



HISTORIC  
ENVIRONMENT  
SCOTLAND

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ALBA

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Our ref: AMA/16/31/53  
Our case ID: 300022296  
Your ref: 06474

07 August 2017

Dear Sir/Madam

[The Marine Works \(Environmental Impact Assessment\) \(Scotland\) Regulations 2007  
Clyde Waterfront Renfrew Riverside \(CWRR\) project  
Capital Dredging of Emergency Berthing Facility \(06474\)](#)

Thank you for your consultation which we received on 25 July 2017. We have considered it and its accompanying Environmental Statement (ES) in our role as a consultee under the terms of the above regulations and for our historic environment remit as set out under the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. Our remit is world heritage sites, scheduled monuments and their setting, historic marine protected areas (HMPAs), category A-listed buildings and their setting, and gardens and designed landscapes (GDLs) and battlefields in their respective inventories.

You should also seek advice from your archaeology and conservation service for matters including unscheduled archaeology and category B and C-listed buildings.

### **Our Advice**

We can confirm that the proposed development area for the dredging works associated with the Clyde Waterfront Renfrew Riverside project (CWRR) does not contain any marine or terrestrial heritage assets within our remit. On this basis we are content that our historic environment interests have been scoped-out of the Environmental Statement (ES) and do not object to the proposed development.

We do, however, note that the new cycle link which forms part of the project extends over two Category A listed bridges. These include the Rolling Lift Bridge over the *White Cart Water (LB40425)* and the *White Cart Bridge, Inchinnan Road (LB40424)*. We understand that impacts on these heritage assets are assessed as part of the Environmental

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Statement (ES) for the associated Glasgow Airport Investment Area (GAIA) project and are content with this approach.

Planning authorities are expected to treat our comments as a material consideration, and this advice should be taken into account in your decision making. Our view is that the proposals do not raise historic environment issues of national significance and therefore we do not object. However, our decision not to object should not be taken as our support for the proposals. This application should be determined in accordance with national and local policy on development affecting the historic environment, together with related policy guidance.

### **Further Information**

This response applies to the application currently proposed. An amended scheme may require another consultation with us.

Guidance about national policy can be found in our 'Managing Change in the Historic Environment' series available online at [www.historicenvironment.scot/advice-and-support/planning-and-guidance/legislation-and-guidance/managing-change-in-the-historic-environment-guidance-notes/](http://www.historicenvironment.scot/advice-and-support/planning-and-guidance/legislation-and-guidance/managing-change-in-the-historic-environment-guidance-notes/). Technical advice is available through our Technical Conservation website at [www.engineshed.org](http://www.engineshed.org).

Please contact us if you have any questions about this response. The officer managing this case is Alison Baisden who can be contacted by phone on 0131 668 8575 or by email on [Alison.Baisden@hes.scot](mailto:Alison.Baisden@hes.scot).

Yours faithfully

**Historic Environment Scotland**