

## Briefing Note

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## Lobnitz Dock – EIA Screening

On behalf of Renfrewshire City Deal Team, we have undertaken a Screening Assessment under Regulation 10 of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017.

The assessment has considered the potential additional impacts associated with the proposed infilling on Lobnitz Dock (**Appendix A – Figure 1**) as part of the wider Clyde Waterfront Renfrew Riverside (CWRR) project, which was consented in November 2018 by the Scottish Ministers.

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.

The consented proposals include 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 to better link communities and businesses on both sides of the river.

The project is currently in the procurement phase and a contractor is being appointed to undertake the works that are programmed to commence in early 2021.

The project also has two existing granted Marine Licenses. One is for the construction works associated with the new opening bridge over the Clyde and the second is to allow the dredging that is required to construct the layby berth that will be constructed to the west of the proposed bridge. These licenses (ref: 06473 & 06474), were granted on the 2<sup>nd</sup> August 2019.

## 1 Introduction

Renfrewshire City Deal team, as part of the wider CWRR works, are proposing to infill Lobnitz Dock to stabilise the failing dock structure and prevent erosion of the adjacent land. These works would be delivered as part of the wider CWRR project by the appointed contractor. These works were not included in the proposals that were previously assessed.

Discussions have been held with the planning officer at Renfrewshire Council and they have determined that this could be dealt with as a non-material variation with regards to terrestrial impacts. In consideration of the potential marine impacts associated with the works, this screening assessment has been undertaken to determine whether an EIA would be required under the Marine Works (EIA) (Scotland) Regulations (2017).

From reviewing the works proposed, they do not fall under Schedule 1 or Schedule 2 development of the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017. Therefore to determine the likely impacts associated with the works and in accordance with Schedule 3 - Selection Criteria for Screening Schedule 2 Development of the Marine Works (EIA) Regulations 2017, an EIA Screening assessment has been completed below.

Characteristics of works	
1. The characteristics of works must be considered having regard, in particular, to—	
(a) the size and design of the works;	<p>The disused dock is approximately 3,200m<sup>2</sup> in area and estimated 40,000m<sup>3</sup> and is currently infiltrated by the Clyde.</p> <p>The proposal is to infill the dock and it is anticipated that the works could be undertaken as follows.</p> <ol style="list-style-type: none"> <li>1. Isolate Lobnitz Dock from the River Clyde by installing an impermeable physical barrier across the dock entrance a continuous line of solid piling. This would likely take the form of steel sheet piling connecting into the adjacent south riverbanks to either side of Lobnitz Dock. The sheet piling would take the form of corrugated steel walls with a reinforced concrete capping beam fixed to the top. The level at the top of the piling would sit above the Mean High-Water Spring level of the River Clyde (2.3mAOD). The riverbed at this location is approximately - 7.3mAOD and therefore the exposed wall height will be 9.6m. Based on experience, the total depth of sheet piling tends to be approximately three times the exposed height and therefore the depth of pile driving into the riverbed will be two times the exposed height, or almost 20 metres in this case. The width of the entrance to Lobnitz Dock is around 40 metres. It is expected that works of this magnitude can be completed in 2 weeks, depending on ground conditions.</li> </ol> <p>NB: The final design of this would be determined by the contractor but we have used our experience on similar projects to present a solution. Once constructed and watertight, this would move the mean high-water springs mark to</p>

	<p>the newly constructed wall and, the area behind the sheet pile would fall under the terrestrial Town and Country Planning regulations.</p> <p>2. Once dry, the area of the old dock would then be filled with the dredged material from the layby berth and if required additional material from the scheme and would be compacted.</p> <p>The reason for the infill is to stabilise the failing dock structure and prevent erosion of the adjacent land, it would also provide an environmentally friendly solution to the disposal of the dredged material that would not require disposal at sea or disposal through landfill. It would also mean that the material would not have to be stored or transported far prior to disposal, therefore further reducing impacts.</p>
(b) cumulation with other existing works and/or approved works;	This would form part of the wider approved Clyde Waterfront Renfrew Riverside project.
(c) the use of natural resources, in particular land, soil, water and biodiversity;	The land that will be infilled is a disused dock, with no economically viable potential for future use.
(d) the production of waste;	<p>The works would not generate waste and the material for infilling would be sourced from suitable material arising from the dredging activities and the wider CWRR project. This would therefore reduce the need to dispose of dredged material to sea or elsewhere on land and reduce the requirement for off-site disposal of arisings from the wider project.</p>
(e) pollution and nuisances;	<p>The River Clyde at Yoker/Blythswood is distant from the protected estuarine environment of the Firth of Clyde but they are connected. It will be important to ensure an appropriate construction methodology is employed to ensure that there would be no pollution releases into the River Clyde during the sheet piling operation.</p> <p>With regards to nuisance, the dock is in a part derelict, former industrial area and the closest residential receptors are located approximately 550metres to the east (Ellerslie Path across the River Clyde) and to the southeast (Meadow Lane). Best practice measures should be sufficient to ensure that potential nuisance from dust and noise during the construction process are reduced sufficiently to avoid any significant impacts.</p> <p>There is the potential for noisy activities such as the sheet piling to impact upon the smolt migration period. The construction programme would be planned to avoid these sensitive periods (March to May).</p>

<p>(f) the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;</p>	<p>The project would not increase risks to major accidents and/or disasters. It would potentially remove a future risk, as with the area being in transition from an industrial area to increasingly mixed use with better transport connections, there could be more footfall around this area and a large unused dock with an unstable sea wall, may pose a greater health and safety risk.</p> <p>With regards to flood risk and impacts from climate change, the engineered nature of the River Clyde means that flood risk is generally low, although it presents a tidal flood risk to a small number of industrial and commercial premises at the river edge. The Clyde is also subject to annual dredging to maintain the navigable channel during low tide.</p> <p>As part of the infill design process, a flood risk would be carried out to ensure that the development would not increase flood risk up or down stream.</p>
<p>(g) the risks to human health (for example due to water contamination or air pollution).</p>	<p>There are no associated risks to human health. The water that is currently in the dock is from the River Clyde. Suitable measures will be in place during the sheet piling and if required any dewatering. The material that will be used to infill from the dredging activities associated with the wider project would be suitably tested prior to disposal and dealt with according to the current best practice guidelines. Dust emissions during the construction process will also be managed by suitable best practice.</p>
<p><b>Location of works</b></p>	
<p>2. The environmental sensitivity of geographical areas likely to be affected by works must be considered having regard, in particular, to—</p>	
<p>(a) the existing and approved land use;</p>	<p>The existing site is a disused dock located in the former Christies Metal Recycling facility in the Blythswood area of Renfrewshire. The site has boundaries with the River Clyde to the north, the former (now vacant) scrap metal storage yard to the west, Blythswood to the south, and Meadowside Industrial Estate to the east. The area is noted as a Transition Zone within the current Renfrewshire Local Development Plan 2014 and proposed as a Transition Area within the Renfrewshire Local Development Plan 2019 (currently with the Scottish Ministers for approval). The local plan states that;</p> <p><i>“Transition Areas are primarily on land where change is anticipated and encouraged.</i></p> <p><i>The Renfrewshire Local Development Plan supports a range of uses within these areas to encourage new investment and create attractive places to live and work. The re-development of these areas requires to be compatible with the surrounding area ensuring that there is no significant impact on existing uses and that development fits well with the existing place”.</i></p>

	Lobnitz Dock is located within the wider area that is proposed as part of the CWRR development and the infill of the dock would follow the transition proposals.
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;	This area is not deemed to be particularly valuable with regards to natural resources as it is man-made structure within the heavily modified River Clyde.
(c) the absorption capacity of the natural environment, paying particular attention to the following areas — <ul style="list-style-type: none"> <li>i. wetlands, riparian areas, river mouths;</li> <li>ii. coastal zones and the marine environment;</li> <li>iii. mountain and forest areas;</li> <li>iv. nature reserves and parks;</li> <li>v. European sites and other areas classified or protected under national legislation;</li> <li>vi. areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;</li> <li>vii. densely populated areas;</li> <li>viii. landscapes and sites of historical, cultural or archaeological significance.</li> </ul>	<p>The River Clyde is classified as a transitional water by SEPA as it is tidally influenced in this location. The upstream extent of the tidal limit on the River Clyde is the Glasgow Tidal Weir at Glasgow Green (approximate NGR 259500 664400).</p> <p>Designated areas associated with these transitional waters include:</p> <ul style="list-style-type: none"> <li>• Inner Clyde Special Protection Area (SPA) and Ramsar site (supports a wintering non-breeding population of Redshank) and Site of Special Scientific Interest (SSSI) (within 16km downstream of the proposed development).</li> <li>• Black Cart SPA (supports a wintering whooper swan population) and SSSI (within 1.5km upstream of the proposed development).</li> </ul> <p>The greatest potential for significant impacts is during the construction phase due to the heightened number of potentially polluting activities in-channel and within the floodplain. Construction mitigation will include following SEPA and CIRIA best practice, including SEPA's Guidance for Pollution Prevention (GPPs), and specific mitigation such as use of low impact piling techniques to reduce mobilisation of sediment. The Contractor will include specific measures for the Lobnitz Dock activities within the CWRR detailed Construction Environmental Management Plan (CEMP). Specific construction method statements, which will cover all in-channel works, will also be prepared and submitted for approval to Marine Scotland before construction commences. It is expected that these works would also be subject to marine licensing and these works will adhere to any relevant Marine License conditions of Marine Scotland, thereby providing an additional level of protection.</p> <p>There are no designations that relate to Lobnitz Dock. The previous CWRR assessment for cultural heritage concluded that undesignated heritage assets in the area that surround the dock are all of low or negligible importance. Assets of low importance include a small</p>

	number of buildings and industrial structures of historic interest; testament to the industrial nature of the proposed development site, including for example, a large fabrication shed relating to the former London Works shipyard (HA44), currently in used as part of Christies' Shipyard. That shed has now been demolished as part of the wider CWRR project and a full Historic Building Record has been completed as agreed with the West of Scotland Archeological Service.
<b>Characteristics of the potential impact</b>	
<b>3. The likely significant effects of the works on the environment must be considered in relation to criteria set out in paragraphs 1 and 2 above, with regard to the impact of the works on the factors specified in regulation 5(3), taking into account—</b>	
(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);	The impact of the proposed infilling exercise will be minor and localised due to the nature of the works required. The works will not affect the general population and suitable mitigation and best practice will ensure that the surrounding terrestrial and marine environment is protected.
(b) the nature of the impact;	The works carry the potential for impacts upon the marine environment during the construction phase, but these can be suitably managed and are not predicted to be significant.
(c) the transboundary nature of the impact;	Not applicable.
(d) the intensity and complexity of the impact;	Any impacts would be localised and minor.
(e) the probability of the impact;	There is always a risk that a pollution incident can occur during construction, but the risks will be minimised through the application of a suitable construction method (that will be agreed with MS and SEPA), a detailed CEMP and adherence to the Marine License Conditions.
(f) the expected onset, duration, frequency and reversibility of the impact;	There is the potential for impacts to occur during the construction phase but once the impermeable sheet pile wall is constructed, the mean high-water springs mark will be moved to the seaward side of the wall, at this point, no further marine impacts are predicted.
(g) the cumulation of the impact with the impact of other existing and/or approved works;	The infilling exercise would be undertaken as part of the wider CWRR works. There is potentially cumulative impacts with regards to pollution and nuisance (these are to be dealt with through suitable mitigation), the impact upon the River Clyde during sensitive periods (the programme will be planned to avoid these) and increase in

	coastal flood risk with the removal of the dock area. Flood risk would be fully considered at the detailed design stage and an assessment would be undertaken to ensure that the infilling works did not increase flood risk upstream or downstream.
(h) the possibility of effectively reducing the impact.	<p>Any potential impacts would be reduced as follows;</p> <ol style="list-style-type: none"> <li>1. Consultation with SEPA, Marine Scotland and the Clyde River Foundation</li> <li>2. Update existing flood risk assessment to ensure infilling would not result in increased flood risk upstream or downstream</li> <li>3. Design and agree a suitable construction methodology</li> <li>4. Apply for Marine License (new or variation to existing)</li> <li>5. Prepare additional section for the detailed CWRR CEMP, consulting with the key statutory bodies listed above.</li> <li>6. Adherence to the Marine License Conditions</li> <li>7. Works to be timed outwith sensitive periods for migration of salmon smolts (March to May)</li> <li>8. Ecological watching brief during construction works to ensure no impacts upon seals/porpoises or adult salmon/trout</li> </ol>

## 2 Conclusion

Based on the above, and the supporting detail, it is considered that the development is not a Schedule 2 Development in terms of the Regulations and therefore does not require an Environmental Impact Assessment.

An application for a construction Marine Licence will be submitted and this will be supported by;

- A Flood Risk
- Construction Method Statement
- CEMP
- Marine Ecological Plan

We trust that this provides you with sufficient information at this stage to make a determination. Please do not hesitate if you have any queries or require any further information at this time.

We look forward to hearing from you.

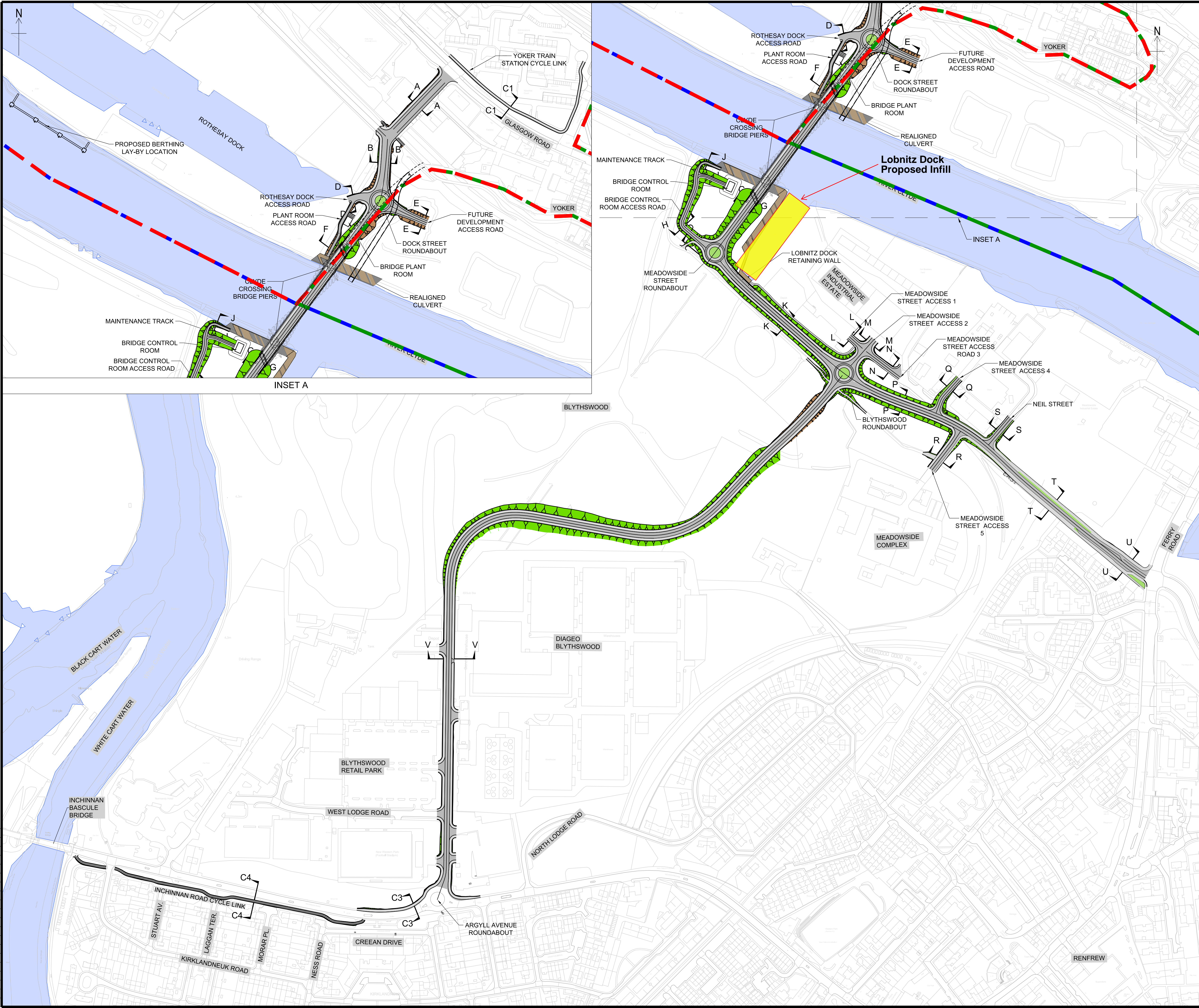
Your sincerely

Rebecca McLean



## **Appendix A – Site Location (showing wider CWRR Project)**





Notes

- THIS MAP IS REPRODUCED BY PERMISSION OF ORDNANCE SURVEY ON BEHALF OF HSMO. © CROWN COPYRIGHT AND DATABASE RIGHT 2015. ALL RIGHTS RESERVED. ORDNANCE SURVEY LICENCE NUMBER 100023417.
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- FOR INDIVIDUAL CROSS SECTIONS REFER TO DRAWING NO.S 117086-SWECO-HML-00-DR-D-40013 AND 40014.

Key to symbols

PLAN KEY.

- GLASGOW CITY COUNCIL LOCAL AUTHORITY BOUNDARY
- WEST DUNBARTONSHIRE COUNCIL LOCAL AUTHORITY BOUNDARY
- RENFREWSHIRE COUNCIL LOCAL AUTHORITY BOUNDARY
- CARRIAGEWAY
- FOOTWAYS, CYCLEWAYS, AND HARD SURFACING
- GRASS VERGE AND LANDSCAPING
- EARTHWORKS CUT
- EARTHWORKS FILL

CROSS SECTION MARKERS

Reference drawings

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
P01.1	01/06/17	INITIAL STATUS OR WIP	AB	AB	IG
P01.2	13/06/17	INITIAL STATUS OR WIP	AB	AB	IG
P01.3	21/06/17	INITIAL STATUS OR WIP	RE	AB	IG
P01.4	21/06/17	INITIAL STATUS OR WIP	RE	AB	IG
P01.5	21/06/17	FOR REVIEW AND COMMENT	RE	AB	IG
P01.6	27/06/17	FOR PIM AUTHORISATION	RE	AB	IG
P01.7	11/07/17	FOR PIM AUTHORISATION	AB	AB	IG

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**RENFREWSHIRE COUNCIL**

Drawing Status  
**For PIM Authorisation**

Project Title  
**CLYDE WATERFRONT AND RENFREW RIVERSIDE**

Drawing Title  
**GENERAL LAYOUT PLAN**

Scale	Designed	Drawn	Checked	Approved
1:2500	Russell, Brian	Russell, Brian	Blacklaws, Alan	Goldie, Iain
Original Size	Date	Date	Date	Date
A1	26.04.17	26.04.17	26.04.17	26.04.17

Drawing Number	Project	Originator	Volume	Location	Type	Role	Number	Project Ref. No.
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								P01.7