR

Fòn: 0141 9514488 Facs: 0141 9514510 www.snh.gov.uk/gaelic

In line with our earlier advice on the cycleway itself, any works carried out within or adjacent to the SPA during the winter months (September to April inclusive) are likely to disturb the wintering whooper swan qualifying interest of the SPA.

In our view, there is currently insufficient information to determine whether the proposal is likely to have a significant effect on the wintering whooper swan feature of the Black Cart SPA. We recommend that a full assessment of the impacts of the construction of the outfalls on the wintering whooper swan qualifying interest of the Black Cart SPA is undertaken and presented in the ES. This assessment should identify any mitigation measures required to avoid a likely significant effect on the SPA (e.g. restricting the timing of the construction to the summer months, mid-March to mid-September, to avoid any disturbance to the wintering whooper swans). Further details of the works required to create outfalls, including the extent of the physical works, will also be required in order to inform such an assessment.

Once this information has been provided we will be able to give this proposal further consideration.

Statutory Protected Species and Habitats

We recommend that the previously agreed surveys for protected species and habitats are extended to cover the revised footprint of the proposal.

Clyde Waterfront and Renfrew Riverside

Inner Clyde SPA/SSSI/Ramsar site

As a consequence of the revised design of the project and the inclusion of the layby berthing structure, the proposal now lies around 730m upstream of the Inner Clyde Special Protection Area (SPA) which supports a wintering non-breeding population of European importance Annex 1 bird species; Redshank.

The Inner Clyde Ramsar Site which shares the same boundary as the SPA is also designated internationally for non-breeding Redshank and the interests of this designation will addressed as part of the consideration for the above European site.

The Inner Clyde Site of Special Scientific Interest (SSSI) is of national importance and also shares the same boundary as the SPA. Its designated features include saltmarsh habitat and a range of non-breeding birds including; Cormorant, Eider, Goldeneye, Oystercatcher, Red-breasted merganser, Red-throated diver and Redshank.

The site's status means that the requirements of the Conservation (Natural Habitats, &c.) Regulations 1994 as amended the "Habitats Regulations" apply. Consequently, Renfrewshire Council will be required to consider the effect of the proposal on the SPA before it can be consented (commonly known as the Habitats Regulations Appraisal). The SNH website has a summary of the legislative requirements (http://www.snh.gov.uk/docs/A423286.pdf)

Our initial view is that the inclusion of the layby berthing structure in the proposal will not change our earlier advice that it is unlikely that the proposal will have a significant effect on the qualifying interest of the SPA either directly or indirectly.

Although the proposed capital dredge, and subsequent maintenance dredging, will increase the volume of tidal water and alter the tidal dynamics. These effects will be very small and it is unlikely that any resulting geomorphological change would be discernable against both natural variability and the influence of periodic maintenance dredging. As a consequence, we do not believe that the capital dredge as currently proposed would have any impacts on the extent and quality of supporting habitat for the wintering redshank of the SPA. However, this conclusion should be reassessed in the ES once further details of the planned dredging works are known including the location and method for disposal of the dredging arisings.

Given the separation distance between the development site and the SPA (at least 730m) and the nature of the existing habitats within/adjacent to the development site, we are content that the layby berthing structure will not have a likely significant effect on the qualifying interest of the SPA as a consequence of disturbance.

Statutory Protected Species and Habitats

As highlighted above for the GAIA, the previously agreed surveys for protected species and habitats must be extended to cover the revised footprint of the proposal.

Briefing Note: GAIA City Deal Project Renfrewshire: Black Cart Cycleway Construction

Subsequent to the consultation on the Scoping Update report (Sweco, February 2017), we have been consulted on the above briefing note. This briefing note contains further details of the proposed cycleway including information on the design of the cycleway, new bridge over the Black Cart and potential areas for compensatory flood storage. We are still in the process of reviewing this additional information and will offer further advice once we have had the opportunity to consider this information fully.

The information provided in this response is based upon our current understanding of the project and is given without prejudice to any views that we may wish to express at a later date.

I hope that you find this advice useful but please let me know if you have any questions.

Yours sincerely

Graeme Heenan

Operations Officer Strathclyde & Ayrshire From: Kevin Waters kevin Waters@renfrewshire.gcsx.gov.uk on behalf of City Deal (Renfrewshire.gcsx.gov.uk)

<citydeal@renfrewshire.gov.uk>

Sent: 28 October 2016 10:36 To: McLean, Rebecca

Subject: Fw: HES Response - City Deal Renfrewshire - CWRR Attachments: HESResponse-CityDealRenfrewshire-CWRR.pdf

FYI

Regards,

Kevin Waters

City Deal Team (Renfrewshire) Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 28/10/2016 10:35 -----

citydeal@renfrewshire.gov.uk

28/10/2016 10:27

Todc@renfrewshire.gov.uk, development.management@west-dunbarton.gov.uk, ms.majorprojects@gov.scot, DC.Consultations@drs.glasgow.gov.uk,

 $\underline{alan.graham@drs.glasgow.gov.uk}$

СС

SubjectFw: HES Response - City Deal Renfrewshire - CWRR

Please find attached response from HES to the CWRR City Deal Project - EIA Scoping document.

Regards,

Kevin Waters

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 28/10/2016 10:25 ----

HM - SEA and EIA < SEA and EIA @HES.scot>

27/10/2016 08:06

To"citydeal@renfrewshire.gov.uk" < citydeal@renfrewshire.gov.uk>

СС

SubjectHES Response - City Deal Renfrewshire - CWRR

Please find attached Historic Environment Scotland's response to the above consultation.

Lisa Jackson | Business Support Officer | Heritage Directorate

Please note I work part-time: Mondays, Tuesdays and Thursdays Historic Environment Scotland | Àrainneachd Eachdraidheil Alba Longmore House, Salisbury Place, Edinburgh, EH9 1SH

T: +44(0)131 668 8931 E: <u>Lisa.Jackson@hes.scot</u>

www.historicenvironment.scot

Historic Environment Scotland - Scottish Charity No. SC045925









Historic Environment Scotland - Scottish Charity No. SC045925 Registered office: Longmore House, Salisbury Place, Edinburgh, EH9 1SH

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(See attached file: HESResponse-CityDealRenfrewshire-CWRR.pdf)





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From: Caitlin Martin <caitlin.martin@renfrewshire.gov.uk> on behalf of City Deal (Renfrewshire)

<citydeal@renfrewshire.gov.uk>

Sent: 28 February 2017 16:45

To: dc@renfrewshire.gov.uk; development.management@west-dunbarton.gov.uk;

ms.majorprojects@gov.scot; DC.Consultations@drs.glasgow.gov.uk;

alan.graham@drs.glasgow.gov.uk; McLean, Rebecca

Subject: Fw: GAIA / CWRR City Deal – Scoping Update Response

Hi All,

Please find attached a Scoping Update Response from RYA Scotland.

Regards,

Caitlin Martin

City Deal Team (Renfrewshire) Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 28/02/2017 16:44 -----

Pauline McGrow

< Pauline.McGrow@ryascotland.org.uk>

To"citydeal@renfrewshire.gov.uk" <citydeal@renfrewshire.gov.uk>

28/02/2017 16:11

СС

SubjectRE: GAIA / CWRR City Deal - Scoping Update Response

Dear Sir/Madam,

Many thanks for your email.

I write to inform you that RYA Scotland has no additional comments to make on the Scoping Update Response.

Kind Regards

Pauline

Pauline McGrow Senior Administrator Tel: 0131 317 4611

Royal Yachting Association Scotland T: 0131 317 7388 E: pauline.mcgrow@ryascotland.org.uk











From: Kevin Waters [mailto:kevin.waters@renfrewshire.gcsx.gov.uk] On Behalf Of City Deal (Renfrewshire)

Sent: 07 February 2017 11:39 To: citydeal@renfrewshire.gov.uk

Subject: GAIA / CWRR City Deal - Scoping Update Response

Dear Sir / Madam,

Following our previous scoping consultation email, you will be aware that Renfrewshire Council City Deal Team is intending to apply to the competent authorities for planning permission for the proposed infrastructure and associated works for the Glasgow Airport Investment Area (competent authority - Renfrewshire Council) and the Clyde Waterfront Renfrew Riverside project (competent authorities - Renfrewshire Council, Glasgow City Council, West Dunbartonshire Council and Marine Scotland).

Since the original Scoping Reports were submitted, there has been a number of changes to the proposed projects and this Scoping Update Note has been prepared to provide you with further information on these. This note also provides consultees with an opportunity to review their original scoping response in light of these changes and amend their previous comments on the proposed methodologies and scope of the EIA if they consider that this is required.

Please provide feedback where you feel that the information provided above has changed your previous scoping opinions. This feedback is very useful as it will ensure that all issues or concerns are addressed as part of the ongoing EIA assessment prior to submission of the planning applications.

If you feel that the information provided above has changed your previous scoping opinions, please send any updated feedback by 28th February 2017 to citydeal@renfrewshire.gov.uk (ensuring that all responses are titled "GAIA / CWRR City Deal - Scoping Update Response").

If we do not hear from you in this time period, we will assume that you are content with your original response.

The Environmental Scoping Update Report can be downloaded here - http://www.renfrewshire.gov.uk/citydealeia.

Many thanks in advance for your assistance with this, any queries, please contact us on the email address above.

Regards,

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

/paisley2021 @Paisley2021 /paisley2021

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This footnote also confirms that this email message has been swept by Sophos for the presence of computer viruses.

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From: Norman Yardley <norman.yardley@renfrewshire.gcsx.gov.uk> on behalf of City Deal

(Renfrewshire) < citydeal@renfrewshire.gov.uk>

Sent: 01 March 2017 14:40 To: Stewart mccorkindale

Cc: citydeal@renfrewshire.gov.uk; dc@renfrewshire.gov.uk;

STRATHCLYDE_AYRSHIRE@snh.gov.uk

Subject: Re: GAIA/CWRR City Deal - Scoping Update Response

Good Afternoon Mr McCorkindale,

Thank you for your comments on the EIA Scoping Reports. In the interest of clarity, I have noted responses to each of the points you raise below.

Question: Point 2.1.3 Wright Street Bridge

A number of recent works on the white cart have resulted in considerable earth work changes. It would be very helpful for nesting sand martins on the river banks if some form of sand martin nest colony could be set up near the bridge works as the earth works are being done. This has previously been done to support the local biodiversity at Inchinnan sewerage works when an artificial sand martin colony was built in to earth works and is now an important nesting site.

Response:

Your comments have been passed to our Lead Consultants environmental team for consideration as part of their environmental impact assessment.

Question: Point 2.2.1 Clyde Crossing

I would ask that as above consideration is given to providing the local sand martin nesting population with water front nesting sites by including an artificial sand martin nest design in the earth works in and around the bridge to mitigate for any loss of sites in this area.

Response:

An assessment of existing habitats and species has been undertaken. The final design will seek to protect and enhace where approprite the available habitat. This will of course require to be done in parallel with other environmental aspecst including flood plains potential river erosion.

Question: I would also ask that the road route at and around the clyde crossing site has earth embankments with native tree planting included along their lenghts to prevent fly tipping into the protected woodland that run alongside the routes around the crossing and miticgate for lost woodland habitat.

Response:

The current proposals for embankments include grassed areas and also areas of planting including trees in areas where these will add to the local amenity and wildlife habitat. This design work is still on-going.

Question: I am also unclear as to why the road linking the crossing with Argyll Avenue splits an area of protected woodland in half rather than running along the easternmost boundary of the woodland to prevent internal damage to this protected area. I would be grateful if the team could consider this.

Response:

The current design for the road travelling north from Diagio to Meadowside Street follows a route which currently has no trees. This route has been selected due to its potential to minimise the impact on trees in the area. In addition road alignment further east, were considered in early options testing and based on some technical constraints as well as public feedback on proximity to existing residential areas, these routes were discounted.

Ouestion:

I would also like to request clarification as to how the public right of way will be affected by the proposed road building in this area.

Response:

The scoping process and evolving designs take cognisance of the existing core paths in the area and will maintain or enhance connections to these. There will also be additional provision for walking and cycling in the local area as a direct benefit of the City Deal project.

I trust this helps to confirm a number of the considerations under review by the project team to develop the most effective solutions.

Regards,

Norman Yardley

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

▼ Stewart mccorkindale ---24/02/2017 11:18:57---Stewart mccorkindale <smcc63@live.co.uk>

Stewart mccorkindale < smcc63@live.co.uk>

24/02/2017 11:18

To"citydeal@renfrewshire.gov.uk" <citydeal@renfrewshire.gov.uk>, "dc@renfrewshire.gov.uk" <dc@renfrewshire.gov.uk>

CC"STRATHCLYDE_AYRSHIRE@snh.gov.uk" <STRATHCLYDE_AYRSHIRE@snh.gov.uk>

SubjectGAIA/CWRR City Deal - Scoping Update Response

Dear City Deal Team

Thank you very much for sending me information on the Scoping Update Feb 2017. I would be grateful if you could consider my comments as follows:

Point 2.1.3 Wright Street Bridge

A number of recent works on the white cart have resulted in considerable earth work changes. It would be very helpful for nesting sand martins on the river banks if some form of sand martin nest colony could be set up near the bridge works as the earth works are being done. This has previously been done to support the local biodiversity at Inchinnan sewerage works when an artificial sand martin colony was built in to earth works and is now an important nesting site.

Point 2.2.1 Clyde Crossing

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I am also unclear as to why the road linking the crossing with Argyll Avenue splits an area of protected woodland in half rather than running along the easternmost boundary of the woodland to prevent internal damage to this protected area. I would be grtaeful if the team could consider this.

I would also like to request clarification as to how the public right of way will be affected by the proposed road building in this area.

Thanks you for your consideration of the above matters

Stewart McCorkindale, 105 Paisley Rd, Renfrew PA4 8LJ. Tel 0141 886 2302





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From: Caitlin Martin <caitlin.martin@renfrewshire.gov.uk> on behalf of City Deal (Renfrewshire)

<citydeal@renfrewshire.gov.uk>

Sent: 24 February 2017 15:32

To: dc@renfrewshire.gov.uk; development.management@west-dunbarton.gov.uk;

ms.majorprojects@gov.scot; DC.Consultations@drs.glasgow.gov.uk;

alan.graham@drs.glasgow.gov.uk; McLean, Rebecca

Subject: Fw: GAIA / CWRR City Deal - Scoping Update Response

Hi,

Please find attached a Scoping Update Response.

Regards,

Caitlin Martin

City Deal Team (Renfrewshire) Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 24/02/2017 15:31 ----

"Graham, Alan(DRS)" <<u>AlanDRS.Graham@glasgow.gov.uk</u>>

To"citydeal@renfrewshire.gov.uk" <citydeal@renfrewshire.gov.uk>

24/02/2017 12:38

СС

SubjectGAIA / CWRR City Deal - Scoping Update Response

Dear Sir/Madam,

Re. Glasgow City Council Transport Planning comments to Scoping Update Response

Further to the Scoping Update document issued on 07/02/17, please see Transport Planning comments below.

The relocation of the crossing westwards should have a beneficial impact for Glasgow, in that it will take less land from the Yoker Riverfront site and better line up with Dock Street. Clearly we will await final judgement upon receipt of more detailed proposals. The cycle route between Dock Street and Yoker railway station (via Mill Road) aims to address the needs of cyclists traveling to the station from the bridge, however the needs of cyclists travelling from the station to the bridge should also be taken into account as has been discussed at the Planning Steering Group Meetings. It is noted that the local authority boundary between GCC and WDC runs through the middle of Mill Road between Glasgow Road and the railway line. More detail on this would be required. It is envisaged that this new route will tie into the riverside National Cycle Route.

Kind regards,

Alan Graham BAHons, M.Phil, MRTPI Planning Officer Glasgow City Council Development and Regeneration Services 231 George Street Glasgow G1 1RX

Tel: 0141 287 6045

Email: alan.graham@drs.glasgow.gov.uk

Glasgow - UK Council of the Year 2015

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From: Norman Yardley <norman.yardley@renfrewshire.gcsx.gov.uk> on behalf of City Deal

(Renfrewshire) < citydeal@renfrewshire.gov.uk>

Sent: 01 March 2017 14:40 To: Stewart mccorkindale

Cc: citydeal@renfrewshire.gov.uk; dc@renfrewshire.gov.uk;

STRATHCLYDE_AYRSHIRE@snh.gov.uk

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Regards,

Norman Yardley

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

▼ Stewart mccorkindale ---24/02/2017 11:18:57---Stewart mccorkindale <smcc63@live.co.uk>

Stewart mccorkindale < smcc63@live.co.uk>

24/02/2017 11:18

To"citydeal@renfrewshire.gov.uk" <citydeal@renfrewshire.gov.uk>, "dc@renfrewshire.gov.uk" <dc@renfrewshire.gov.uk>

CC"STRATHCLYDE_AYRSHIRE@snh.gov.uk" <STRATHCLYDE_AYRSHIRE@snh.gov.uk>

SubjectGAIA/CWRR City Deal - Scoping Update Response

Dear City Deal Team

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Stewart McCorkindale, 105 Paisley Rd, Renfrew PA4 8LJ. Tel 0141 886 2302





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Mr Kevin Waters
City Deal Team
Renfrewshire Council
Renfrewshire House
Cotton Street
PAISLEY
PA1 1JD

Longmore House Salisbury Place Edinburgh EH9 1SH

Enquiry Line: 0131-668-8716 HMConsultations@hes.scot

Our ref: AMN/16/SU Our Case ID: 201605793

24 February 2017

Dear Mr Waters,

Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011

City Deal Renfrewshire - Glasgow Airport Investment Area (GAIA)
City Deal Renfrewshire - Clyde Waterfront and Renfrew Riverside (CWRR)
EIA Scoping Update

Thank you for your consultation which we received on 7 February 2016 about the Scoping Update in relation to the Glasgow Airport Investment Area (GAIA) and Clyde Waterfront and Renfrew Riverside (CWRR) City Deal projects. We have reviewed the Scoping Update report in terms of our historic environment interests. This covers world heritage sites, scheduled monuments and their settings, category A-listed buildings and their settings, inventory gardens and designed landscapes, Inventory battlefields, and historic marine protected areas (HMPAs)

I understand that the Scoping Update report outlines changes to the GAIA and CWRR City Deal projects. We have reviewed the proposed changes and do not consider that they would give rise to additional impacts to those identified as part of our initial EIA Scoping Responses issued on 27 October 2016. We therefore have not further comments to add.

The relevant local authorities' archaeological and cultural heritage advisors will also be able to offer advice on the scope of the cultural heritage assessment. This may include heritage assets not covered by our interests, such as unscheduled archaeology, and category B- and C-listed buildings.

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

Yours faithfully,

Historic Environment Scotland

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH Scottish Charity No. **SC045925** VAT No. **GB 221 8680 15** From: Caitlin Martin <caitlin.martin@renfrewshire.gov.uk> on behalf of City Deal (Renfrewshire)

<citydeal@renfrewshire.gov.uk>

Sent: 10 February 2017 09:39

To: dc@renfrewshire.gov.uk; development.management@west-dunbarton.gov.uk;

ms.majorprojects@gov.scot; DC.Consultations@drs.glasgow.gov.uk;

alan.graham@drs.glasgow.gov.uk; McLean, Rebecca

Subject: Fw: GAIA / CWRR City Deal – Scoping Update Response

Hi,

Please find attached a scoping update response.

Regards,

Caitlin Martin

City Deal Team (Renfrewshire) Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 10/02/2017 09:34 -----

Fiona Read <fiona.read@whales.org>

08/02/2017 16:18

To"citydeal@renfrewshire.gov.uk" < citydeal@renfrewshire.gov.uk >

ccSarah Dolman < sarah.dolman@whales.org>

SubjectRE: GAIA / CWRR City Deal - Scoping Update Response

Dear Sir / Madam,

Thank you very much for including WDC in the consultation. Due to the low presence of marine mammals in the area, staff and time restraints, I can't commit a lot of time on the consultation however, we are happy to see that mitigation will be used during piling activities. Our preference would be that a marine mammal observer is used during activities along the waterside and that piling is halted until the marine mammals have left the area (following JNCC guidelines as a minimum, see http://jncc.defra.gov.uk/pdf/jncc_guidelines_piling%20protocol_august%202010.pdf).

If you have any questions, please don't hesitate to contact me.

Best wishes,

Fiona

Fiona Read

Policy officer End Bycatch Telephone: +44 (0)791 869 3023 whales.org

From: Kevin Waters [mailto:kevin.waters@renfrewshire.gcsx.gov.uk] On Behalf Of City Deal (Renfrewshire)

Sent: 07 February 2017 11:39 To: citydeal@renfrewshire.gov.uk

Subject: GAIA / CWRR City Deal - Scoping Update Response

Dear Sir / Madam,

Following our previous scoping consultation email, you will be aware that Renfrewshire Council City Deal Team is intending to apply to the competent authorities for planning permission for the proposed infrastructure and associated works for the Glasgow Airport Investment Area (competent authority - Renfrewshire Council) and the Clyde Waterfront Renfrew Riverside project (competent authorities - Renfrewshire Council, Glasgow City Council, West Dunbartonshire Council and Marine Scotland).

Since the original Scoping Reports were submitted, there has been a number of changes to the proposed projects and this Scoping Update Note has been prepared to provide you with further information on these. This note also provides consultees with an opportunity to

review their original scoping response in light of these changes and amend their previous comments on the proposed methodologies and scope of the EIA if they consider that this is required.

Please provide feedback where you feel that the information provided above has changed your previous scoping opinions. This feedback is very useful as it will ensure that all issues or concerns are addressed as part of the ongoing EIA assessment prior to submission of the planning applications.

If you feel that the information provided above has changed your previous scoping opinions, please send any updated feedback by 28th February 2017 to

citydeal@renfrewshire.gov.uk (ensuring that all responses are titled "GAIA / CWRR City Deal - Scoping Update Response").

If we do not hear from you in this time period, we will assume that you are content with your original response.

The Environmental Scoping Update Report can be downloaded here - http://www.renfrewshire.gov.uk/citydealeia.

Many thanks in advance for your assistance with this, any queries, please contact us on the email address above.

Regards,

City Deal Team (Renfrewshire) Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

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From: Caitlin Martin <caitlin.martin@renfrewshire.gov.uk> on behalf of City Deal (Renfrewshire)

<citydeal@renfrewshire.gov.uk>

Sent: 01 March 2017 10:34

To: dc@renfrewshire.gov.uk; development.management@west-dunbarton.gov.uk;

ms.majorprojects@gov.scot; DC.Consultations@drs.glasgow.gov.uk;

alan.graham@drs.glasgow.gov.uk; McLean, Rebecca

Subject: Fw: GAIA / CWRR City Deal – MSS Scoping Update Response

Hi,

Please find attached an EIA Scoping Update Response from Marine Scotland Science (MSS).

Regards,

Caitlin Martin

City Deal Team (Renfrewshire) Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 01/03/2017 10:32 -----

<ms.majorprojects@gov.scot>

28/02/2017 16:57

To<citydeal@renfrewshire.gov.uk>

 $\verb|cc|<| Rebecca.McLean@sweco.co.uk| >, <| Michael.Bland@gov.scot| > | Rebecca.McLean@sweco.co.uk| > | Rebecca.McLean@sweco.uk| > | Rebe$

SubjectGAIA / CWRR City Deal - MSS Scoping Update Response

Hello,

Please see below response from Marine Scotland Science (MSS):

'MSS would like to note that it is not just adult salmon or sea trout which can be present in the tidal reaches and lower reaches of the rivers and may already be stressed there by poor water quality / high temperatures / low river flows, such as particularly can occur in summer, but large numbers of salmon and sea trout smolts can also pass through these areas in spring and these are also likely to be stressed and vulnerable to further disturbance in similar river conditions as affect adult salmon, and this should also be given consideration. It will be very important that how work which could impact on salmon or sea trout is scheduled and carried out minimises the possibility of any impact.'

Kind Regards,

Rania Sermpezi

Marine Licensing Casework Officer

Marine Scotland - Marine Planning & Policy

Scottish Government | Marine Laboratory | 375 Victoria Road | Aberdeen | AB11 9DB

Direct Line: +44 (0)1224 295 615

General Queries: +44 (0)1224 295 579

Fax: +44 (0)1224 295 524

Email: rania.sermpezi@qov.scot

Website: http://www.scotland.gov.uk/marinescotland



From: Kevin Waters [mailto:kevin.waters@renfrewshire.gcsx.gov.uk] On Behalf Of City Deal (Renfrewshire)

Sent: 07 February 2017 12:05

Subject: GAIA / CWRR City Deal – Scoping Update Response

Dear Sir / Madam,

Following our previous scoping consultation email, you will be aware that Renfrewshire Council City Deal Team is intending to apply to the competent authorities for planning permission for the proposed infrastructure and associated works for the Glasgow Airport Investment Area (competent authority - Renfrewshire Council) and the Clyde Waterfront Renfrew Riverside project (competent authorities -

Renfrewshire Council, Glasgow City Council, West Dunbartonshire Council and Marine Scotland).

Since the original Scoping Reports were submitted, there has been a number of changes to the proposed projects and this Scoping Update Note has been prepared to provide you with further information on these. This note also provides consultees with an opportunity to review their original scoping response in light of these changes and amend their previous comments on the proposed methodologies and scope of the EIA if they consider that this is required.

Please provide feedback where you feel that the information provided above has changed your previous scoping opinions. This feedback is very useful as it will ensure that all issues or concerns are addressed as part of the ongoing EIA assessment prior to submission of the planning applications.

If you feel that the information provided above has changed your previous scoping opinions, please send any updated feedback by 28th February 2017 to

citydeal@renfrewshire.gov.uk (ensuring that all responses are titled "GAIA / CWRR City Deal - Scoping Update Response").

If we do not hear from you in this time period, we will assume that you are content with your original response.

The Environmental Scoping Update Report can be downloaded here - http://www.renfrewshire.gov.uk/citydealeia.

Many thanks in advance for your assistance with this, any queries, please contact us on the email address above.

Regards,

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

/paisley2021 @Paisley2021 /paisley2021

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Tha am post-d seo (agus faidhle neo ceanglan còmhla ris) dhan neach neo luchd-ainmichte a-mhàin. Chan eil e ceadaichte a chleachdadh ann an dòigh sam bith, a' toirt a-steach còraichean, foillseachadh neo sgaoileadh, gun chead. Ma 's e is gun d'fhuair sibh seo le gun fhiosd', bu choir cur às dhan phost-d agus lethbhreac sam bith air an t-siostam agaibh, leig fios chun neach a sgaoil am post-d gun dàil.

Dh'fhaodadh gum bi teachdaireachd sam bith bho Riaghaltas na h-Alba air a chlàradh neo air a sgrùdadh airson dearbhadh gu bheil an siostam ag obair gu h-èifeachdach neo airson adhbhar laghail eile. Dh'fhaodadh nach eil beachdan anns a' phost-d seo co-ionann ri beachdan Riaghaltas na h-Alba.





f /paisley2021 @Paisley2021 Jpaisley2021

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swept by Sophos for the presence of computer virus
--

From: Graham, Alan(DRS) < AlanDRS. Graham@glasgow.gov.uk>

Sent: 28 February 2017 16:28 McLean, Rebecca To:

Cc: Cardno, Chris; CWRRconsultation; Collin, Henry; Ross, Sandy; Cheung, Chun (DRS);

norman.yardley@renfrewshire.gcsx.gov.uk

Subject: RE: City Deal CWRR - Scoping Update Response - Flooding Query

Rebecca,

I passed your email below concerning the Yoker Burn to my Flood Risk colleague for comment, who advised of the following requirement: GCC requires the design process of the realigned Yoker Burn culvert to be documented and self-certified/independently checked. The design details and associated calculations should therefore be provided in the required Flood Risk Assessment report.

Kind regards,

Alan Graham BA Hons, M.Phil, MRTPI Planning Officer Glasgow City Council Development and Regeneration Services 231 George Street Glasgow G1 1RX

Tel: 0141 287 6045

Email: alan.graham@drs.glasgow.gov.uk

From: McLean, Rebecca [mailto:Rebecca.McLean@sweco.co.uk]

Sent: 24 February 2017 10:48

To: Graham, Alan(DRS) < AlanDRS. Graham@glasgow.gov.uk>

Cc: Cardno, Chris CWRRconsultation cwrrconsultation@sweco.co.uk; Collin, Henry

<Henry.Collin@sweco.co.uk>; Ross, Sandy <Sandy.Ross@sweco.co.uk> Subject: City Deal CWRR - Scoping Update Response - Flooding Query

Hi Alan

Good to see you yesterday. I forwarded on the GCC Scoping Update response to our water/flooding team regarding the Yoker Burn and they sent me back the following response. Could you forward this to your flooding colleagues for their consideration?

Sweco's design for the realigned Yoker Burn culvert will achieve hydraulic equivalence with the existing culvert – same shape, length, and invert levels (hence gradient). Given this, representation of the pre- and post-development culvert in modelling would be equivalent, making the exercise of conducting a full flood risk assessment unnecessary. On this basis, can GCC confirm that they will accept design details and appropriate description and calculations as necessary to demonstrate hydraulic equivalence in lieu of an FRA?

Any queries, please let me know and if it would be useful, happy to set up a call or a meeting.

Hope you have a good weekend.

Kind regards,

Rebecca

Rebecca McLean (MIEMA, CEnv)

Technical Manager (EIA)

+44 131 550 6405 +44 7766 504 923

rebecca.mclean@sweco.co.uk

Sweco

Spectrum House, 2 Powderhall Road Edinburgh EH7 4GB +44 131 550 6300

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From: Caitlin Martin <caitlin.martin@renfrewshire.gov.uk> on behalf of City Deal (Renfrewshire)

<citydeal@renfrewshire.gov.uk>

Sent: 23 February 2017 16:47

To: dc@renfrewshire.gov.uk; development.management@west-dunbarton.gov.uk;

ms.majorprojects@gov.scot; DC.Consultations@drs.glasgow.gov.uk;

alan.graham@drs.glasgow.gov.uk; McLean, Rebecca

Subject: Fw: GAIA / CWRR City Deal - Scoping Update Response

Hi,

I've attached an scoping update response.

Regards,

Caitlin Martin

City Deal Team (Renfrewshire)
Development and Housing Services

www.renfrewshire.gov.uk/citydeal

citydeal@renfrewshire.gov.uk

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

---- Forwarded by City Deal on 23/02/2017 16:45 ----

"Graham, Alan(DRS)" <<u>AlanDRS.Graham@glasgow.gov.uk</u>>

To"citydeal@renfrewshire.gov.uk" <citydeal@renfrewshire.gov.uk>

22/02/2017 13:56

СС

SubjectGAIA / CWRR City Deal - Scoping Update Response

Dear Sir/Madam,

Further to the Scoping Update document issued on 07/02/17, please see comments below.

Yoker Burn culvert realignment

Details of the proposed Yoker Burn culvert realignment should be submitted to GCC (Glasgow City Council) for review and comment before Planning Consent is granted. A Flood Risk Assessment supported by hydraulic modelling will also require to be carried out.

Additional Drainage outfalls

Details of the proposed outfall design feature should be submitted to GCC (Glasgow City Council) for review and comment before Planning Consent is granted.

Regards,

Alan Graham BAHons, M.Phil, MRTPI Planning Officer Glasgow City Council Development and Regeneration Services 231 George Street Glasgow G1 1RX

Tel: 0141 287 6045

Email: alan.graham@drs.glasgow.gov.uk

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Our ref:

Arainneachd na h-Alba PCS151415

Your ref:

If telephoning ask for: Julie Gerc

Renfrewshire Council Planning and Transport Renfrewshire House Cotton Street Paisley PA1 1LL

Kevin Waters

16 February 2017

By email only to: citydeal@renfrewshire.gov.uk

Dear Sir

Glasgow Airport Investment Area (GAIA) and the Clyde Waterfront Renfrew Riverside (CWRR) Projects Scoping Update February 2017

Thank you for consulting SEPA on the revised scoping opinion for the above development proposals by way of your email correspondence of 7 February 2107. We welcome the opportunity to provide comment and will engage with the applicant to discuss any of the issues raised in this letter.

The original proposal for which we provided scoping comments 11 October 2017 (PCS/149264), now has three key design changes relating to the GAIA project:

- The gateway link, at the southern end of the GAIA scheme has been removed
- Three outfalls have been included to supply drainage for the cycleway at Inchinnan
- The Wright Street bridge design now proposes two piers which would be located in the White Cart River

The design changes do not raise issues which would significantly alter our original scoping opinion and I would therefore refer you to our letter ref. PCS/149264 which sets out our expectations and requirements.

We would offer specific comments regarding the amended proposals.

1. Water Environment

1.1 The three cycleway discharges would be going to transitional water and would therefore require minimal SUDS. The proposal therefore, to use a combination of filter trench / infiltration and other techniques would be satisfactory. SEPA would recommend that, in order to encourage habitat creation, consideration is given to the use of an open ditch to convey flows from the cycle path to the White Cart or other watercourses.





1.2 The Wright Street Bridge design now entails two piers to be located within the White Cart Water. The river at this location is a transitional watercourse and Marine Scotland should be consulted as their authorisation may be required for the placement of the piers. As expected, best practice for working in watercourses should be followed during construction works to minimise impacts on the water environment.

2. Ecology

2.1 The Wright Street Bridge will have 2 piers in the water which has potential for pollution issues during construction and depending on season there maybe impacts on migrating fish species. The applicant is aware of this potential risk and SEPA would expect appropriate mitigation to be detailed in the Environmental Impact Assessment (EIA).

3. Regulatory advice for the applicant

3.1 Please consider if any of the installations or processes proposed within this mixed use development are likely to require authorisation under the Pollution Prevention and Control Regulations 2000 or other environmental regulations. Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the operations team in your local SEPA office at:

SEPA ASB
Angus Smith Building
Maxim 6
6 Parklands Avenue
Eurocentral
Holytown
North Lanarkshire
ML1 4WQ

Tel: 01698 839000

If you have any queries relating to this letter, please contact me by telephone on 01698 839337 or e-mail at planning.sw@sepa.org.uk.

Yours faithfully

Julie Gerc Senior Planning Officer Planning Service

Disclaimer

This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at the planning stage. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. If you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found in How and when to consult SEPA, and on flood risk specifically in the SEPA-Planning Authority Protocol.

Appendix V1 4.4 Pre-Application Notices

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	Renfrewshire Council				
Address	Renfrewshire House				
7.GG. 666	Cotton St	treet			
	Paisley				
	PA1 1JD				
Proposed development at [Note 1]		Note 1]	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		
Description of proposal [Note 2]			Construction of a new 'opening' bridge across the River		
			Clyde and the Renfrew North Development Road,		
			including cycleways north and south of the river.		
Notice is hereby given that an application is being made to					
[Note 3] Renfre	wshire		Council by [Note 4] Renfrewshire Council		
Of [Note 5]					
Renfrewshire House, Cotton Street, Paisley PA1 1JD					
In respect of [Note 6] Refer to			ched Information Note.		
To take place on [Note 7] Refer to			ched Information Note.		
[Note 8] The following parties have received a copy of this Proposal of Application Notice					
Refer to attached Information Note.					
[Note 9] For further details contact Norman Yardley					
on telephone number 030		0300	300 0300		
And/or at the following address Rer		ess Renfi	rewshire House, Cotton Street, Paisley PA1 1JD		
[Note 10] I certify that I have attached a plan outlining the site					
Signed					
On behalf of					
Date					

PROPOSAL OF APPLICATION NOTICE

Town and Country Planning (Scotland) Act 1997
Regulation 6 of the Town and Country Planning (Development Management Procedure) (Scotland)
Regulations 2013

NOTES FOR GUIDANCE

[Note 1] – Insert postal address or location of proposed development

[Note 2] - Insert description in general terms of the development to be carried out.

[Note 3] - Insert Council name.

[Note 4] – Insert name of applicant and/or agent

[Note 5] - Insert applicant's and/or agent's postal address

[Note 6] - Insert form of consultation the prospective applicant proposes to undertake e.g. public meeting

[Note 7] – Insert date and venue of consultation

[Note 8] - Insert list of those groups who have been invited to attend

[Note 9] – Insert details as to how the prospective applicant/agent can be contacted (incl. name, address and tel. no)

[Note 10] - Attach plan that outlines the location of the proposed development and is sufficient to identify the site

Pre-application Consultation (PAC)

Where PAC is required, the prospective applicant must, under sections 35B(1) and (2) (of the Act), provide to the planning authority a 'Proposal of Application Notice' at least 12 weeks (section 35B(3)) prior to the submission of an application for planning permission. The Proposal of Application Notice must include the information set out in section 35B(4) and in regulation 6, namely:

- i) a description in general terms of the development to be carried out;*
- ii) the postal address of the site at which the development is to be carried out, if available
- iii) a plan showing the outline of the site at which the development is to be carried out and sufficient to identify the site;
- iv) detail as to how the prospective applicant may be contacted and corresponded with; and
- v) an account of what consultation the prospective applicant proposes to undertake, when such consultation is to take place, with whom and what form it will take.

Submission of an Application after Pre-application Consultation Notice

The submission of the proposal of application notice starts the PAC processing clock. After a minimum of 12 weeks, having carried out the statutory requirements and any additional requirements specified by the planning authority, an applicant can submit the application along with the required written Pre-application Consultation Report. Information in relation to the proposal of application notice must also be placed by the planning authority on the list of applications required under section 36A and regulation 21.

Additional consultation activity (responding to the Proposal of Application Notice)

The applicant is required to indicate in the proposal of application notice what consultation will be undertaken in addition to the statutory minimum. The planning authority must respond within 21 days of receiving the Notice to advise the applicant whether the proposed PAC is satisfactory or if additional notification and consultation above the statutory minimum is required in order to make it binding on the applicant. In doing so, planning authorities are to have regard to the nature, extent and location of the proposed development and to the likely effects, both at and in the vicinity of that location, of its being carried out (section 35B(8)). Additional consultation requirements should be proportionate, specific and reasonable in the circumstances. If there is no response to the proposal of application notice by the planning authority within 21 days, only the statutory minimum PAC activities will be required.

^{*} You should provide an outline of the proposal's characteristics, and the identification of its category (e.g. Major development). Any subsequent application needs to be recognisably linked to what was described in the proposal of application notice.

Scottish Ministers expect planning authorities to develop and maintain up to date lists of bodies and interests with whom applicants should consult in particular types of case. These lists should be available to applicants, who can draft proposal of application notices in light of that information. Further advice on planning community engagement activity can be found in Planning Advice Note 81: Community Engagement – Planning With People.

Minimum consultation activity

Consultation with community councils - Under regulation 7 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.

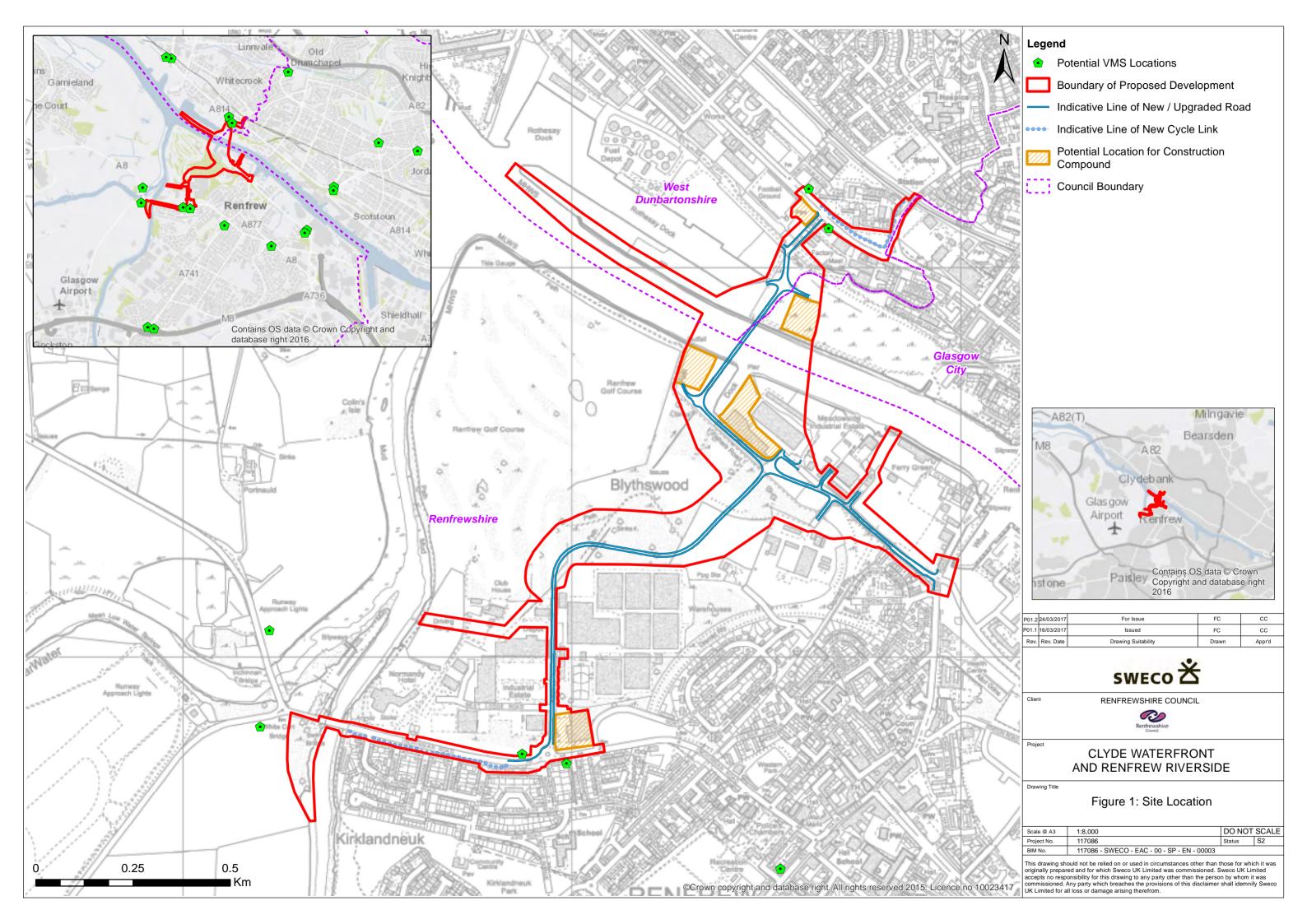
The public event - Regulation 7 also requires the holding of at least one public event for members of the public where they can make comments to the prospective applicant on their proposals. This 'public event' must be advertised at least 7 days in advance in a newspaper circulating in the locality of the proposed development. The advertisement for the public event must include:

- a description of, and the location of, the proposed development;
- details as to where further information may be obtained concerning the proposed development;
 the date and place of the public event;
- a statement explaining how, and by when, persons wishing to make comments to the prospective applicant relating to the proposal may do so; and
- a statement that comments made to the prospective applicant are not representations to the planning authority. If the applicant submits an application there will be an opportunity to make representations on that application to the planning authority.

Applicants will gain less from poorly attended or unrepresentative PAC events and should ensure that processes are put in place that will allow members of the community to participate meaningfully in any public event. The public event should be reasonably accessible to the public at large, including disabled people. It may be appropriate for the public event to take place over a number of dates, times and places. Applicants should ensure that individuals and community groups can submit written comments in response to the newspaper advertisement.

There is a need to emphasise to communities that the plans presented to them for a proposed planning application may alter in some way before the final proposal is submitted as a planning application to the planning authority. Even after PAC, and once a planning application has been submitted to the planning authority, communities should ensure that any representations they wish to make on the proposal are submitted to that authority as part of the process of considering the planning application.

Any personal data that you may be asked to provide on this form will be held and processed in accordance with the requirements of the 1998 Data Protection Act.



Summary of Pre-Application Consultation to be undertaken by the Prospective Applicant

Having regard to the requirements of Section 35B (2) of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006, this notice has been served upon Renfrewshire Council on *17 March 2017* from which a minimum of 12 weeks must elapse prior to the submission of a formal application for planning permission.

Those notified in terms of Regulation 7(1) of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 are

Community Council	Address	Date Notified
Paisley North Community Council	6 McLean Place Paisley PA3 2DG	By 24 March 2017. The Community Council will be offered a presentation and notified of the Public Events. The date of the next Community Council meeting/ proposed presentation is 11 April 2017.
Inchinnan Community Council	64 India Drive Inchinnan PA4 9LE	By 24 March 2017. The Community Council will be offered a presentation and notified of the Public
Renfrew Community Council	3a Stirling Way Renfrew PA4 0NZ	Events. The date of the next Community Council meeting/proposed presentation is 4 April 2017.
Yoker Community Council	Yoker Resource Centre, 10 Kelso PI, Glasgow G14 OLL	By 24 March 2017. The Community Council will also be offered a presentation and notified of the
Clydebank East Community Council	Centre 81, 2-16 Braes Avenue, Clydebank, G81 1DP	Public Events. The date of the next Community Council meeting/ proposed presentation is 3 April 2017.
The three Community Councils below will also be not		ified of the public events.
Linnvale and Drumry Community Council	Onslow Road Hall Onslow Road Clydebank G81 2PR	
Parkhall, North Kilbowie and Central Community Council	Parkhall Tenants and Resident's Hall 2A Parkhall Road Clydebank G81 3RJ	By 24 March 2017.
Dalmuir and Mountblow Community Council	Dalmuir CE Centre Duntocher Road Clydebank G81 4RQ	

In addition to the requirements of Regulation 7(1), the following community stakeholders and other community interests have also been served notice.

Other Community Interests	Address	Date Notified
	Committee Clerk	By 24 March 2017.
	Renfrewshire Council	The Local Area Committee will
Paisley North Local Area	Renfrewshire House	also be offered a presentation
Committee	Cotton Street, Paisley	at the next Local Area
	PA1 1JD	Committee meeting on 1 June
		2017.
		By 24 March 2017.
	Committee Clerk	The Local Area Committee will
Renfrew & Gallowhill Local	Renfrewshire Council	be notified of the Public Events
Area Committee	Renfrewshire House	before the end of March and
7 i cu dominited	Cotton Street, Paisley	offered a presentation at their
	PA1 1JD	next scheduled meeting on 30
		May 2017.
	Committee Clerk	By 24 March 2017.
l	Renfrewshire Council	The Local Area Committee will
Houston, Crosslee, Riverside &	Renfrewshire House	be notified of the Public Events
Erskine Local Area Committee	Cotton Street, Paisley	and offered a presentation at
	PA1 1JD	the next Local Area Committee
		meeting on 14 June 2017.
	Committee Services	By 24 March 2017.
Caracaddan & Caatataunhill	Glasgow City Council	The Area Partnership will also
Garscadden & Scotstounhill	City Chambers	be offered a presentation at
Area Partnership	Glasgow	the next meeting of the Area
	G2 1DU	Partnership. The date for this
	Marine Planning & Policy-	meeting is to be confirmed.
	Licensing Operation Team-	
	Major Projects	
	Scottish Government	
Marine Scotland	Marine Laboratory	
	375 Victoria Road	
	Aberdeen	
	AB11 9DB	
	Caspian House]
CNILI	Mariner Court	
SNH	Clydebank Business Park	
	G81 2NR	
	Angus Smith Building	
	6 Parklands Avenue	
SEPA	Eurocentral	
JEI A	Holytown	
	North Lanarkshire	
	ML1 4WQ	
	Spring Place	
Marine & Coastguard Agency	105 Commercial Road	
a.mo & oodotgaara rigorioy	Hants	
	S015 1EG	
	84 George Street	
Northern Lighthouse Board	Edinburgh	
	EH2 3DA	

Having regard to the requirements of Regulation 7(2) of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 a public event where members of the public may make comments to the prospective applicant/agent as regards the proposed development will be held at:

Public Event	Venue	Time(s) & Date(s)
Renfrew Public Exhibition	Renfrew Town Hall	8 May 2017 1100-1900 hours
Paisley Public Exhibition	Paisley Town Hall	9 May 2017 1100-1900 hours
Clydebank Public Exhibition	Clydebank Town Hall	10 May 2017 1100-1900 hours
Yoker Public Exhibition	Yoker Community Campus	11 May 2017 1100-1900 hours

Note that information on both the Clyde Waterfront and Renfrew Riverside and the Glasgow Airport Investment Area projects will be available at all of the exhibitions, the full details of which shall be published a minimum of 7 days in advance in:

Publication	Date Published
Evening Times	22 March 2017 and 26 April 2017
Paisley and Renfrewshire Gazette	22 March 2017 and 26 April 2017
Paisley Daily Express	22 March 2017 and 26 April 2017
Clydebank Post	22 March 2017 and 26 April 2017
Dumbarton and Vale of Leven Reporter	21 March 2017 and 25 April 2017

In addition to the above it is also proposed that the following additional forms and types of consultations will be undertaken to support the proposed application:

Briefings / drop in sessions for Elected Members will take place before the end of March 2017 for:

- Renfrewshire Council between 11:00 and 15:00 on 29th March 2017
- West Dunbartonshire Council (tbc)

Public Exhibitions will be promoted in the following ways:

- An email will be sent to people on the City Deal mailing list which currently has 330 subscribers ahead of Public Exhibitions taking place.
- Information will be available on Renfrewshire Council's website
 (http://www.renfrewshire.gov.uk/citydeal) where it will be possible to complete an online survey during and after the Public Exhibitions take place. Partner Council's West Dunbartonshire and Glasgow City will also share information regarding Public Exhibition's on their website.
- Public Exhibitions will be promoted on Renfrewshire, West Dunbartonshire and Glasgow City Council Facebook and Twitter accounts.
- CWRR and GAIA booklets will be printed and available to the public at each Public Exhibition event and electronically on Renfrewshire's City Deal website.
- Exhibition booklets from two previous phases of engagement can be viewed online phase 1 and phase 2.
- Flyers & Posters will be distributed across various different venues including Libraries, Town Halls, Leisure Centres, Community Centres as well as major local stakeholders /companies.

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	West Dunbartonshire Council			
Address	Council HQ			
	Garshake Road			
	Dumba	rton		
	G82 3P	U		
Proposed develop	oment at	[Note 1]	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.	
Description of pro	posal [N	ote 2]	Construction of a new 'opening' bridge across the River	
			Clyde and the Renfrew North Development Road,	
			including cycleways north and south of the river.	
Notice is hereby	given tha	t an application	ion is being made to	
[Note 3] West [Ounbartor	nshire Counc	cil Council by [Note 4] Renfrewshire Council	
Of [Note 5]				
Renfrewshire Ho	use, Cott	on Street, Pa	aisley PA1 1JD	
In respect of INote 61 Refer to attached Information Note.				
In respect of [Note 6] Refer to attached Information Note.		actica information (vote.		
To take place on [Note 7] Refer to attack		Refer to atta	ached Information Note.	
[Note 8] The follo	[Note 8] The following parties have received a copy of this Proposal of Application Notice			
Refer to attached	Informa	tion Note.		
[Note 9] For furth	[Note 9] For further details contact Norman Yardley			
on telephone number 0300 3		030	00 300 0300	
And/or at the following address Renfre		dress	nfrewshire House, Cotton Street, Paisley PA1 1JD	
[Note 10] I certify	that I ha	ave attached	d a plan outlining the site	
Signed				
On behalf of				
Date				

Town and Country Planning (Scotland) Act 1997
Regulation 6 of the Town and Country Planning (Development Management Procedure) (Scotland)
Regulations 2013

NOTES FOR GUIDANCE

[Note 1] – Insert postal address or location of proposed development

[Note 2] - Insert description in general terms of the development to be carried out.

[Note 3] - Insert Council name.

[Note 4] – Insert name of applicant and/or agent

[Note 5] - Insert applicant's and/or agent's postal address

[Note 6] - Insert form of consultation the prospective applicant proposes to undertake e.g. public meeting

[Note 7] – Insert date and venue of consultation

[Note 8] - Insert list of those groups who have been invited to attend

[Note 9] – Insert details as to how the prospective applicant/agent can be contacted (incl. name, address and tel. no)

[Note 10] - Attach plan that outlines the location of the proposed development and is sufficient to identify the site

Pre-application Consultation (PAC)

Where PAC is required, the prospective applicant must, under sections 35B(1) and (2) (of the Act), provide to the planning authority a 'Proposal of Application Notice' at least 12 weeks (section 35B(3)) prior to the submission of an application for planning permission. The Proposal of Application Notice must include the information set out in section 35B(4) and in regulation 6, namely:

- i) a description in general terms of the development to be carried out;*
- ii) the postal address of the site at which the development is to be carried out, if available
- iii) a plan showing the outline of the site at which the development is to be carried out and sufficient to identify the site;
- iv) detail as to how the prospective applicant may be contacted and corresponded with; and
- v) an account of what consultation the prospective applicant proposes to undertake, when such consultation is to take place, with whom and what form it will take.

Submission of an Application after Pre-application Consultation Notice

The submission of the proposal of application notice starts the PAC processing clock. After a minimum of 12 weeks, having carried out the statutory requirements and any additional requirements specified by the planning authority, an applicant can submit the application along with the required written Pre-application Consultation Report. Information in relation to the proposal of application notice must also be placed by the planning authority on the list of applications required under section 36A and regulation 21.

Additional consultation activity (responding to the Proposal of Application Notice)

The applicant is required to indicate in the proposal of application notice what consultation will be undertaken in addition to the statutory minimum. The planning authority must respond within 21 days of receiving the Notice to advise the applicant whether the proposed PAC is satisfactory or if additional notification and consultation above the statutory minimum is required in order to make it binding on the applicant. In doing so, planning authorities are to have regard to the nature, extent and location of the proposed development and to the likely effects, both at and in the vicinity of that location, of its being carried out (section 35B(8)). Additional consultation requirements should be proportionate, specific and reasonable in the circumstances. If there is no response to the proposal of application notice by the planning authority within 21 days, only the statutory minimum PAC activities will be required.

^{*} You should provide an outline of the proposal's characteristics, and the identification of its category (e.g. Major development). Any subsequent application needs to be recognisably linked to what was described in the proposal of application notice.

Scottish Ministers expect planning authorities to develop and maintain up to date lists of bodies and interests with whom applicants should consult in particular types of case. These lists should be available to applicants, who can draft proposal of application notices in light of that information. Further advice on planning community engagement activity can be found in Planning Advice Note 81: Community Engagement – Planning With People.

Minimum consultation activity

Consultation with community councils - Under regulation 7 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.

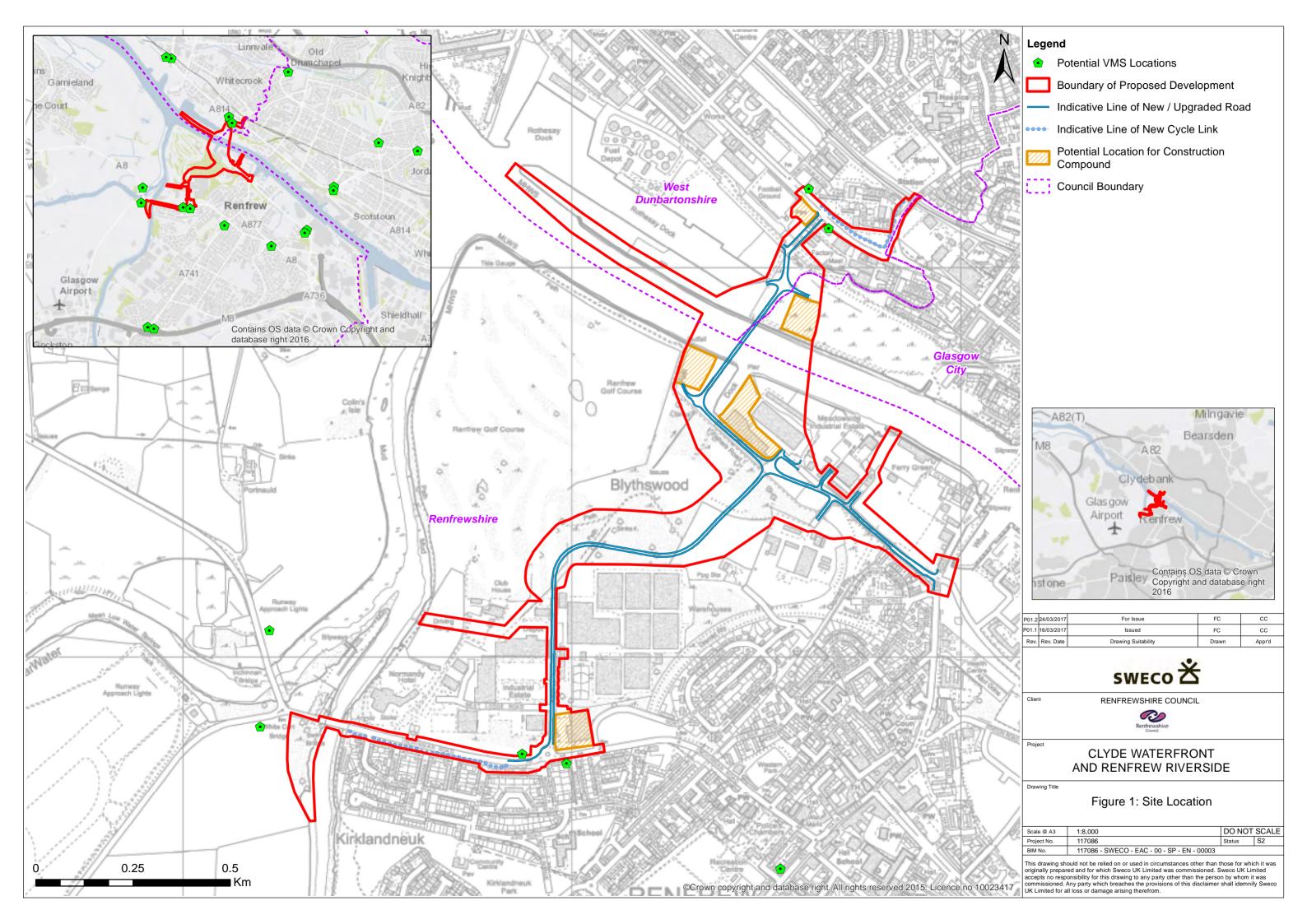
The public event - Regulation 7 also requires the holding of at least one public event for members of the public where they can make comments to the prospective applicant on their proposals. This 'public event' must be advertised at least 7 days in advance in a newspaper circulating in the locality of the proposed development. The advertisement for the public event must include:

- a description of, and the location of, the proposed development;
- details as to where further information may be obtained concerning the proposed development;
 the date and place of the public event;
- a statement explaining how, and by when, persons wishing to make comments to the prospective applicant relating to the proposal may do so; and
- a statement that comments made to the prospective applicant are not representations to the planning authority. If the applicant submits an application there will be an opportunity to make representations on that application to the planning authority.

Applicants will gain less from poorly attended or unrepresentative PAC events and should ensure that processes are put in place that will allow members of the community to participate meaningfully in any public event. The public event should be reasonably accessible to the public at large, including disabled people. It may be appropriate for the public event to take place over a number of dates, times and places. Applicants should ensure that individuals and community groups can submit written comments in response to the newspaper advertisement.

There is a need to emphasise to communities that the plans presented to them for a proposed planning application may alter in some way before the final proposal is submitted as a planning application to the planning authority. Even after PAC, and once a planning application has been submitted to the planning authority, communities should ensure that any representations they wish to make on the proposal are submitted to that authority as part of the process of considering the planning application.

Any personal data that you may be asked to provide on this form will be held and processed in accordance with the requirements of the 1998 Data Protection Act.



Summary of Pre-Application Consultation to be undertaken by the Prospective Applicant

Having regard to the requirements of Section 35B (2) of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006, this notice has been served upon West Dunbartonshire Council on *17 March 2017* from which a minimum of 12 weeks must elapse prior to the submission of a formal application for planning permission.

Those notified in terms of Regulation 7(1) of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 are

Community Council	Address	Date Notified
Paisley North Community Council	6 McLean Place Paisley PA3 2DG	By 24 March 2017. The Community Council will be offered a presentation and notified of the Public Events. The date of the next Community Council meeting/ proposed presentation is 11 April 2017.
Inchinnan Community Council	64 India Drive Inchinnan PA4 9LE	By 24 March 2017. The Community Council will also be offered a presentation and notified of the Public
Renfrew Community Council	3a Stirling Way Renfrew PA4 0NZ	Events. The date of the next Community Council meeting/ proposed presentation is 4 April 2017.
Yoker Community Council	Yoker Resource Centre, 10 Kelso PI, Glasgow G14 0LL	By 24 March 2017. The Community Council will also be offered a presentation and notified of the Public
Clydebank East Community Council	Centre 81, 2-16 Braes Avenue, Clydebank, G81 1DP	Events. The date of the next Community Council meeting/ proposed presentation is 3 April 2017.
The three Community Councils	below will also be notified of the	public events.
Linnvale and Drumry Community Council	Onslow Road Hall Onslow Road Clydebank G81 2PR	
Parkhall, North Kilbowie and Central Community Council	Parkhall Tenants and Resident's Hall 2A Parkhall Road Clydebank G81 3RJ	By 24 March 2017
Dalmuir and Mountblow Community Council	Dalmuir CE Centre Duntocher Road Clydebank G81 4RQ	

In addition to the requirements of Regulation 7(1), the following community stakeholders and other community interests have also been served notice.

Other Community Interests	Address	Date Notified
Paisley North Local Area Committee	Committee Clerk Renfrewshire Council Renfrewshire House Cotton Street, Paisley PA1 1JD	By 24 March 2017. The Local Area Committee will also be offered a presentation at the next Local Area Committee meeting on 1 June 2017.
Renfrew & Gallowhill Local Area Committee	Committee Clerk Renfrewshire Council Renfrewshire House Cotton Street, Paisley PA1 1JD	By 24 March 2017. The Local Area Committee will be notified of the Public Events before the end of March and offered a presentation at their next scheduled meeting on 30 May 2017.
Houston, Crosslee, Riverside & Erskine Local Area Committee	Committee Clerk Renfrewshire Council Renfrewshire House Cotton Street, Paisley PA1 1JD	By 24 March 2017. The Local Area Committee will be notified of the Public Events and offered a presentation at the next Local Area Committee meeting on 14 June 2017.
Garscadden & Scotstounhill Area Partnership	Committee Services Glasgow City Council City Chambers Glasgow G2 1DU	By 24 March 2017. The Area Partnership will also be offered a presentation at the next meeting of the Area Partnership. The date for this meeting is to be confirmed.
Marine Scotland	Marine Planning & Policy- Licensing Operation Team- Major Projects Scottish Government Marine Laboratory 375 Victoria Road Aberdeen AB11 9DB	
SNH	Caspian House Mariner Court Clydebank Business Park G81 2NR	17 March 2017
SEPA	Angus Smith Building 6 Parklands Avenue Eurocentral Holytown North Lanarkshire ML1 4WQ	
Marine & Coastguard Agency	Spring Place 105 Commercial Road Hants S015 1EG	

Other Community Interests	Address	Date Notified
Northern Lighthouse Board	84 George Street Edinburgh EH2 3DA	

Having regard to the requirements of Regulation 7(2) of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 a public event where members of the public may make comments to the prospective applicant/agent as regards the proposed development will be held at:

Public Event	Venue	Time(s) & Date(s)
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Paisley Public Exhibition	Paisley Town Hall	9 May 2017 1100-1900 hours
Clydebank Public Exhibition	Clydebank Town Hall	10 May 2017 1100-1900 hours
Yoker Public Exhibition	Yoker Community Campus	11 May 2017 1100-1900 hours

Note that information on both the Clyde Waterfront and Renfrew Riverside and the Glasgow Airport Investment Area projects will be available at all of the exhibitions.

The full details of which shall be published a minimum of 7 days in advance in:

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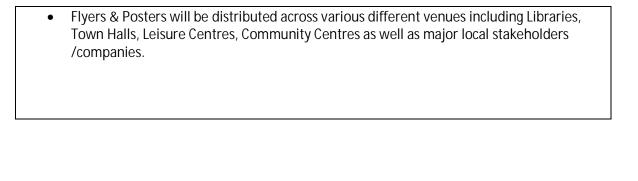
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Town and Country Planning (Scotland) Act 1997 (Section 35B)
The Town and Country Planning (Development Management Procedure) (Scotland)
Regulations 2013 (Regulations 4 -7)

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

Name of Council	Glasgow City Council			
Address	Development and Regeneration Services			
	231 George Square			
	Glasgow			
	G1 1RX	(
Proposed develop	oment at	[Note 1]	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.	
Description of pro	posal [No	ote 2]	Construction of a new 'opening' bridge across the River	
			Clyde and the Renfrew North Development Road,	
			including cycleways north and south of the river.	
Notice is hereby g	jiven that	an applicat	ion is being made to	
[Note 3] Glasgo	w City C	ouncil	Council by [Note 4] Renfrewshire Council	
Of [Note 5]				
Renfrewshire Ho	use, Cott	on Street, P	aisley PA1 1JD	
Defeate etteched Information Nate				
In respect of [Note 6] Refer to attached Information Note.				
To take place on [Note 7] Refer to attac		Refer to att	ached Information Note.	
[Note 8] The following parties have received a copy of this Proposal of Application Notice				
Refer to attached	Informat	tion Note.		
[Note 9] For further	[Note 9] For further details contact Norman Yardley			
on telephone number 0300 3		030	00 300 0300	
And/or at the following address Renfro		lress Rei	nfrewshire House, Cotton Street, Paisley PA1 1JD	
[Note 10] I certify	that I ha	ave attached	I a plan outlining the site	
Signed				
On behalf of				
Date				

Town and Country Planning (Scotland) Act 1997
Regulation 6 of the Town and Country Planning (Development Management Procedure) (Scotland)
Regulations 2013

NOTES FOR GUIDANCE

[Note 1] – Insert postal address or location of proposed development

[Note 2] - Insert description in general terms of the development to be carried out.

[Note 3] - Insert Council name.

[Note 4] – Insert name of applicant and/or agent

[Note 5] - Insert applicant's and/or agent's postal address

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[Note 7] – Insert date and venue of consultation

[Note 8] - Insert list of those groups who have been invited to attend

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Submission of an Application after Pre-application Consultation Notice

The submission of the proposal of application notice starts the PAC processing clock. After a minimum of 12 weeks, having carried out the statutory requirements and any additional requirements specified by the planning authority, an applicant can submit the application along with the required written Pre-application Consultation Report. Information in relation to the proposal of application notice must also be placed by the planning authority on the list of applications required under section 36A and regulation 21.

Additional consultation activity (responding to the Proposal of Application Notice)

The applicant is required to indicate in the proposal of application notice what consultation will be undertaken in addition to the statutory minimum. The planning authority must respond within 21 days of receiving the Notice to advise the applicant whether the proposed PAC is satisfactory or if additional notification and consultation above the statutory minimum is required in order to make it binding on the applicant. In doing so, planning authorities are to have regard to the nature, extent and location of the proposed development and to the likely effects, both at and in the vicinity of that location, of its being carried out (section 35B(8)). Additional consultation requirements should be proportionate, specific and reasonable in the circumstances. If there is no response to the proposal of application notice by the planning authority within 21 days, only the statutory minimum PAC activities will be required.

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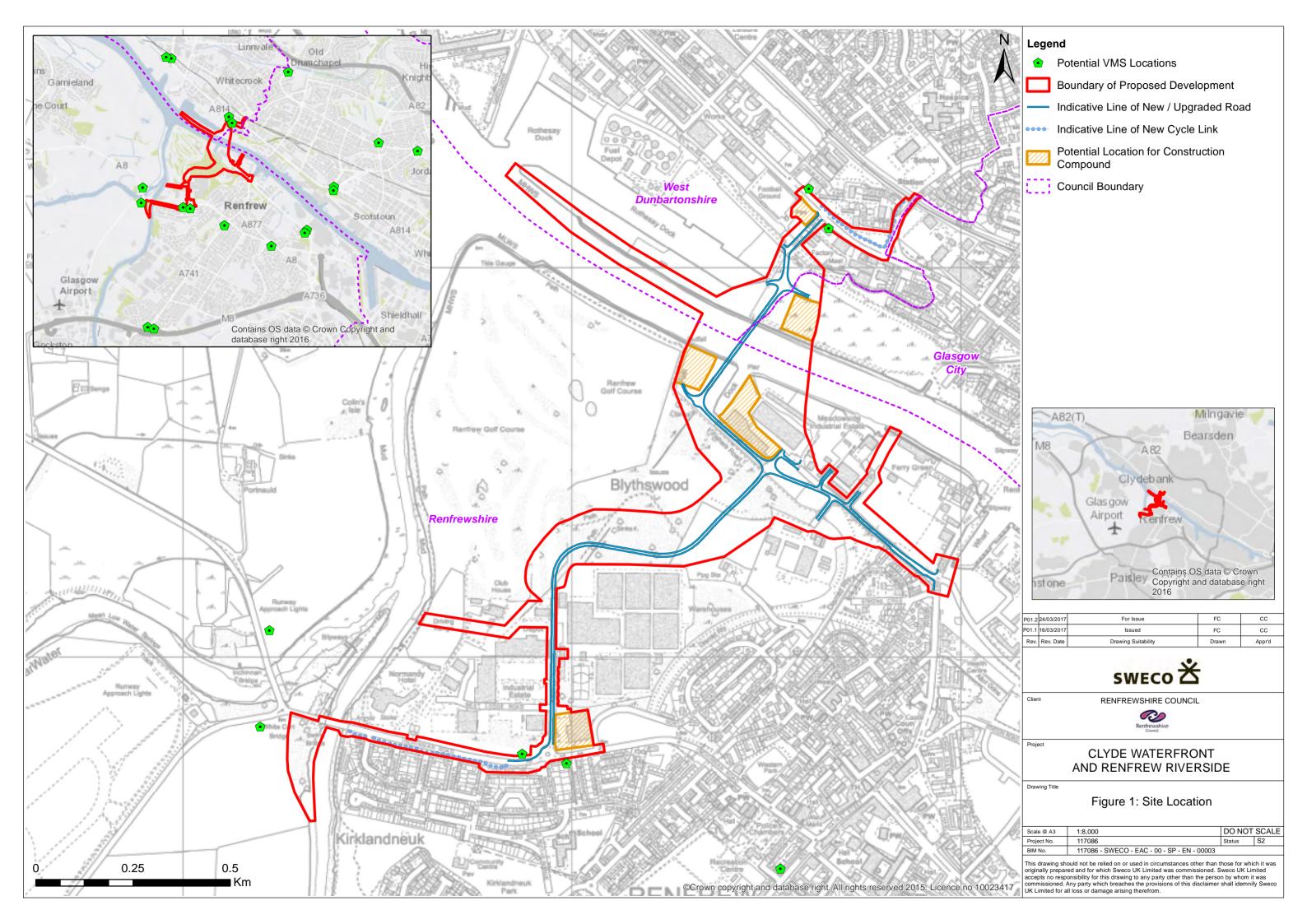
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 the date and place of the public event;
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Any personal data that you may be asked to provide on this form will be held and processed in accordance with the requirements of the 1998 Data Protection Act.



Summary of Pre-Application Consultation to be undertaken by the Prospective Applicant

Having regard to the requirements of Section 35B (2) of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006, this notice has been served upon Glasgow City Council on 17 March 2017 from which a minimum of 12 weeks must elapse prior to the submission of a formal application for planning permission.

Those notified in terms of Regulation 7(1) of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 are

Community Council	Address	Date Notified
Paisley North Community	6 McLean Place	By 24 March 2017.
Council	Paisley	The Community Council will be offered a
	PA3 2DG	presentation and notified of the Public
		Events.
		The date of the next Community Council
		meeting/ proposed presentation is 11
		April 2017.
Inchinnan Community Council	64 India Drive	By 24 March 2017.
	Inchinnan	The Community Council will also be
	PA4 9LE	offered a presentation and notified of the
Renfrew Community Council	3a Stirling Way	Public Events.
	Renfrew	The date of the next Community Council
	PA4 ONZ	meeting/ proposed presentation is 4
		April 2017.
V 1 0 11 0 11	V I D	By 24 March 2017.
Yoker Community Council	Yoker Resource Centre,	By 24 March 2017.
	10 Kelso PI, Glasgow G14	The Community Council will also be
	OLL	offered a presentation and notified of the
Clydebank East Community	Centre 81, 2-16 Braes	Public Events.
Council	Avenue, Clydebank, G81	The date of the next Community Council
	1DP	meeting/ proposed presentation is 3 April 2017.
The three Community Councils be	low will also be notified of t	
Linnvale and Drumry Community	Onslow Road Hall	By 24 March 2017
Council	Onslow Road	by 24 ividi cit 2017
Council	Clydebank	
	G81 2PR	
Parkhall, North Kilbowie and	Parkhall Tenants and	
Central Community Council	Resident's Hall	
	2A Parkhall Road	
	Clydebank	
	G81 3RJ	
Dalmuir and Mountblow	Dalmuir CE Centre	
Community Council	Duntocher Road	
	Clydebank	
	G81 4RQ	

In addition to the requirements of Regulation 7(1), the following community stakeholders and other community interests have also been served notice.

Other Community Interests	Address	Date Notified	
	Committee Clerk	By 24 March 2017.	
	Renfrewshire Council	The Local Area Committee will	
Paisley North Local Area	Renfrewshire House	also be offered a presentation	
Committee	Cotton Street, Paisley	at the next Local Area	
	PA1 1JD	Committee meeting on 1 June	
		2017.	
		By 24 March 2017.	
	Committee Clerk	The Local Area Committee will	
Renfrew & Gallowhill Local	Renfrewshire Council	be notified of the Public Events	
Area Committee	Renfrewshire House	before the end of March and	
7 ii da dominited	Cotton Street, Paisley	offered a presentation at their	
	PA1 1JD	next scheduled meeting on 30	
		May 2017.	
	Committee Clerk	By 24 March 2017.	
Havatar O. J. Di. J. S.	Renfrewshire Council	The Local Area Committee will	
Houston, Crosslee, Riverside &	Renfrewshire House	be notified of the Public Events	
Erskine Local Area Committee	Cotton Street, Paisley	and offered a presentation at	
	PA1 1JD	the next Local Area Committee	
		meeting on 14 June 2017. By 24 March 2017.	
	Committee Services	The Area Partnership will also	
Garscadden & Scotstounhill	Glasgow City Council	be offered a presentation at	
Area Partnership	City Chambers	the next meeting of the Area	
Area rai triership	Glasgow	Partnership. The date for this	
	G2 1DU	meeting is to be confirmed.	
	Marine Planning & Policy-	meeting is to be definitioned.	
	Licensing Operation Team-		
	Major Projects		
Marine Scotland	Scottish Government		
Iviai irie Scotiai id	Marine Laboratory		
	375 Victoria Road		
	Aberdeen		
	AB11 9DB	-	
	Caspian House		
SNH	Mariner Court		
	Clydebank Business Park		
	G81 2NR	17 March 2017	
	Angus Smith Building		
	6 Parklands Avenue Eurocentral		
SEPA			
	Holytown North Lanarkshire		
	ML1 4WQ		
	Spring Place	1	
	105 Commercial Road		
Marine & Coastguard Agency	Hants		
	S015 1EG		
	84 George Street		
Northern Lighthouse Board	Edinburgh		
	EH2 3DA		
	LITE JUIN	1	

Having regard to the requirements of Regulation 7(2) of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 a public event where members of the public may make comments to the prospective applicant/agent as regards the proposed development will be held at:

Public Event	Venue	Time(s) & Date(s)
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In addition to the above it is also proposed that the following additional forms and types of consultations will be undertaken to support the proposed application:

Public Exhibitions will be promoted in the following ways:

- An email will be sent to people on the City Deal mailing list which currently has 330 subscribers ahead of Public Exhibitions taking place.
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 (http://www.renfrewshire.gov.uk/citydeal) where it will be possible to complete an online survey during and after the Public Exhibitions take place. Partner Council's West Dunbartonshire and Glasgow City will also share information regarding Public Exhibition's on their website.
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- CWRR and GAIA booklets will be printed and available to the public at each Public Exhibition event and electronically on Renfrewshire's City Deal website.
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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 Cour	ncil Renfre	Renfrewshire Council		
Address	Address Renfrewshire Hous Cotton Street		Э	
7.444.000				
	Paisley			
	PA1 1	JD		
Proposed development at [Note 1]		: [Note 1]	An area that extends from Sanderling Road in the south, travelling north, north-east through Netherton Farm to the jct of Inchinnan Rd, Greenock Rd and Abbotsinch Rd.	
Description of	proposal [N	lote 2]	Provision of a bridge over the White Cart, the realignment	
			of Abbotsinch Road and new cycleways from Sanderling	
			Road to the Inchinnan Rd/ Greenock Rd junction.	
Notice is here	by given tha	at an applicat	ion is being made to	
[Note 3] Rer	nfrewshire		Council by [Note 4] Renfrewshire Council	
Of [Note 5]				
Renfrewshire	House, Co	ton Street, P	aisley, PA1 1JD	
Defeate attached Informatics Nation				
In respect of [Note 6] Refer to attached Information Note.		actieu illiotifiation Note.		
To take place on [Note 7] Refer to attac		Refer to att	ached Information Note.	
[Note 8] The fo	ollowing par	ties have rec	eived a copy of this Proposal of Application Notice	
Refer to attac	hed Informa	ation Note.		
[Note 9] For further details contact Alan Anderson				
on telephone number 0300		030	300 0300	
And/or at the following address Renfr		dress	nfrewshire House, Cotton Street, Paisley, PA1 1JD	
[Note 10] I certify that I have attached a				
Signed				
On behalf of				
Date				

Town and Country Planning (Scotland) Act 1997
Regulation 6 of the Town and Country Planning (Development Management Procedure) (Scotland)
Regulations 2013

NOTES FOR GUIDANCE

[Note 1] – Insert postal address or location of proposed development

[Note 2] - Insert description in general terms of the development to be carried out.

[Note 3] - Insert Council name.

[Note 4] – Insert name of applicant and/or agent

[Note 5] - Insert applicant's and/or agent's postal address

[Note 6] - Insert form of consultation the prospective applicant proposes to undertake e.g. public meeting

[Note 7] – Insert date and venue of consultation

[Note 8] - Insert list of those groups who have been invited to attend

[Note 9] – Insert details as to how the prospective applicant/agent can be contacted (incl. name, address and tel. no)

[Note 10] - Attach plan that outlines the location of the proposed development and is sufficient to identify the site

Pre-application Consultation (PAC)

Where PAC is required, the prospective applicant must, under sections 35B(1) and (2) (of the Act), provide to the planning authority a 'Proposal of Application Notice' at least 12 weeks (section 35B(3)) prior to the submission of an application for planning permission. The Proposal of Application Notice must include the information set out in section 35B(4) and in regulation 6, namely:

- i) a description in general terms of the development to be carried out;*
- ii) the postal address of the site at which the development is to be carried out, if available
- iii) a plan showing the outline of the site at which the development is to be carried out and sufficient to identify the site;
- iv) detail as to how the prospective applicant may be contacted and corresponded with; and
- v) an account of what consultation the prospective applicant proposes to undertake, when such consultation is to take place, with whom and what form it will take.

Submission of an Application after Pre-application Consultation Notice

The submission of the proposal of application notice starts the PAC processing clock. After a minimum of 12 weeks, having carried out the statutory requirements and any additional requirements specified by the planning authority, an applicant can submit the application along with the required written Pre-application Consultation Report. Information in relation to the proposal of application notice must also be placed by the planning authority on the list of applications required under section 36A and regulation 21.

Additional consultation activity (responding to the Proposal of Application Notice)

The applicant is required to indicate in the proposal of application notice what consultation will be undertaken in addition to the statutory minimum. The planning authority must respond within 21 days of receiving the Notice to advise the applicant whether the proposed PAC is satisfactory or if additional notification and consultation above the statutory minimum is required in order to make it binding on the applicant. In doing so, planning authorities are to have regard to the nature, extent and location of the proposed development and to the likely effects, both at and in the vicinity of that location, of its being carried out (section 35B(8)). Additional consultation requirements should be proportionate, specific and reasonable in the circumstances. If there is no response to the proposal of application notice by the planning authority within 21 days, only the statutory minimum PAC activities will be required.

^{*} You should provide an outline of the proposal's characteristics, and the identification of its category (e.g. Major development). Any subsequent application needs to be recognisably linked to what was described in the proposal of application notice.

Scottish Ministers expect planning authorities to develop and maintain up to date lists of bodies and interests with whom applicants should consult in particular types of case. These lists should be available to applicants, who can draft proposal of application notices in light of that information. Further advice on planning community engagement activity can be found in Planning Advice Note 81: Community Engagement – Planning With People.

Minimum consultation activity

Consultation with community councils - Under regulation 7 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.

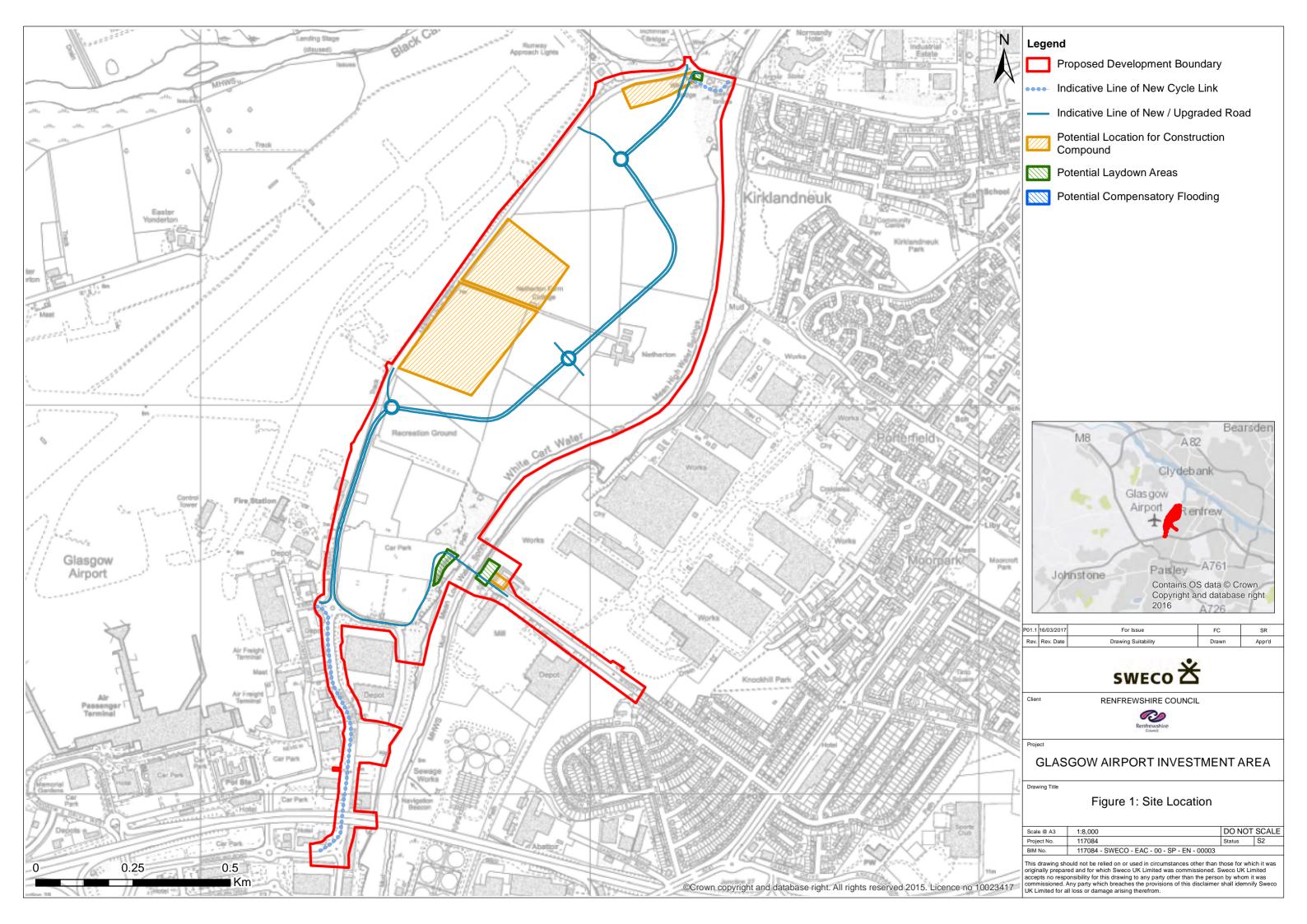
The public event - Regulation 7 also requires the holding of at least one public event for members of the public where they can make comments to the prospective applicant on their proposals. This 'public event' must be advertised at least 7 days in advance in a newspaper circulating in the locality of the proposed development. The advertisement for the public event must include:

- a description of, and the location of, the proposed development;
- details as to where further information may be obtained concerning the proposed development;
 the date and place of the public event;
- a statement explaining how, and by when, persons wishing to make comments to the prospective applicant relating to the proposal may do so; and
- a statement that comments made to the prospective applicant are not representations to the planning authority. If the applicant submits an application there will be an opportunity to make representations on that application to the planning authority.

Applicants will gain less from poorly attended or unrepresentative PAC events and should ensure that processes are put in place that will allow members of the community to participate meaningfully in any public event. The public event should be reasonably accessible to the public at large, including disabled people. It may be appropriate for the public event to take place over a number of dates, times and places. Applicants should ensure that individuals and community groups can submit written comments in response to the newspaper advertisement.

There is a need to emphasise to communities that the plans presented to them for a proposed planning application may alter in some way before the final proposal is submitted as a planning application to the planning authority. Even after PAC, and once a planning application has been submitted to the planning authority, communities should ensure that any representations they wish to make on the proposal are submitted to that authority as part of the process of considering the planning application.

Any personal data that you may be asked to provide on this form will be held and processed in accordance with the requirements of the 1998 Data Protection Act.



Summary of Pre-Application Consultation to be undertaken by the Prospective Applicant

Having regard to the requirements of Section 35B(2) of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006, this notice has been served upon Renfrewshire Council on *17 March 2017* from which a minimum of 12 weeks must elapse prior to the submission of a formal application for planning permission.

Those notified in terms of Regulation 7(1) of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 are

Community Council	Address	Date Notified
Paisley North Community Council	6 McLean Place Paisley PA3 2DG	By 24 March 2017. The Community Council will also be offered a presentation and notified of the Public Events. The date of the next Community Council meeting/proposed presentation is 11 April 2017.
Inchinnan Community Council	64 India Drive Inchinnan PA4 9LE	By 24 March 2017. The Community Council will also be offered a presentation and notified of the Public Events. The
Renfrew Community Council	3a Stirling Way Renfrew PA4 0NZ	date of the next meeting/proposed presentation 4 April 2017.

In addition to the requirements of Regulation 7(1), the following community stakeholders and other community interests have also been served notice.

Other Community	Address	Date Notified
Paisley North Local Area Committee	Committee Clerk Renfrewshire Council Renfrewshire House Cotton Street, Paisley PA1 1JD	By 24 March 2017. The Local Area Committee will also be offered a presentation at the next Local Area Committee meeting on 1 June 2017.
Renfrew & Gallowhill Local Area Committee	Committee Clerk Renfrewshire Council Renfrewshire House Cotton Street, Paisley PA1 1JD	By 24 March 2017. The Local Area Committee will also be offered a presentation at the next Local Area Committee meeting on 30 May 2017.
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Other Community	Address	Date Notified
Interests		
Marine Scotland	Marine Planning & Policy –	
	Licensing Operation Team –	
	Major Projects	
	Scottish Government	
	Marine Laboratory	
	375 Victoria Road	
	Aberdeen	
	AB11 9DB	
SNH	Caspian House	
	Mariner Court	
	Clydebank Business Park	
	G81 2NR	17 March 2017
SEPA	Angus Smith Building	17 March 2017
	6 Parklands Avenue	
	Eurocentral	
	Holytown	
	North Lanarkshire	
	ML1 4WQ	
Marine & Coastguard	Spring Place	
Agency	105 Commercial Road	
Hants		
	SO15 1EG	
Northern Lighthouse	84 George Street	
Board	Edinburgh	
	EH2 3DA	

Having regard to the requirements of Regulation 7(2) of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 a public event where members of the public may make comments to the prospective applicant/agent as regards the proposed development will be held at:

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Yoker Public Exhibition	Yoker Community Campus	11 May 2017 1100-1900 hours

Note that information on both the Glasgow Airport Investment Area and Clyde Waterfront and Renfrew Riverside projects will be available at all of the exhibitions.

The full details of which shall be published a minimum of 7 days in advance in:

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

Name of Cou	ıncil Renfre	Renfrewshire Council		
Address	Renfrewshire House		ise	
7.00.000	Cotton Street			
	Paisle	Paisley		
	PA1 1	JD		
Proposed development at [Note 1]		t [Note 1]	An area that extends from the Inchinnan Rd, Greenock Rd, Abbotsinch Rd junction northwest towards Inchinnan Business Park, following Greenock Road.	
Description o	f proposal [I	Note 2]	Provision of a cycle bridge over the Black Cart and a	
			segregated cycleway that will follow the existing	
			alignment of Greenock Road.	
Notice is here	eby given th	at an applica	ation is being made to	
[Note 3] Re	enfrewshire		Council by [Note 4] Renfrewshire Council	
Of [Note 5]				
Renfrewshire	e House, Co	tton Street,	Paisley, PA1 1JD	
In respect of [Note 6] Refer to attached Information Note.				
To take place on [Note 7] Refer to att		Refer to a	attached Information Note.	
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on telephone number 0300		0:	300 300 0300	
And/or at the following address Renfr		ldress R	enfrewshire House, Cotton Street, Paisley, PA1 1JD	
[Note 10] I certify that I have attached a		nave attach	ed a plan outlining the site	
Signed				
On behalf of				
Date				

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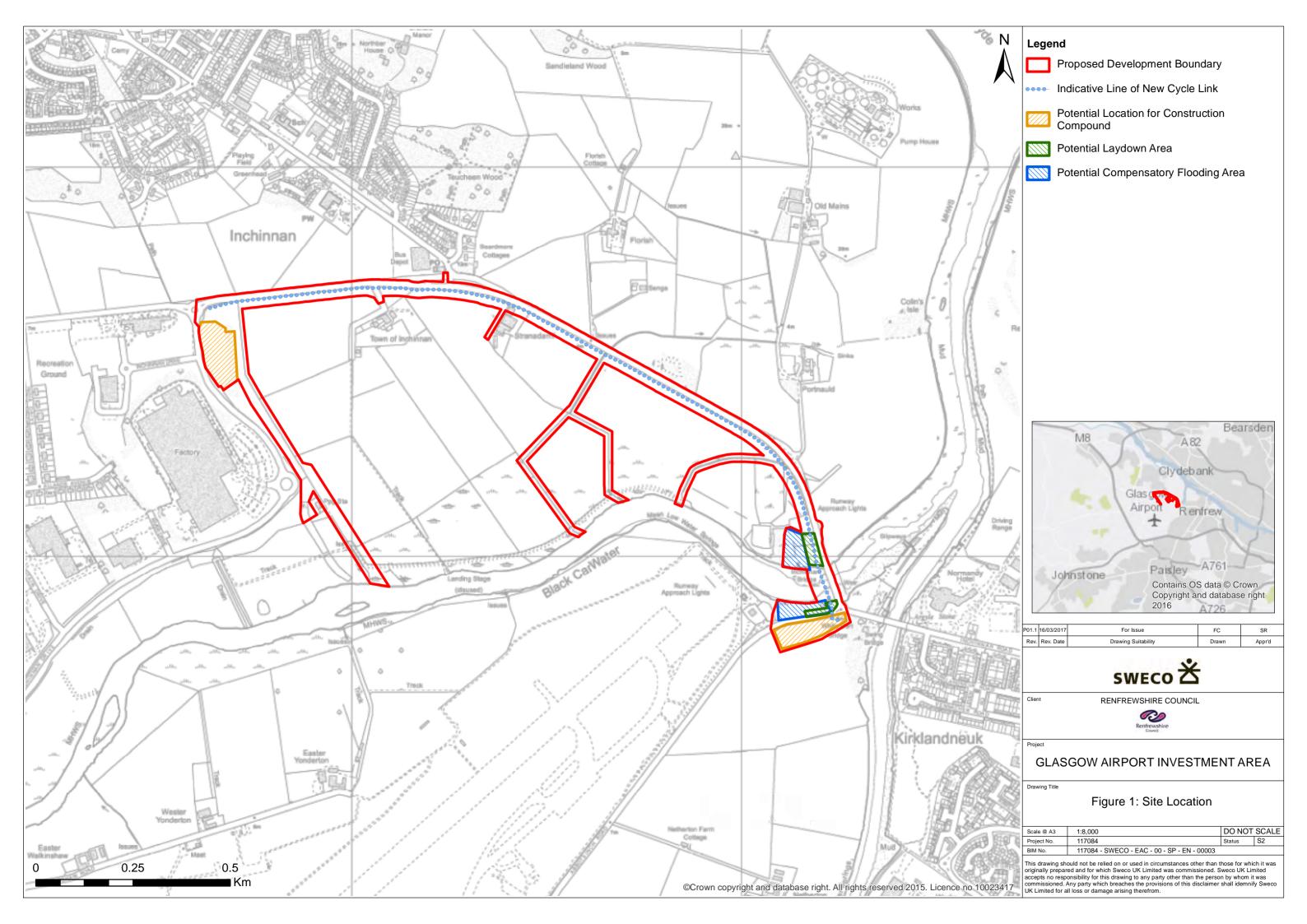
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Renfrew Community Council	3a Stirling Way Renfrew PA4 0NZ	date of the next meeting/proposed presentation 4 April 2017.

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	Licensing Operation Team –	
	Major Projects	
	Scottish Government	
	Marine Laboratory	
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	Aberdeen	
	AB11 9DB	
SNH	Caspian House	
	Mariner Court	
	Clydebank Business Park	
	G81 2NR	17 March 2017
SEPA	Angus Smith Building	17 March 2017
	6 Parklands Avenue	
	Eurocentral	
	Holytown	
	North Lanarkshire	
	ML1 4WQ	
Marine & Coastguard	Spring Place	
Agency	105 Commercial Road	
	Hants	
	SO15 1EG	
Northern Lighthouse	84 George Street	
Board	Edinburgh	
	EH2 3DA	

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- Flyers & Posters will be distributed across various different venues including Libraries, Town Halls, Leisure Centres, Community Centres as well as major local stakeholders /companies.

Appendix V1 4.5 Pre-Application Consultation Letter Notification



Marine and Coastguard Agency Spring Place 105 Commercial Road Hants SO15 1EG

Emailed to navigationsafety@mcga.gov.uk

Spectrum House 2 Powderhall Road Edinburgh EH7 4GB T +44 (0)131 550 6300 F +44 (0)131 550 6499 www.sweco.co.uk

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

17th March 2017

Project: 117086

Our Reference: 117086_CWRR_Marine PACConsultationLetterFin al_MCA_v003_RMcLean. docx

Dear Sirs

Marine Licence – Pre-Application Consultation
Renfrewshire 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 8th to the 11th 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 9th June 2017, as advised in the attached notice.

Yours faithfully for Sweco

Rebecca McLean EIA Technical Manager

E: 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

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

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

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

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

citydeal@renfrewshire.gov.uk

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

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

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



Northern Lighthouse Board 84 George Street Edinburgh EH2 3DA

Emailed to navigation@nlb.org.uk

Spectrum House 2 Powderhall Road Edinburgh EH7 4GB T +44 (0)131 550 6300 F +44 (0)131 550 6499 www.sweco.co.uk

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

17th March 2017

Project: 117086

Our Reference: 117086_CWRR_Marine PACConsultationLetterFin al_NL_v003_RMcLean.do

Dear Sirs

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Renfrewshire City Deal - Clyde Waterfront Renfrew Riverside Project

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Yours faithfully for Sweco

Rebecca McLean EIA Technical Manager

E: rebecca.mclean@sweco.co.uk

Clyde Waterfront and Renfrew Riverside

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

Tel: 0300 300 0300 Email: citydeal@renfrewshire.gov.uk

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

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Renfrewshire Council
Renfrewshire House
Cotton Street
Paisley
PA1 1JD



SEPA
Angus Smith Building
6 Parklands Avenue
Eurocentral
Holytown
North Lanarkshire
ML1 4WQ

Emailed to julie.gerc@sepa.org.uk & planning.sw@sepa.org.uk

Spectrum House 2 Powderhall Road Edinburgh EH7 4GB T +44 (0)131 550 6300 F +44 (0)131 550 6499 www.sweco.co.uk

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

17th March 2017

Project: 117086

Our Reference: 117086_CWRR_Marine PACConsultationLetterFin al_SEPA_v003_RMcLean .docx

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Renfrew City Deal - Clyde Waterfront Renfrew Riverside Project

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SNH Caspian House Mariner Court Clydebank Business Park G81 2NR

Emailed to graeme.heenan@snh.gov.uk & strathclyde ayrshire@snh.gov.uk

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17th March 2017

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Marine and Coastguard Agency Spring Place 105 Commercial Road Hants SO15 1EG

Emailed to navigation@nlb.org.uk

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17th March 2017

Project: 117084

Our Reference: 117084_GAIA_Marine PACConsultationLetterFin al_MCA_v003_RMcLean. docx

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Northern Lighthouse Board 84 George Street Edinburgh EH2 3DA

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Appendix V1 4.6
Minutes from Architectural Design Scotland Meeting

Design Forum -Workshop Note No. 1



Project Ref/Title: CD 01 CWRR

Workshop Date: 1 March 2017

Venue: Renfrewshire Council HQ, Paisley

Workshop ref/ Series Workshop 1, Series 1

Workshop Stage: NS intermediate 1

Issue Date: 7 March 2017

Planning Authority: Renfrewshire Council, Glasgow City Council, West Dunbartonshire

Council

Planning Status/ Ref: Pre-application

Client / Developer: Renfrewshire Council

Lead Designer(s): Chris Cardno, Sweco UK

Project/ Category: Housing Public Realm Infrastructure Masterplan Strategic Mixed

Use

Location Type: Significant

1.0 Introduction

(This section summarises the project status and background information that was indicated to A&DS prior to the workshop or clarified by the parties during the workshop. In the event that any of the statements made in this introduction are considered incorrect A&DS should be advised and the report will be amended.)

- 1.1 Moving towards a planning application in June 2017, the Client team wish to use the experience of the ADS Panel as a "Peer Review" of the project and generate open discussion on the projects design in relation to its objectives.
- 1.2 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.

2.0 Workshop Scope

(This section of the report sets out the intended purpose of the workshop as agreed prior to the workshop or as adjusted, by common consent, during the course of the workshop.)

- 2.1 To assist the Client to maximise the multi-faceted potential of the crossing ,link routes and development sites , by ensuring that the best urban design, landscape design and engineering solutions are brought together in successful place-making. The proposed infrastructure is the mechanism by which the key project outcomes are to be derived i.e. economic investment and jobs. From the material sent previously it is evident that considerable work has already taken place to establish the business case for the bridge, as well as route selection and bridge design.
- 2.2 Whilst there will be opportunity to discuss these background issues the Client has expressed an interest in ensuring that the completed project should, within budgetary constraints, set a standard of design that provides potential for an elevated standard of resulting development through the local area, increasing environmental standards and economic conditions through ease of movement, and quality of place, in particularly at the interfaces with streets, housing, and existing transport routes (especially for cyclists and pedestrians). The quality of experience for commuters crossing the bridge is very important, including provision for waiting at times when ships/boats are passing through.
- 2.3 This is the first of two workshops and will include a site visit. A second workshop is anticipated for May later this year.

3.0 Workshop Outcomes

(This section of the workshop note records the advice of A&DS arising from discussion at the workshop and subsequently consolidated in order to provide a clear statement of advice, pertinent to the stage in design development that the project has reached.)

3.1 Key points raised by Planning

3.1.1 Renfrewshire Council

- 3 planning apps each LA responsible for assessing within their areas
- Bridge foundations. Consent from Marine Scotland required
- Characteristics of land north and south differ greatly
- Maintain access for river traffic
- City deal NPF- top of hierarchy

- Clyde Plan strategic and LDP/MIR recognises potential benefits from City Deal
- Issues for planning set out in EIA....flora and fauna, impact on people, movement etc.

3.1.2 West Dunbartonshire Council

- What will impact be on A414 Glasgow Corridor?
- What are economic benefits for West Dunbartonshire?
- Clydebank in particular. Looking to do a retail impact assessment

3.1.3 Glasgow City Council

- · Working river
- Yoker area traffic impact and air quality
- Vacant site owned by Tunberry
- Glasgow looking to reconnect/development that part of the city
- Implication... 2 live applications on site at the moment.

3.2 Key points raised during project team presentation

- What economic benefit will these roads and bridge generate?
- Outline business case was approved Dec.2016.
- City Deal funding from UK Govt, Scottish Govt, 8 Councils.
- Project links to airport investment. Airport is currently stretched and needs to expand.
- Budget for CWRR is tight.
- Two rounds of stakeholder consultations have taken place involving 1500 responses from community.
- ADS, HES, Peel Ports being consulted
- Spans 3 LA boundaries, and requires consent from Marine Scotland
- Economic assessment and Masterplan have helped inform where bridge might go.
- Should be assessed as part of Glasgow Airport expansion. Renfrewshire Council are buying the adjacent farm for development.
- Modelling traffic. Impact of opening bridge on traffic was described. 1 hour wait predicted in a worst case scenario.
- Bridge opening is predicted to take place on average 4 times in any give 24 hr day, and 7 times at peak requirement. Bridge design to cope with this frequency.
- Route cannot go around the back of Christies Yard due to environmental constraint of protected woodland. TPO and habitat surveys have to be carried out.
- Desire to get woodland back into community ownership and use. Conversations between Forestry Commission and Blythswood Estates. Scottish Water and Christies own the existing path between the woodland and existing buildings.
- There are no listed buildings on the site although concerns were raised regarding the structural longevity of the larger buildings on the Christies site.
- Engineers are trying to make cable stay work as an elegant solution. A 3m deep deck for majority of the structure provides required stiffness when combined with cabling to deliver the 58m cantilever. Other considerations include:
 - o River is 110/120m wide
 - o 90m navigation channel
 - o Desire to keep piers out of river providing for 2 x 58m spurs
 - o Airport flight path safeguards dictate the height of the mast. 46m clearance required for clearance by planes taking off.
 - o Different site options, different constraints, different solutions? (ie. no flight clearance on the furthest east).
 - o 7.81 m clearance from river to soffit downstream next bridge.

3.2.1 Additional presentation on bridge design

- Design based on the 'poetry' of historic cranes opening and closing, referenced in overlapping webbing of the central masts of the bridge.
- Dock on one side and boat yard on the other. Special location. Opportunity to celebrate the banks and approaches on either side.
- Planning guidance on masterplan...how to control/protect central views towards the new bridge?
- Landscaping. There is a preferred route. Negotiations on land acquisition are ongoing.
- Specimen design at this stage.
- Design and Construct contract.
- Renfrewshire Council need to define parameters and other allow contractor to tweak and adjust.
- Trying to understand flexibility to build into tender.

3.3 Discussion of Proposals

[Discussion between Project Team and A&DS panellists, facilitated by A&DS staff]

3.3.1 General Placemaking and Character

- There is a need for the route to tell a story, appreciating the places that it is passing through rather than just an engineering solution. Route and treatment must be something which is sensitive and responds to those things including the older buildings.
- May be a guestion of presentation but drawings appear engineer led.
- Appreciate that masterplan is illustrative but there could be early occupier incentives to bring back property into use.
- Leeds, Manchester etc. have similar areas which are highly sought after and have created their own business and cultural 'eco systems'.
- Blythswood Retail Park. Need to understand the relationship to the riverfront and coordination between different parts.
- Plans should be a river for economic activity rather than traffic.
- Existing landscape, particularly the woodland, is in disrepair. This is a fantastic community opportunity to link places.
- We are, however, concerned that these opportunities are being cut off by road and that potential links are not evident in the current drawings.
- Concerned regards diversion of the core path. Bringing route the through to the waterfront would be ideal.
- Landscape principles should be incorporated in design frame for masterplan, working with planning.
- Night views to and from the route should be explored.
- Townscape and streetscape, not just roads, should be important considerations.
- Looking forward to see input from landscape architects. Particularly with cycle ways.
- Sense of place important to remember that this development is part of a town.
- Make sure existing character isn't 'bleached' away.
- Mixed use is preferable. Ensure not all residential. Same applies to both sides of the river.
- Park and ride provision should be considered for Yoker Station.

3.3.2 Roads Engineering design

- Further effort should be made to re-imagine the design of new streets rather than merely 'roads'. Much more progressiveness could be built into the footprint of streetscape. Use of SUDS, rain gardens, tree planting. There are useful UK based precedents.
- Metrics. Other ways of dealing with the volume of traffic (other than roundabouts) should be considered. Not how they function but how they are addressed. For example is 7.3m width really necessary? Speed and driver behaviour influenced by cross width. Guidance is available to trim down to 6.1m.

• Encourage better need for movement- there is a feeling of congested streets.

3.3.3 Revetment and Piers

- Intrigued by 2 span opening. Push opening points onto banks.
- Question of riverside sterilisation...fits within river corridor.
- Proposal has considered land sterilisation concerns on the current use assumption that
 the land is not valuable for anything other than putting a parked bridge in. The
 development will actually raise the value of the land around therefore landtake should be
 kept to a minimum. Use value rather than cost as a parameter. Riverside amenity is the
 prize that is being opened up.
- Ship protection seems to be dominating design thinking. Does this proposal design out need the this?
- Have the project team done financial comparison of getting feet of water vs land sterilisation? YES. £3M saving
- On the north bank the pavement will have to move out of the way of the bridge. Likely to use an adjacent landscape strip.
- On the south bank the top end of the golf course is proposed to be used.

3.3.4 Bridge design

- Concerns were raised if a cable stay would work, especially when subjected to repeated opening. Needs to be extremely rigid.
- Project Team should look at the Samuel Beckett bridge in Dublin as an exemplar.
- Council considered having a new ferry. However, Government couldn't make it work commercially.
- Consider a floating bridge? Would it be safer than risk of not opening! Float in and out as required.
- Procurement. What can you afford to pin down as requirements? At limit of budget. As efficient solution as possible. How much do you want to let go? Risk that all good work lost if the Contractor looks at brief requirements and throws everything else away. If requirements are too fixed then may scare away tenderers, so question if D&B the best option? Project team are having a workshop to agree best procurement method.
- Project would have aligned well to a competition. Design and Build good method as it contractor to take risk.
- Leave a lot of freedom to the contractor as to form of bridge
- Price will be important.

3.3.5 Summary of comments

Enormously interesting and positive day. Struck by the ambition and quality of response to brief.

• Some general comments

- Symbiotic relationship between infrastructure and masterplan needs to be explored further.
- Assessing project complicated by not having 2 sitting side by side as design comparisons.
- o Encourage project team and stakeholders to understand what implications are for the development masterplan.
- Responsibility on all 3 Local Authorities to take through their respective emerging LDPs and emerging site briefs.
- o Obligation to provide parameters upfront describing constraints.
- Routes.....fact that we are questioning value of existing assets...questions remain about being committed to decisions made.

Place.....

- o retention of built assets. Retaining route, riverside assets, modest assets to build upon.
- Within the woodland more severance for leisure than access provided. Take care community asset is not left isolated by elevated ring road.

• Bridge...

- o Primary decision to place pivot on land need to carefully manage the potential sterilisation of the land.
- o Technical. Cast net wide enough consider replacement of ferry, floating bridge, scepticism over question of stiffness.
- o Inherent risk in all moving structures and the doubling of control into 2 halves.

Procurement

- Understand and back the D&B route.
- o Flagged difficulty of delivering the vision within the budget.
- o Needs specific method of ensuring vision. Control of ERs (essential requirements).

Routes

- o Streets not roads. Understanding of traffic volumes allows opportunity to create community driven place.
- o Look forward to understanding landscape integration. Critical that this is a landscape and not a road led plan.
- Streetscape character should be articulated in drawings, eg. use of SUDS in meaningful ways.
- The connection between regeneration and arm's length development proposal needs to come together and be seen as one thing. Critical to fulfil aspirations.

Thanks for an engaging set of proposals.

4.0 Next Stage

(This section of the report indicates further A&DS involvement proposed or discussed at the workshop.)

- 4.1 A further workshop is proposed for end May/beginning June prior to anticipated submission of a planning application on 23rd June.
- 4.2 We would request the team advise of a potential date as soon as possible to allow arrangements to be made. We look forward to further engagement on the project in due course.

5.0 Attendance

A&DS

Keith Brownlie A&DS Design Forum Lead
Stephen O'Malley A&DS Design Forum Panellist
Morris Murray A&DS Design Forum Panellist
Nicola Garmory A&DS Design Forum Panellist

Graham Hill A&DS Board Observer

Danny McKendry A&DS Landscape Architect [Facilitator]

Steve Malone A&DS Design Advisor

Planning Authority and Stakeholders

David Bryce Renfrewshire Council
Alan Graham Glasgow City Council

Karen McChesney West Dunbartonshire Council

Project Team

Norman Yardley Renfrewshire Council

Chris Cardno Sweco

Tony Kettle Kettle Collective

Appendix V1 4.7 Black Cart Briefing Note

1. Introduction

The Scottish Natural Heritage (SNH) scoping response for the works proposed for the GAIA City Deals project, received by Renfrewshire Council on the 27th October 2016, requested further information on the proposed cycle bridge crossing over the Black Cart Water in order to allow SNH to determine whether the proposals are likely to have a significant effect on the wintering whooper swan qualifying feature of the Black Cart Special Protection Area (SPA).

SNH recommended that:

- A full assessment of the impacts of the construction and operation of the cycle route on the wintering whooper swan qualifying interest of the Black Cart SPA is undertaken and presented in the ES.
- This assessment should identify any mitigation measures required to avoid a likely significant effect on the SPA (e.g. restricting the timing of the construction of the cycleway to the summer months, mid-March to mid-September, and the location of the cycleway in relation to the existing road/footpath).

This assessment is currently being undertaken and will be presented within the Environmental Statement (ES) as part of the Environmental Impact Assessment (EIA). The ES is due to be submitted in support of the planning application in June 2017.

During the design process, further information has become available on the proposals for the Black Cart Cycleway Bridge. This briefing note describes the works that are proposed to support the construction of the Black Cart Cycleway Bridge in order to allow SNH to provide a formal view on the likelihood for significant effects arising as a result of the proposed works. The additional design information is provided in Section 2.

Your views and comments on the information provided below would be much appreciated and if useful, we would be happy to organise a meeting to discuss this in more detail.

2. Design Information

2.1. Inchinnan Cycleway

The proposed cycleway is located in the fields to the south of the existing A8 Greenock Road (see Figure 1). The cycleway would be separated from the carriageway by an existing hedgerow and a drainage channel (see Figure 2).



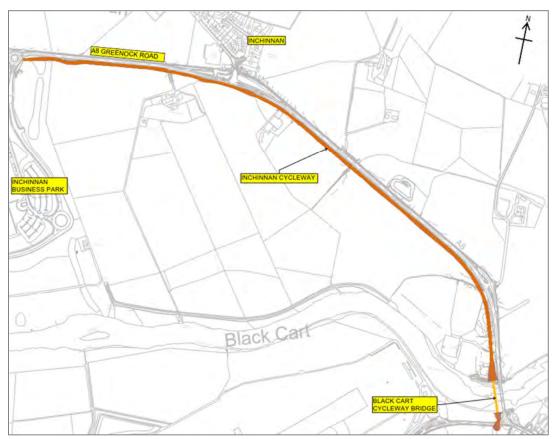


Figure 1: Inchinnan Cycleway

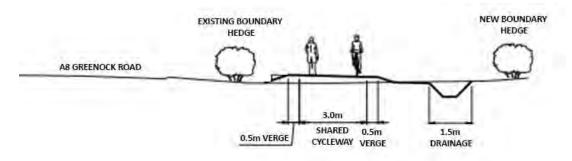


Figure 2: Inchinnan Cycleway Typical Section

2.2. Black Cart Cycleway Bridge

The design of the Black Cart Cycleway Bridge is anticipated to be a two span truss bridge, with a single pier in the river as shown in Figure 3.

The bridge would be approximately 5m wide and would have a span of approximately 100m, crossing the river at the location shown in Figure 4 below. The pier is likely to be constructed using bored concrete piles and at this stage of the design is it expected that six piles would be required. To reduce impact on the setting of the adjacent listed Inchinnan Bridge, the pier for the cycle bridge is proposed to be located in line with the corresponding nearest pier of the historic structure.

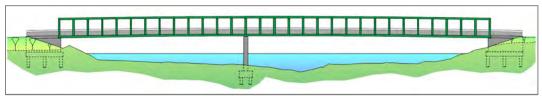


Figure 3: Indicative Elevation of the Black Cart Cycleway Bridge

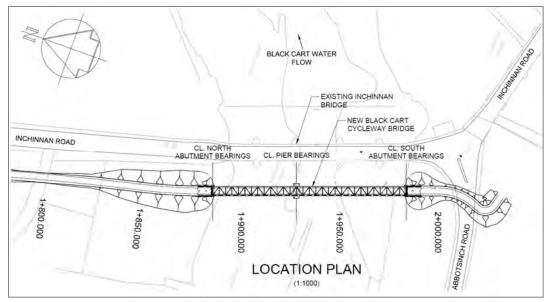


Figure 4: Location of proposed Black Cart Cycleway Bridge

The single bridge pier is expected to be constructed using the following methodology:

- install coffer dam at pier location;
- mobilise piling plant to pier location;
- install bored concrete piles;
- cut down piles and install pile cap;
- install pier columns; and
- remove cofferdam.

The abutments would be installed in a similar fashion but without the need for a cofferdam. The superstructure would be fabricated offsite and craned into position once the substructure is complete.

It is currently estimated that the bridge construction would take approximately 3.5 months. Following appointment of the main contractor, there is a possibility that the construction methodology and duration may change however any changes would be discussed and agreed with SNH and the planning authority to ensure compliance with the planning consent.

In light of the Black Cart ecological designations (principally the proximity of the Black Cart Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI)), it is proposed that the construction of the Black Cart Cycleway bridge would take place following the

annual wintering period¹ to minimise impacts upon wintering whooper swan which form the qualifying interest of the SPA.

Consultation with Marine Scotland has identified that there is potential for impacts on diadromous fish in the Black Cart Water and lower reaches of the River Clyde. It is understood that, in certain conditions, large numbers of returning adult salmon or sea trout can be present in these tidal reaches and may already be stressed by existing poor water quality / high temperatures / low river flows (particularly in late summer). Marine Scotland have indicated that records show salmon and sea trout smolts also pass through these areas in spring and are also likely to be stressed and vulnerable to further disturbance. Fish kills have occurred in this area, particularly during the summer months.

The in-river works to construct the pier for the cycle bridge would be undertaken in accordance with a method statement incorporating strict mitigation measures to protect water quality and minimise construction disturbance to ecological receptors. The method statement will be agreed with key consultees including SNH, Marine Scotland and the Clyde River Foundation. All works would be undertaken under the supervision of an Environmental Clerk of Works (ECoW).

To accommodate the key ecological interests in the vicinity of the bridge for wintering swan and salmonids, the exact timing of the bridge construction would be agreed with all relevant parties prior to works commencing.

The impacts of the proposals on water quality, drainage and flood risk will be assessed in accordance with the approach set out in the Scoping Report taking account of the design proposed for the Black Cart Cycleway Bridge. This will include consideration of the effects of the in-river pier on hydrology and other effects such as scour and short term construction impacts on water quality.

The impacts of the proposals on ecology would also be assessed in accordance with the approach set out in the Scoping Report and taking account of feedback from recent and ongoing discussions with yourselves and Marine Scotland.

The EIA will consider the potential for likely significant effects from the users of the combined cycleway and footpath on the Black Cart SPA. The new cycleway will be located very close to the existing A8 Greenock Road, a well trafficked route, and it is unlikely that passage of pedestrians and cyclists will add materially to the disturbance on wintering whooper swans. Additionally, a new hedge proposed along the southern edge of the cycleway (see Figure 2) would provide effective screening of users on the cycleway and will maintain a landscape which the swans are accustomed to.

3. Flood Compensatory Storage

Hydrodynamic modelling indicates that the fluvial design water level² in the vicinity of the proposed cycleway bridge crossing is between 3.34 m AOD and 3.19m AOD. This is based on predictions from the nearest modelled cross-sections upstream and downstream of the proposed crossing location, for existing conditions. Both the northern and southern

¹ Previous studies undertaken by SNH indicate the birds start to leave their wintering grounds from early April 2 associated with the 200yr return period, 0.5% AEP, event inclusive of climate change



approach embankments of the proposed cycleway bridge are predicted to lie within the fluvial floodplain, and therefore compensatory flood storage provision is necessary to ensure that the post-development floodplain storage capacity matches the existing floodplain storage capacity.

In accordance with current regulations, compensatory storage must be provided as close as practically possible to the location of the area of displacement, and should restore floodplain capacity at equivalent volumes over the elevation range impacted by displacement.

The northern embankment is shown by 3D analysis to displace approximately 248.5m³ of floodplain volume below 3.34m AOD. Of this, 74m³ is displaced over the 2.9m-3.1m AOD elevation range, with almost all of the remainder displaced over the 3.1-3.3m AOD elevation range. Displacement due to the southern embankment is minimal, totalling 5.6m³. The total volume of floodplain lost to the construction of the northern and southern embankments therefore would be 254.1m³. There is no need to place compensatory storage on the same bank as where the floodplain storage is lost. It is more important to provide the 254.1m³ of compensatory storage in one location.

Three candidate locations for compensatory flood storage have been considered, with approximate extents illustrated in Figure 5 below. All locations are downstream of the Black Cart SSSI/SPA area³, but may be subject to other constraints upon their selection.

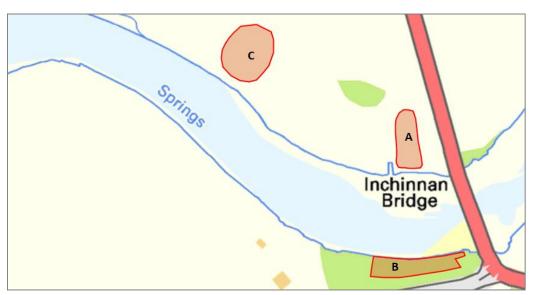


Figure 5: Compensatory Storage Candidate Locations

3.1. Location A (Preferred Option)

Hydraulically, the preferred location for compensatory flood storage provision is in the existing depression immediately upstream (west) of the northern embankment (see Figure 5), as this is directly adjacent to the location which would be impacted due to the cycleway bridge design. Preliminary design analysis indicates that an area of approximately 1500m² may be impacted by excavation, with an estimated total

^{3 &}lt;a href="http://map.environment.scotland.gov.uk/seweb/map.htm">http://map.environment.scotland.gov.uk/seweb/map.htm



excavation volume of approximately 1000m³ (noting that only the area excavated below the design water level counts towards the compensatory storage total). Required depths of excavation would be less than 500mm in the southern, lower-lying portion of the area, but would reach approximately 2m in the higher-lying northern portion of the area.

There are no known environmental designations near or within the area which would be impacted by the works. However, the location is constrained by a Scheduled Monument (Site of All Hallows Church) located immediately to the west of Location A, and is also located within the Inchinnan Historic Environment Record area. The northern portion of the proposed excavation area also overlaps with the Ferrycroft Farm site, which is also of historic/cultural interest. Additional survey and careful design will be required to ensure no detrimental impact to these sites should this option be progressed.

3.2. Location B

Existing ground elevations are higher on the southern bank of the Black Cart in the vicinity of the proposed cycleway bridge, and therefore the need to tie-in compensatory storage excavation back to surrounding ground levels makes this option less efficient that Location A. This inefficiency can be minimised by providing the compensatory storage using a long riverside trench, rather than extending it into higher ground further away from the river.

Preliminary design analysis indicates that an area of approximately 1500m² may be impacted by excavation, with an estimated total excavation volume of approximately 1600m³. Excavation depths will vary between 1.5m to 2.1m over the impacted area.

The location of this option, on the outer edge of a river meander, may pose erosion concerns. Erosion mitigation would therefore be incorporated into compensatory storage design if this option is progressed. There are no known environmental or historical designations or areas of interest near or within Location B.

3.3. Location C

Location C would only be considered if neither Location A nor Location B are feasible based on a full consideration of constraints. Location C is remote from the area of the floodplain which would be impacted by loss of flood storage capacity, and is at a location with higher design water levels. As such, the provision of compensatory storage at this location would entail detailed hydraulic analysis to demonstrate that it provides effective mitigation.

Preliminary analysis was nonetheless conducted for this location, suggesting an area as much as 2700m² may be impacted by excavation, with excavation depths varying between 100mm to 2m.

Location C is upstream (west) of areas of historic interest. There are no known environmental designations near or within the impacted area.



4. Inchinnan Cycleway Drainage Proposals

4.1. Cycleway

The proposed cycleway is remote from the existing A8 Greenock Road and crosses two existing field ditches which are proposed to be locally culverted. Consultation with Renfrewshire Council has confirmed that no treatment or attenuation is required for drainage of the proposed cycleway.

4.2. Drainage Options

It is expected that no single solution could be applied along the full cycleway and a number of drainage solutions may be required. Drainage options which are being considered along the Inchinnan Cycleway include:

- Infiltration: where permeability permits flows could be discharged through soakaways or infiltration trenches. Permeability testing is about to commence and will confirm the viability of this option.
- Over the edge: Where the cycleway slopes towards the adjacent fields and neighbouring topography falls away then over the edge becomes a viable option.
- Filter Drain / Shallow ditch: Filter drains or shallow ditches will be positioned to collect both cycleway runoff and surface runoff from adjacent land. An outfall is required for this system and connection to the existing field ditches or watercourses is likely.
- Existing pipe drainage assets: There appears to be limited opportunity to utilise existing drainage assets as the current A8 Greenock Road drainage system comprises:
 - o existing gullies discharging to adjacent fields North and South of the A8.
 - o existing gullies connected to a drain or culvert under the A8 carriageway near to Chalk Autos garage.
 - existing gullies connecting to the Scottish Water network opposite McGills Bus Depot. This appears to be a combined system which goes for treatment. Scottish Water Treatment has capacity issues so unlikely to accept cycleway / earthworks drainage.

4.3. Drainage Discharge / Outfalls

Along the proposed Inchinnan Cycleway, the proposed drainage network includes for possible connections into three existing field ditches which lead to and discharge into the Black Cart Water.

The westernmost outfall (Location A on Figure 6 below) will connect to an existing ditch which receives water via a piped network from Inchinnan Business Park and leads into the Black Cart Water.

The other two outfalls are located on existing water courses/ field ditches (Locations B and C on Figure 6) which lead to the Black Cart Water. Drainage impact assessments will be carried out on the existing field ditches to ensure that increased flows can be accommodated. Should the existing field ditches prove inadequate for the additional flow they could be widened/deepened or an alternative piped solution outfalling directly to the Black Cart Water may be appropriate.



Any design and works to connect cycleway drainage to the existing field ditches or watercourses and future maintenance will be undertaken in accordance with good environmental practice including adherence to relevant SEPA Pollution Prevention Guidelines. No significant environmental effects from connecting to existing field ditches and outfalls is predicted.

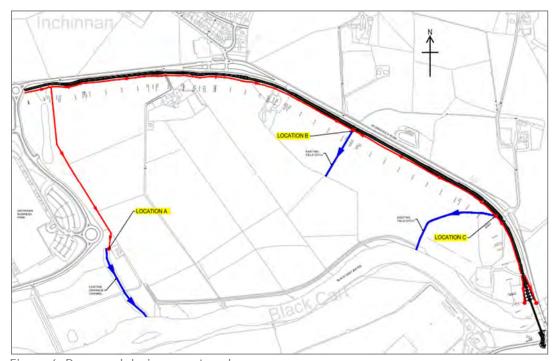


Figure 6: Proposed drainage network

5. Landscaping

Proposals for the new cycleway include a grass verge and native hedge running along the southern edge of the path, forming a boundary to the adjacent fields. The hedge will replicate the existing environment and will help to screen the cycleway, integrating it into the wider landscape. The hedge will also have ecological benefits to the whooper swan using the adjacent agricultural fields for foraging, as noted in Section 2 of this note.

Where trees have been cleared to form the approaches to the Black Cart Cycleway Bridge new block woodland planting is proposed. Planting will be appropriate to its specific location with species selection informed by the habitat and tree surveys.