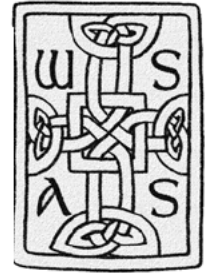


Our ref: 7/3/5/Cons 35856  
Your ref: 17/01667/DC  
WoSASdoc: 17\_01667  
Date: 02 August 2017

Redacted

WEST of SCOTLAND  
ARCHAEOLOGY  
SERVICE



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Dear Sir or Madam,

**Re: Planning Application 17/01667/DC - Erection of opening bridge, roads, footways, cycleways and associated works (Environmental Impact Assessment), site to the west of Greenlaw Court, Glasgow**

I refer to the above application for planning consent, which appeared on a recent weekly list of applications registered with the Council. I have downloaded details of the proposal from the Council's online planning system, and having compared these against information contained in the Historic Environment Record and with available cartographic sources, I would like to make the following comments.

As you will be aware, the new bridge and road re-alignment proposed under this application forms part of the larger Renfrewshire City Deal project. We have been involved in pre-application discussions in relation to these schemes for a considerable period, and have provided comments on behalf of Renfrewshire Council to the consultants responsible for preparing the application and its supporting EIA (originally Grontmij, subsequently SWECO), and to Headland Archaeology Ltd, the archaeological consultancy specifically responsible for assessing the potential impacts of the schemes on archaeology and cultural heritage. A brief summary of this consultation process is provided in section 7.3.3 of Volume 2 of the Environmental Statement prepared in support of the current application.

The majority of the construction activity associated with the wider City Deal project would take place within Renfrewshire, on the southern bank of the river. Indeed, most of the documents relating to this application on Glasgow's online planning system appear to relate to elements of the wider project that are located outwith the area covered by Glasgow City Council, such as the proposed new cycle bridge at Inchinnan, the re-alignment of Abbotsinch Road and the new bridge across the White Cart between Wright Street and Arran Avenue. In terms of the City Deal project as a whole, the only elements that would be outside Renfrewshire would be the construction of the new bridge across the Clyde, between the western end of Meadowside Street on the southern bank of the river, and the southern end of Dock Street on the north. Even within this section of the wider City Deal proposal, the majority of the work appears likely to take place outside the area covered by Glasgow City Council. From the supplied plans, it is apparent the new road and roundabout needed to connect the new bridge to the existing road network would be located predominantly within West Dunbartonshire. However, the proposal would include a spur extending eastwards from the new roundabout, which would be within the area covered by Glasgow City Council. It is likely that associated works, such as the formation of temporary construction compounds or lay-down areas and works to re-align the underground course of the Yoker Burn, may also take place within the Council area.

Given that the majority of the construction activity associated with the implementation of the various elements of the City Deal project will take place on the southern side of the river, it is perhaps unsurprising that most of the consideration of the potential impact of the proposal on the historic environment also focusses on this area. Although the desk-based assessment conducted by Headland

Archaeology does include a number of heritage assets on the northern bank of the river, it does not appear to have identified the presence of a former shipbuilding yard in the area that would be affected by construction of the northern approach road to the new bridge across the Clyde. This yard was not shown on the 1<sup>st</sup> edition Ordnance Survey map of the mid 19<sup>th</sup> century, on which the ground on the northern bank of the river was shown as being largely undeveloped, but was depicted on the 2<sup>nd</sup> edition, indicating a date of construction between c. 1860 and c. 1890. The yard appears to have been fairly short-lived, as the buildings had been removed by the time of the 3<sup>rd</sup> edition OS map (indeed, the larger of the two buildings appears to have been partially removed by the formation of the Rothesay Dock). The smaller of the buildings shown on the 2<sup>nd</sup> edition would have been located immediately to the east of the end of the dock, in the area between the quay wall and the former line of the Yoker Burn, which continues to mark the division between the areas covered by Glasgow City and West Dunbartonshire Councils. The supplied plans indicate that the ground in this area is likely to be affected by construction of the proposed new road and roundabout, which could expose and remove any sub-surface deposits relating to the buildings of the former shipyard.

Section 7.8.3 of the Environmental Statement identifies a potential issue of this type in relation to the former London Works shipbuilding yard, which was located on the southern bank of the Clyde. While elements of this ship yard were shown on the 1<sup>st</sup> edition, meaning that its origins pre-date that identified on the northern bank of the river, it is also the case that the buildings most likely to be directly affected by construction of the new bridge and road network are like to be of an equivalent age, as they also appeared for the first time on the 2<sup>nd</sup> edition map. Section 7.8.3 of the ES suggests that that the impact of construction on any sub-surface remains associated with the former shipyard buildings on the southern bank of the river could be offset by archaeological recording of any features identified. There is no specific indication of how this would be achieved in practise, though it is likely that it could most simply be accomplished by monitoring of the initial removal of topsoil and other overburden from areas that would be affected by construction of the section of the new road that would run through the former shipyard. This is likely to provide an appropriate level of confidence that any features present in these areas would be identified, and allow for suitable recording of these remains prior to construction. There is no suggestion in the ES that equivalent mitigation measures would be applied in relation to the construction of the new road on the north side of the Clyde, though given that this would appear to have the potential to disturb or remove material of a similar nature and age, I would consider that this is likely to be necessary.

Although the ES submitted in support of the CWRR scheme does not include any specific measures to address the potential impact of the development on cultural heritage assets on the northern bank of the river, section 7.7 of the document does set out general suggestions as to how the impact of the scheme as a whole could be mitigated. This states that the risk of impacts on unknown archaeological remains would be reduced by a programme of archaeological evaluation, with the scope of work to be detailed in a Written Scheme of Investigation (WSI), which would be agreed with West of Scotland Archaeology Service (WoSAS); it is suggested in section 7.7.1 that work will include trial trench evaluation and monitoring during ground disturbance. While the ES itself does not specifically suggest any measures in relation to the section of the scheme on the northern bank of the river, there is no reason why the WSI outlining the proposed mitigation measures could not accommodate work in this area. In order to secure the submission of this project design document and the completion of a suitable programme of archaeological mitigation, I would therefore advise that the following condition should be attached to any consent that the Council may be minded to grant:

*“No development shall take place within the development site as outlined in red on the approved plan until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the West of Scotland Archaeology Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service”.*

The Environmental Statement also identifies that construction of the proposed new bridge would be likely to have an impact on the operation of the ferry crossing between Renfrew and Yoker, by reducing the demand for this service. While I would agree that the structures present at the modern ferry slipways are unlikely to be particularly significant in themselves, it is also the case that this is a long-lived river crossing, and will therefore have a considerable historic and social significance. Although I would agree with the statement made in section 7.8.6 that the retention of the ferry service would be a matter for the operator, it would be a shame if this historic link were lost – however, it appears unlikely that it would continue to be commercially viable following completion of the bridge. I would agree that this would result in a significant adverse effect on the asset, though I would consider this impact to be primarily a socio-economic and historical rather than archaeological, as the physical remains associated with the ferry crossing would presumably remain, even if the ferry itself was no longer in operation as a crossing.

Yours faithfully

West of Scotland Archaeology Service